



REPORT

Report Date: August 18, 2020
Contact: Mary Clare Zak
Contact No.: 604.871.6643
RTS No.: 14024
VanRIMS No.: 08-2000-20
Meeting Date: September 15, 2020
[Submit comments to Council](#)

TO: Vancouver City Council
FROM: General Manager of Arts, Culture and Community Services
SUBJECT: Reduced-Fare Transit Pilot Project

RECOMMENDATION

- A. THAT Council approve in principle the funds provided by Union of British Columbia Municipalities (UBCM) for a transit pilot study based on the #AllonBoard campaign.
- B. THAT, if Council approves Recommendation A, City staff are authorized to negotiate and finalize any legal agreement that the City may be required to enter into as a condition of receiving the funds to the satisfaction of, and which legal agreement will be executed by, the General Manager of Arts, Culture and Community Services and the Director of Legal Services.

REPORT SUMMARY

Union of British Columbia Municipalities (UBCM) is distributing grant funds from the Province for the implementation of poverty reduction pilots in BC municipalities. Staff consulted with people with lived experience and partners to understand what potential pilots would have the most impact. The chosen project is a low-income transit pilot based on the #AllonBoard campaign, which Council endorsed in 2019.

Staff submitted an application to UBCM and were approved for \$50,000, which is contingent on City of Vancouver Council approval. If Council approves accepting this grant, staff will move forward with developing the pilot plan, partnership development and negotiating and finalizing any legal agreement that the City may be required to enter into as a condition of receiving the funds.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Council endorsed the #AllonBoard campaign in 2019, as seen in Appendices A and B.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City's work in poverty reduction is comprehensive and includes greater access to transit. The partnership with UBCM will help us explore the impacts of reducing barriers to transit for those living in poverty.

REPORT

Background/Context

During the consultation sessions for the poverty reduction plan (still in development), the issue of a lack of access to affordable transportation emerged as a major barrier that prevented people from taking action to lift themselves out of poverty. Transportation is also inextricably linked to better health outcomes and social well-being through access to work, health, medical services, education, healthy food, recreation, and childcare. For example, improved attendance at school and increased working hours are directly linked to transportation access¹.

In January 2019, City of Vancouver Council endorsed the #AllonBoard campaign. This calls on TransLink to develop a plan for low income residents based on a sliding scale using the Market Basket Measure and free transit for youth. The Provincial Government does currently operate a bus program for low income seniors. However, this is limited in scope and the #AllonBoard campaign seeks to significantly increase the reach and impact of the current program.

The City staff applied to UBCM for funding to conduct a pilot to evaluate the impact of reduced fare transit for low-income residents. The proposed Reduced-Fare Transit Pilot seeks to design, test, evaluate, and make recommendations for a reduced/free transit program in Vancouver. This would be done by providing free or subsidized transit passes available to people experiencing poverty, with a priority on Indigenous and racialized residents – including children, youth and families and people living in temporary modular housing. This initiative aligns with the Healthy City Strategy, the emerging Equity Framework, and Poverty Reduction Plans (still in development).

Taking lessons learned from SFU Hotel Employees transit pilot (RTS 14026), MOBI bikeshare access pilot, and City of Victoria transit program, the City will work with Metro Vancouver Aboriginal Executive Committee (MVAEC), Simon Fraser University, TransLink, relevant Council Committees and other partners to design an accessible, affordable transit pass program for approximately 50-100 participants with a single zone pass. This small sample size would likely be a phase I of a larger study that can span across several municipalities in the future. Evaluation of this pilot will be developed in partnership with Simon Fraser University's Community Engaged Research team to assess the impact of subsidized or free transit passes on participant lives.

¹ Wray, R. (2013). *The Spatial Trap: Exploring Equitable Access to Public Transit as a Social Determinant of Health*. Toronto, Ont.: Wellesley Institute.

Due to a potential second wave of COVID, the project will begin in the fall to develop partnerships and research guidelines, evaluation measures, etc. Transit passes will be distributed in early 2021 and analysis will happen over the spring with a final report submitted to UBCM in late summer 2021.

Strategic Analysis

The findings from this pilot will be used to inform the discussions and decisions between the City of Vancouver and TransLink, which governs regional transit fare policy. Specifically, the findings will support an evaluation of the costs/benefits and other impacts of a broader roll-out of low-income transit passes, in conjunction with other related studies. If a phase II of this study was to occur, it would be in partnership with other municipalities in Metro Vancouver, as workers tend to live and work across Metro Vancouver and transit fares are set regionally.

By contributing to a growing body of evidence on the impact of low-income transit passes across North America, this pilot study could potentially influence wider funding changes and systemic changes in transit systems across BC and elsewhere; thereby assisting those living in poverty in overcoming a significant barrier to employment and dignity.

Financial

UBCM is providing \$50,000 in funding to support the Reduced-Fare Transit Pilot. The City of Vancouver will contribute staff time to set up a collaborative evaluation process and develop the implementation plan with community partners.

Human Resources/Labour Relations

Arts, Culture and Community Services (ACCS) will be assisting on this project as will Engineering Services.

Environmental

There could potentially be some positive impacts if people move away from automobiles because transit has become more accessible. At this time, it would be hard to know since the pilot is aimed at people who have low incomes.

Legal

Any legal agreement required to be entered into by the City as a condition of receiving the funds from UBCM will first be reviewed and approved by Legal Services.

Other: Next Steps

With Council's approval to move forward with this project, UBCM will provide funds and the ACCS, Social Policy team. The Social Policy and Engineering departments of the City of

Vancouver will work with Simon Fraser Community Engaged Research, BC Poverty Reduction Coalition, Metro Vancouver Aboriginal Executive Council, and TransLink on a project plan and evaluation model.

The aim is to have implementation of the pilot begin in January 2021 or later (depending upon a second wave of COVID-19) and to have a report with recommendations back to Council in the fall of 2021. Should a second wave of COVID significantly impact the implementation of this study, a request to extend the project timeframe would be made to UBCM.

CONCLUSION

The impetus for this project came from people experiencing poverty and how they perceived access to transportation as a “poverty trap” because they could not afford transportation they were unable to access job interviews, education or services that would enable them to move out of poverty. The aim of the study is to show whether or not more equitable access to transit has positive outcomes on the lives of those impacted by poverty. This pilot study could potentially influence wider funding changes and systemic changes in transit across Metro Vancouver and BC; thus assisting people living in poverty to overcome a significant barrier to employment and dignity.

* * * * *

Regular Council Meeting Endorsement



REGULAR COUNCIL MEETING MINUTES

JANUARY 15, 2019

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, January 15, 2019, at 9:36 am, in the Council Chamber, Third Floor, City Hall.

PRESENT:

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

CITY MANAGER'S OFFICE: Sadhu Johnston, City Manager

CITY CLERK'S OFFICE: Katrina Leckovic, City Clerk
Bonnie Kennett, Meeting Coordinator

* Denotes absence for a portion of the meeting.

WELCOME

The Mayor acknowledged we are on the unceded territories of the Musqueam, Squamish, and Tsleil-Waututh Nations and we thank them for having cared for this land since time immemorial.

IN CAMERA MEETING

MOVED by Councillor Carr
SECONDED by Councillor Dominato

THAT Council will go into meetings later this week which are closed to the public, pursuant to Section 165.2(1) of the *Vancouver Charter*, to discuss matters related to paragraphs:

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the city or another position appointed by the city;

(d) the security of the property of the city;

(e) the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the city;

- (g) litigation or potential litigation affecting the city;
- (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
- (j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 [disclosure harmful to business interests of a third party] of the Freedom of Information and Protection of Privacy Act;
- (k) negotiations and related discussions respecting the proposed provision of an activity, work or facility that are at their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the city if they were held in public.

CARRIED UNANIMOUSLY
(Councillor De Genova absent for the vote due to Medical Leave)

ADOPTION OF MINUTES

1. Regular Council (City Finance and Services) – December 5 and 12, 2018

MOVED by Councillor Hardwick
SECONDED by Councillor Kirby-Yung

THAT the Minutes of the Regular Council meeting following the Standing Committee on City Finance and Services meeting of December 5 and 12, 2018, be approved.

CARRIED UNANIMOUSLY
(Councillor De Genova absent for the vote due to Medical Leave)

2. Special Council (2019 Budget) – December 11, 2018

MOVED by Councillor Bligh
SECONDED by Councillor Boyle

THAT the Minutes of the Special Council (2019 Budget) meeting of December 11, 2018, be approved.

CARRIED UNANIMOUSLY
(Councillor De Genova absent for the vote due to Medical Leave)

3. Regular Council – December 18, 2018

MOVED by Councillor Hardwick
SECONDED by Councillor Carr

THAT the Minutes of the Regular Council meeting of December 18, 2018, be approved.

CARRIED UNANIMOUSLY
(Councillor De Genova absent for the vote due to Medical Leave)

4. Regular Council (Policy and Strategic Priorities) – December 19, 2018

MOVED by Councillor Wiebe
SECONDED by Councillor Boyle

THAT the Minutes of the Regular Council meeting following the Standing Committee on Policy and Strategic Priorities meeting of December 19, 2018, be approved.

CARRIED UNANIMOUSLY
(Councillor De Genova absent for the vote due to Medical Leave)

5. Special Council (Overdose Emergency Task Force) – December 20, 2018

MOVED by Councillor Carr
SECONDED by Councillor Hardwick

THAT the Minutes of the Special Council (Overdose Emergency Task Force) meeting of December 20, 2018, be approved.

CARRIED UNANIMOUSLY
(Councillor De Genova absent for the vote due to Medical Leave)

MATTERS ADOPTED ON CONSENT

MOVED by Councillor Carr
SECONDED by Councillor Bligh

THAT Council adopt Communication 1 and Policy Reports 1 to 3, on consent.

CARRIED UNANIMOUSLY
(Councillor De Genova absent for the vote due to Medical Leave)

REPORT REFERENCE

**1. Confirmation of Regulatory Principles Related to Ride-Hailing
January 7, 2019**

Kaye Krishna, General Manager of Development, Buildings and Licensing, and Kathryn Holm, Chief Licence Inspector and Director of Licensing & Community Standards, provided a presentation on this matter and, along with Dale Bracewell, Manager of Transportation Planning, Engineering Services, Iain Dixon, Assistant Director of Regulatory Litigation, Legal Services, Lon LaClaire, Director of Transportation Division, Engineering Services, Sadhu Johnston, City Manager, and Sarah Hicks, Deputy Chief Licensing Inspector, responded to questions.

REFERRAL MOVED by Councillor Carr
SECONDED by Councillor Dominato

THAT Council refer the Policy Report dated January 7, 2019, entitled "Confirmation of Regulatory Principles related to Ride-Hailing" to the Standing Committee on City Finance and Services meeting on January 16, 2019, at 9:30 am, in order to hear from speakers.

CARRIED UNANIMOUSLY (Vote No. 03763)
(Councillors Bligh, Fry and Kirby-Yung absent for the vote)
(Councillor De Genova absent for the vote due to Medical Leave)

* * * * *

RECONSIDERATION MOVED by Councillor Swanson
SECONDED by Councillor Carr

THAT under Section 9.8 of the Procedure By-law, Council reconsider the vote on a motion at the same meeting, to be able to ask questions of staff regarding Communication 1 and Policy Reports 1 to 3, that were adopted on consent.

CARRIED UNANIMOUSLY (Vote No. 03768)
(Councillor Fry absent for the vote)
(Councillor De Genova absent for the vote due to Medical Reasons)

* * * * *

COMMUNICATIONS

1. 2019 Council Meetings Schedule Revision

MOVED by Councillor Hardwick
SECONDED by Councillor Carr

THAT Council approve a change to the 2019 meeting schedule as follows:

Scheduled Date	Proposed Date	Meeting Type
Thursday, November 21, 2019, at 6 pm	Wednesday, October 30, 2019, at 5pm	Court of Revision (Local Improvements)

CARRIED UNANIMOUSLY (Vote No. 03764)
(Councillor Fry absent for the vote)
(Councillor De Genova absent for the vote due to Medical Leave)

* * * * *

MOVED by Councillor Wiebe
SECONDED by Councillor Bligh

THAT Council recess for five minutes.

CARRIED UNANIMOUSLY

* * * * *

Council recessed at 10:52 am and reconvened at 11:12 am.

* * * * *

POLICY REPORTS

1. CD-1 Rezoning: 815-825 Commercial Drive and 1680 Adanac Street January 2, 2019

Karen Hoese, Assistant Director, Rezoning Centre, Planning, Urban Design and Sustainability, Derek Robinson, Rezoning Planner, Planning, Urban Design and Sustainability, Gil Kelley, General Manager of Planning, Urban Design and Sustainability, and Sadhu Johnston, City Manager, responded to questions and clarified the Public Hearing process.

MOVED by Councillor Carr
SECONDED by Councillor De Genova

- A. THAT the application, by Cornerstone Architecture on behalf of Park Drive Investments Inc., to rezone 815-825 Commercial Drive and 1680 Adanac Street [Lots 21 and 22 of Lot 10 Block D District Lot 183 Plan 729; PIDs: 015-162-702 and 004-212-304 respectively] from RM-4N (Residential) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 1.45 to 3.00 and the building height from 10.7 m (35.10 ft.) to 22.0 m (72.20 ft.) to permit the development of a six-storey mixed-use building with commercial uses at grade and 38 for-profit affordable rental housing units, be referred to a Public Hearing, together with:
- (i) plans prepared by Cornerstone Architecture, received February 18, 2018;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 815-825 Commercial Drive and 1680 Adanac Street; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve in principle the application, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B of the above-noted report;

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

- B. THAT, if after Public Hearing, Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 815-825 Commercial Drive and 1680 Adanac Street, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the zoning by-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Arts, Culture and Community Services.
- C. THAT, the application to amend the Sign By-law to establish regulations for this CD-1, generally as set out in Appendix C of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 815-825 Commercial Drive and 1680 Adanac Street, 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, subject to approval of the rezoning application, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 815-825 Commercial Drive and 1680 Adanac Street;

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 CD-1 By-law.

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

CARRIED (Vote No. 03765)
(Councillor Swanson opposed)

**2. CD-1 Rezoning: 1906-1918 West 4th Avenue
January 2, 2019**

Gil Kelley, General Manager of Planning, Urban Design and Sustainability, and Dan Garrison, Assistant Director of Housing Policy and Regulation, responded to questions.

MOVED by Councillor De Genova
SECONDED by Councillor Carr

- A. THAT the application, by Rositch Hemphill Architects on behalf of Harkerson B.C. Wholesale Lumber (1966) Ltd., to rezone 1906-1918 West 4th Avenue [*Lots 17, 18 and 20, all except Part in Plan 3932; Lot 19, except (A) the East 20 Feet and (B) Part in Plan 3932; and The East 20 Feet of Lot 19, except Part in Plan 3932; all of Block 246 District Lot 526 Plan 590; PIDs: 015-245-543, 015-245-551, 015-245-560, 015-245-659, 015-245-608 respectively*] from C-2B (Commercial) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 2.50 to 3.08 and the building height from 15.3 m (50.2 ft.) to 18.8 m (61.8 ft.) to permit the development of a five-storey mixed-use building with commercial at grade and 32 for-profit affordable rental housing units, be referred to a Public Hearing, together with:
- (i) plans prepared by Rositch Hemphill Architects, received December 21, 2017;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 1906-1918 West 4th Avenue"; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B of the above-noted report;

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

- B. THAT, if after Public Hearing, Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 1906-1918 West 4th Avenue", the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the zoning by-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Arts, Culture and Community Services.
- C. THAT, the application to amend the Sign By-law to establish regulations for this CD-1, generally as set out in Appendix C of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 1906-1918 West 4th Avenue", 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, subject to approval of the rezoning application, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 1906-1918 West 4th Avenue";

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 CD-1 By-law.

- E. THAT A through D above be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a 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 (Vote No. 03766)
(Councillor Swanson opposed)

3. CD-1 Rezoning: 441-463 West 59th Avenue January 2, 2019

Robert White, Rezoning Planner, Planning, Urban Design and Sustainability, responded to questions.

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Boyle

- A. THAT the application by iFortune Homes Ltd. on behalf of iFortune West 59 (BT) Ltd., the registered owner, to rezone 441-463 West 59th Avenue [*Lots 9 to 12, all of Block 1005 District Lot 526 Plan 9489; PIDs 009-671-927, 009-671-951, 009-671-960 and 009-671-994 respectively*], from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 0.70 to 2.50 and the building height from 10.7 m (35 ft.) to 21.3 m (70 ft.) to permit the development of two six-storey residential buildings with a total of 63 market strata housing units, be referred to a Public Hearing, together with:

- (i) plans prepared by W.T. Leung Architects Inc., received April 11, 2018;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 441-463 West 59th Avenue"; and
- (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B of the above-noted report;

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

- B. THAT, subject to the enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C of the Policy Report dated January 2, 2019, entitled "CD-1 Rezoning: 441-463 West 59th Avenue";

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

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

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a 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 (Vote No. 03767)
(Councillor Swanson opposed)

BY-LAWS

MOVED by Councillor Bligh
SECONDED by Councillor De Genova

THAT Council, except for those members ineligible to vote as noted below, enact the by-laws listed on the agenda for this meeting as numbers 1 to 5 inclusive, and authorize the Mayor and City Clerk to sign and seal the enacted by-laws.

CARRIED UNANIMOUSLY

1. A By-law to amend Zoning and Development Fee By-law No. 5585 (By-law No. 12350)
2. A By-law to amend Animal Control By-law No. 9150 regarding 2019 fee increases (By-law No. 12351)
3. A By-law to amend Street and Traffic By-law No. 2849 regarding a housekeeping amendment (By-law No. 12352)
4. A By-law to amend Parking By-law No. 6059 with regards to CD-1 District Parking requirements (8378-8432 Oak Street) (By-law No. 12353)
5. A By-law to amend Zoning and Development By-law No. 3575 to rezone an area to CD-1 (1133-1155 Melville Street) (By-law No. 12354)
(Councillors Kirby-Yung, Swanson and Wiebe ineligible for the vote)

MOTIONS

A. Administrative Motions

1. Approval of Form of Development: 1133 Melville Street

MOVED by Councillor De Genova
SECONDED by Councillor Carr

THAT the form of development for this portion of the site known as 1133 Melville Street be approved generally as illustrated in the Development Application Number DP-2018-00399, prepared by James Cheung of James KM Cheung Architects, and stamped "Received, Community Services Group, Development Services", on December 14, 2018, provided that the Director of Planning may impose conditions and approve design changes which would not adversely affect either the development character of the site or adjacent properties.

CARRIED UNANIMOUSLY

* * * * *

Council recessed at 11:59 am and reconvened at 3:20 pm.

* * * * *

B. Motions on Notice

1. Ramping Up Vancouver's Climate Action in Response to the Climate Emergency

MOVED by Councillor Boyle

SECONDED by Councillor Carr

WHEREAS

1. The British Columbia government declared a provincial state of emergency in 2018 over record-setting wildfires:
 - a. Wildfires in BC broke the record for km² burned in 2018, surpassing the record of 12,161 km² and 65,000 forced from their homes in 2017;
 - b. Wildfires in California killed more than 100 people and caused over \$14.5 billion in insured losses in 2018;
2. The Legislature of British Columbia and the House of Commons of Canada acknowledged the growing crisis of climate breakdown by holding emergency debates following the release of the October 2018 IPCC report;
3. Local governments around the world are taking new actions to avoid the worst impacts of climate breakdown and calling on senior levels of government for a more urgent, emergency response;
4. The Intergovernmental Panel on Climate Change finds that limiting global warming to 1.5°C with no or limited overshoot would imply global net CO₂ emissions dropping to between 50% and 58% below 2010 levels by 2030, and between 94% and 107% below 2010 levels by 2050. Global net CO₂ emissions would need to continued to decline into the second half of the century reaching negative net emissions in all scenarios;
5. The costs to Vancouver for dealing with sea level rise and storm water and sewer management are significant:
 - a. Staff estimate that approximately \$1 billion of flood management infrastructure is needed in Vancouver by 2100. To operate and maintain this infrastructure, the City will require additional staff and budget estimated at \$5 million a year;
 - b. Conservative estimates of the cost of a flood in Vancouver place the value in property and building damage at approximately \$7 billion. This does not include the economic impact of business disruption or the cost of clean-up and rebuilding;
 - c. Regionally, the Fraser Basin Council, a non-profit group that provides regional flood planning support, estimates the potential cost of a major coastal flood at \$25 billion for the Lower Mainland.

6. The world is currently on track for more than 3°C of warming based on policies currently in place, and those policies will need to be strengthened significantly to limit warming to 1.5°C. Vancouver, BC, and Canada are no exceptions:
 - a. Vancouver's carbon pollution levels are 7% below 2007 levels, which represents an average reduction of less than 1% per year over the past decade. An average annual reduction of over 3% is necessary to meet the City's 2030 targets;
 - b. BC's carbon pollution has increased in four of the past five years and the province eliminated its 2020 reduction target because it was on track to miss it by a wide margin. On December 5, 2018, the province introduced a new climate change plan, which is expected to put the province on track for 75% of its 2030 target of 40% below 2007 levels;
 - c. Canada's carbon pollution was down 4% from 2005 levels to 704 million tonnes. Policies committed to in the Pan-Canadian Framework on Clean Growth and Climate Action are only forecast to bring emissions down to 583 million tonnes in 2030, failing to meet the national target of 517 million tonnes;
7. The City of Vancouver has been taking action on sustainability through its Greenest City and Renewable City Action plans, setting a solid foundation for ramping up ambition and action to meet the moral and scientific urgency of climate change;
8. Past City of Vancouver staff reports acknowledge that "climate change shocks and stresses do not affect all groups in our community equally. Frontline communities, those that have been affected by systemic vulnerabilities and inequities, are often at greater risk from the impacts of climate change and often have the fewest resources to respond and adapt.";
9. A growing list of cities, districts and counties across the world representing over 15 million people collectively have recently declared or officially acknowledged the existence of a global climate emergency, including Los Angeles, Oakland, and most recently London, England.

THEREFORE BE IT RESOLVED

- A. THAT Council recognize the breakdown of the stable climate and sea level under which human civilization developed constitutes an emergency for the City of Vancouver;

FURTHER THAT Council direct staff to report back within 90 days on opportunities to:

- i. increase ambition and/or accelerate timelines for existing actions under the Renewable City Action Plan and Climate Adaptation Strategy;
- ii. add new actions to help the City achieve its targets;

- iii. add new actions that would help reduce GHG emissions beyond the scope of the City's current climate targets; and
 - iv. Incorporate into the City's climate targets and actions the need to achieve net zero carbon emissions before 2050 and net negative carbon emissions in the second half of the century.
- B. THAT Council direct staff to establish a remaining carbon budget for corporate and community emissions commensurate with limiting warming to 1.5°C and report annually on the expenditure of the City of Vancouver's remaining carbon budget;
- C. THAT Council direct staff to establish a "Climate and Equity" working group to provide guidance and support for the City's efforts to transition off of fossil fuels in ways the priorities those most vulnerable to climate impacts and most in need of support in transitioning to renewable energy.

referred

Mayor Stewart advised requests to speak to this motion had been received.

REFERRAL MOVED by Councillor Carr
SECONDED by Councillor Boyle

THAT Council refer the motion entitled "Ramping Up Vancouver's Climate Action in Response to the Climate Emergency" to the Standing Committee on City Finance and Services meeting on January 16, 2019, in order to hear from speakers starting at 3 pm.

CARRIED UNANIMOUSLY (Vote No. 03769)
(Councillor Fry absent for the vote)

2. #AllOnBoard Campaign

MOVED by Councillor Swanson
SECONDED by Councillor De Genova

WHEREAS

1. The City of Vancouver has recognized and has demonstrated over the past years its commitment to the health and well-being of its residents, and lack of transportation is one of the most common reasons for missing medical appointments and a significant barrier to social inclusion and labour market inclusion for low income adults and youth;
2. The #AllOnBoard Campaign, concerned agencies in Vancouver and throughout Metro Vancouver, and directly impacted youth and adult community members have brought to the attention of the City of Vancouver the direct harm that is brought to them through the bad credit ratings they develop due to fare evasion ticketing. Those living below the poverty line have brought forward that they cannot afford to pay the \$173 fines received individually, or the resulting accrued 'TransLink debt' from many unpaid fines;

3. The City of Vancouver and other municipalities contribute to charities and non-profits which then out of necessity subsidize transit tickets for those who cannot afford to access crucial social services provided by the City of Vancouver and other municipalities, and many pay off 'TransLink debt' and fare evasion fines to TransLink and external collection agencies.

THEREFORE BE IT RESOLVED THAT

- A. THAT the City of Vancouver endorse the #AllOnBoard Campaign; the City write a letter to the TransLink Mayors' Council on Regional Transportation, the Board of Directors of TransLink, the Ministry of Municipal Affairs and Housing and the Ministry of Social Development and Poverty Reduction asking TransLink to work with the provincial government to finalize and secure funding, and develop a plan that will provide free public transit for minors (aged 0-18), and reduced price transit based on a sliding scale using the Market Basket Measure for all low-income people regardless of their demographic profile as soon as possible.
- B. THAT the City write a separate letter to the Mayors' Council on Regional Transportation asking them to 1) require TransLink adopt a poverty reduction/equity mandate in order to address the outstanding issue of lack of affordability measures to ensure those who need public transit the most can access the essential service, and 2) to request the Mayors' Council on Regional Transportation and TransLink immediately and without delay amend existing by-laws and cease ticketing all minors for fare evasion as the first step towards the full implementation of free transit for children and youth 0-18, unlink ICBC from fare evasion for youth and adults, cease ticketing adults.
- C. THAT the resolution regarding support for the #AllOnBoard Campaign be forwarded for consideration at the 2019 Lower Mainland Local Government Association (LMLGA) convention and subsequent Union of BC Municipalities (UBCM) convention.
- D. THAT the #AllOnBoard forthcoming research report containing evidence and testimonies in support of the #AllOnBoard Campaign be included in the submission to the Lower Mainland Local Government Association (LMLGA) once available.

referred

Mayor Stewart advised requests to speak to this motion had been received.

REFERRAL MOVED by Councillor Swanson
SECONDED by Councillor De Genova

THAT Council refer the motion entitled "#All on Board Campaign" to the Standing Committee on City Finance and Services meeting on January 16, 2019, at 9:30 am, in order to hear from speakers.

CARRIED UNANIMOUSLY (Vote No. 03777)

3. Deterring and Preventing Money Laundering and the Business of Organized Crime in the City of Vancouver

MOVED by Councillor De Genova
SECONDED by Councillor Dominato

WHEREAS

1. The Attorney General commissioned Peter German's report titled "Dirty Money: An Independent Review of Money Laundering in Lower Mainland Casinos conducted for the Attorney General of British Columbia";
2. The media reported that Mr. German estimates over \$100 million dollars has been laundered in B.C.;
3. In Fall 2018, Attorney General David Eby and Minister of Finance Carole James, announced the Expert Panel on Money Laundering will be reviewing British Columbia's real estate sector and offering solutions to prevent market manipulation and money laundering. The panel consists of three members, who offer experience and knowledge pertaining to government policy, real estate and money laundering;
4. Page 16 of the Dirty Money Report, recommendation "R45" suggests "That the Province undertake research into allegations of organized crime penetration of the real estate industry";
5. In "Dirty Money" Mr. German states "79. Part 2 overviews the phenomenon of transnational organized crime and the unique position in which Vancouver finds itself. It describes the 'Vancouver Model', which provides a very practical framework for what has occurred in recent years. A primer is included on money laundering";
6. Mr. German also states in his report the most lucrative crimes in Vancouver are related to illegal drug sales. The drugs of choice cover the spectrum, from natural products such as cannabis, cocaine and heroin, to chemical creations such as opioids and hallucinogens;
7. The City of Vancouver Empty Homes Tax (Vacancy Tax By-law No. 11674) was implemented in 2017 by City Council, collecting 1% of the property's assessed taxable value if the property is left vacant. Currently, there is no system to confirm if the money collected by the City is directly or indirectly linked to money laundering.

THEREFORE BE IT RESOLVED

- A. THAT the Mayor write a letter on behalf of Council to the Attorney General of British Columbia and affirm the City of Vancouver's support to work with the B.C. Provincial government and when appropriated, the Vancouver Police Department and the Royal Canadian Mounted Police and appropriate investigative teams to prevent money laundering that could be directly or indirectly linked to businesses operating with or without a business license in the City of Vancouver.

- B. THAT Council direct staff to work with the Attorney General's office, the Province of B.C. and the appropriate police authorities to identify a system where the City of Vancouver can share pertinent information with the appropriate authorities to prevent and deter money laundering.
- C. THAT Council direct staff to review the powers available in the *Vancouver Charter*, including but not limited to:
 - i) The ability of the City of Vancouver to require voluntary stringent financial reporting; including but not limited to requiring audited financial statements, from businesses, individuals, corporations and companies when paying specific taxes, business licensing or any type of fee charged by the City of Vancouver in areas of business or property ownership that are more likely to attract money laundering and/or organized crime;
 - ii) The ability of the City of Vancouver to share information related to property ownership, and the collection of fees collected by the City of Vancouver, with senior levels of government, and appropriate agencies, including police agencies and specific investigative teams, in the interest of preventing and deterring money laundering.
- D. THAT staff report back to Council by the end of Q4 2019, including any recommendations.

referred

Mayor Stewart advised requests to speak to this motion had been received.

REFERRAL MOVED by Councillor De Genova
SECONDED by Councillor Carr

THAT Council refer the motion entitled "Deterring and Preventing Money Laundering and the Business of Organized Crime in the City of Vancouver" to the Standing Committee on City Finance and Services meeting on January 16, 2019, at 9:30 am, in order to hear from speakers.

CARRIED UNANIMOUSLY (Vote No. 03779)

NEW BUSINESS

1. Putting the Lid on Clothing Donation Bins

MOVED by Councillor Kirby-Yung
SECONDED by Councillor De Genova

WHEREAS

- 1. Donation bins have traditionally been placed in various neighbourhoods and locations throughout Vancouver to enable residents to donate used clothing to various charities;

2. In recent years, tragic deaths occurred of people who sought shelter in or to remove clothing from these bins. Most recently a 34-year old Vancouver resident was found lodged in a Community Living Society donation bin in West Vancouver on December 30, 2018, and pronounced dead. In July 2018 a woman perished in Vancouver in a Development Disabilities Association bin located at West Point Grey Community Centre. Since 2015, deaths also occurred in Pitt Meadows and Surrey;
3. The City of Burnaby has banned clothing donation bins on City property as has Surrey. The City of Richmond has imposed restrictions on clothing donation bins on City property. West Vancouver immediately moved to seal clothing donation bins on City and private property following the December 2018 death, and placed metal straps on those bins;
4. Vancouver started requesting operators to remove donation bins on street right-of-ways in September 2018 achieving approximately 90 per cent removal by November 2018. However, they are still allowed and still found on private land, as well as some City land locations such as firehalls. The City has stated it intends to review the status of remaining bins on private lands this year. It is purported there are still thousands of functional bins across Metro Vancouver;
5. Donation bins provide benefit for various charities and a means of diverting used clothing from land-fills;
6. Inclusion BC announced it is shutting down all its bins across the Province of BC on behalf of its 15 community group participants until they might be replaced or modifications made to ensure they are safe. Other charities such as Big Brothers are also removing bins pending identification of safe options;
7. The annual volume of textile waste and disposal per person is becoming an increasing issue. The City of Vancouver is committed to enabling opportunities for waste reduction and recycling;
8. While first and foremost this is a life safety issue stemming from prevalent poverty and homelessness, current bin designs are also causing a proliferation of refuse and garbage at bin sites across the city and sparking increasing resident concern;
9. A newly released January 2019 Research Co. online survey indicates that 70% of British Columbians and 76% of Lower Mainland residents agree with banning all clothing donations bins in their municipality. Additionally, 73% of BC residents as well as Lower Mainland residents say they would have no problem taking clothes to a specific facility for donation instead of relying on bins. The study further found that all demographic groups in British Columbia are voicing support for the elimination of donation bins;

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to immediately remove all remaining bins on City property in the interest of public safety until such time as they can be replaced, retrofitted or made safe, with consideration given to bin designs that also avoid stewing of refuse.

- B. THAT Council direct staff to immediately encourage and request the removal or sealing of any remaining donation bins located on private property in the City of Vancouver in the interest of public safety within the City's legal ability to do so until they can be replaced, retrofitted or made safe, with consideration given to bin designs that also avoid strewing of refuse.
- FURTHER THAT, if necessary, Council direct staff to pursue necessary and lawful actions to require and ensure expedited removal of any remaining bins on private land that staff deem to be a high risk for life and safety issues.
- C. THAT Council direct staff to report back on options at the City's disposal such as but not limited to by-law changes to prohibit donations bins on private land.
- D. THAT staff explore opportunities to consider usage or permitting of new safe designs that may come from industry, non-profit or academic initiatives such as, but not limited to, the UBC Okanagan School of Engineering donation bin design initiative, recognizing that such bins do provide a valuable source of fundraising for charitable and non-profit organizations.
- E. THAT staff explore and report back on the opportunity for centralized drop-off of clothing or small household items for residents in partnership with charitable and non-profit organizations currently involved in collection of these items.
- F. THAT staff explore and report back on the opportunity, in partnership with charitable and non-profit organizations, for a pilot project for the placement of safe bins in strata and multi-unit residential buildings.
- G. THAT staff explore and report back on the opportunity for recycling and disaggregation of textiles as part of the Zero Waste 2040 strategy.
- H. THAT the Mayor write to Metro Vancouver on behalf of Council to request that Metro Vancouver encourage its member municipalities to also remove or seal their unsafe donation bins.
- I. THAT the Mayor bring forward a resolution to the 2019 Lower Mainland Local Government Management Association of BC and 2019 Union of BC Municipalities conferences requesting support for a ban on donation bins until safe alternatives are available.

amended

* * * * *

MOVED by Councillor Wiebe
SECONDED by Councillor De Genova

THAT Council recess for five minutes.

CARRIED UNANIMOUSLY

* * * * *

* * * * *

Council recessed at 3:39 pm and reconvened at 3:48 pm.

* * * * *

At 3:48 pm, following the recess, it was

MOVED by Mayor Stewart
SECONDED by Councillor De Genova

THAT under section 9.5(b)(iv) of the *Procedure By-law*, Council postpone the motion “Putting the Lid on Clothing Donation Bins” in order to deal with administrative matters next.

CARRIED UNANIMOUSLY (Vote No. 03778)

Note: For clarity, the minutes are recorded in chronological order.

* * * * *

2. Requests for Leave of Absence

MOVED by Mayor Stewart
SECONDED by Councillor De Genova

THAT Councillor De Genova be granted a Leave of Absence for personal reasons for the Regular Council meeting on January 29, 2019, from 11 am to 1:30 pm.

CARRIED UNANIMOUSLY (Vote No. 03780)

MOVED by Councillor De Genova
SECONDED by Mayor Stewart

THAT Mayor Stewart be granted a Leave of Absence for Civic Business for all meetings on January 16, 2019, from 12 to 5 pm.

CARRIED UNANIMOUSLY (Vote No. 03781)

* * * * *

At 3:50 pm, after dealing with administrative matters, it was

MOVED by Councillor De Genova
SECONDED by Councillor Dominato

THAT Council return to the floor the motion “Putting the Lid on Clothing Donation Bins” and continue with discussion and decision.

CARRIED UNANIMOUSLY

* * * * *

AMENDMENT MOVED by Councillor Swanson
SECONDED by Councillor Kirby-Yung

THAT the following be added as J:

THAT Council write to the Minister of Social Services and Poverty Reduction urging him to increase welfare rates to the poverty line so people aren't so poor that they have to risk their lives to get clothes out of donation bins to stay warm.

amended

* * * * *

MOVED by Councillor De Genova
SECONDED by Councillor Dominato

THAT Council recess for five minutes.

CARRIED UNANIMOUSLY

* * * * *

Council recessed at 4:03 pm and reconvened at 4:10 pm.

* * * * *

AMENDMENT TO THE AMENDMENT MOVED by Councillor De Genova
SECONDED by Councillor Kirby-Yung

THAT the words "request the Mayor" be inserted after "THAT Council"

FURTHER THAT the words "him to increase welfare rates to the poverty line so people aren't so poor that they have to risk their lives to get clothes out of donation bins to stay warm" be struck and the words "them to consider ways to increase access for people living in poverty to help them access clothing, housing, programs and services" be inserted, to read as follows:

THAT Council request the Mayor write to the Minister of Social Services and Poverty Reduction urging them to consider ways to increase access for people living in poverty to help them access clothing, housing, programs and services.

LOST (Vote No. 03782)
(Councillors Bligh, Boyle, Carr, Fry, Swanson, Wiebe and Mayor Stewart opposed)

AMENDMENT TO THE AMENDMENT MOVED by Councillor Carr
SECONDED by Councillor De Genova

THAT the words “request the Mayor” be inserted after “THAT Council”

FURTHER THAT the words “and asking him to consider ways to increase access for people living in poverty to clothing, housing, programs and services” be inserted at the end, to read as follows:

THAT Council request the Mayor to write to the Minister of Social Services and Poverty Reduction urging him to increase welfare rates to the poverty line so people aren't so poor that they have to risk their lives to get clothes out of donation bins to stay warm and asking him to consider ways to increase access for people living in poverty to clothing, housing, programs and services.

CARRIED UNANIMOUSLY (Vote No. 03771)

AMENDMENT TO THE AMENDMENT MOVED by Councillor Fry
SECONDED by Councillor De Genova

THAT the words “to stay warm” be struck, to read as follows:

THAT Council request the Mayor to write to the Minister of Social Services and Poverty Reduction urging him to increase welfare rates to the poverty line so people aren't so poor that they have to risk their lives to get clothes out of donation bins and asking him to consider ways to increase access for people living in poverty to clothing, housing, programs and services.

CARRIED UNANIMOUSLY (Vote No. 03773)

Following the votes on the amendment to the amendment, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 03788).

AMENDMENT MOVED by Councillor Fry
SECONDED by Councillor Kirby-Yung

THAT the following be added as K:

THAT staff work with Metro Vancouver Zero Waste counterparts to eliminate unsafe clothing bins from the recovery stream in the 2019 Textiles Campaign expected to launch in Q1.

CARRIED UNANIMOUSLY (Vote No. 03774)

AMENDMENT MOVED by Councillor Boyle
SECONDED by Councillor Kirby-Yung

THAT E be struck and substituted with the following paragraph, to read as follows:

THAT staff partner with charitable and non-profit organizations currently involved in collection of these items, such as and including Vancouver Fire Charities, to find long term solutions, including but not limited to, centralized drop-off, for these organizations to continue collecting used textiles as a fundraising source and as a means of assisting the City in diverting these materials from landfills.

CARRIED UNANIMOUSLY (Vote No. 03775)

The amendments having carried unanimously, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 03776).

FINAL MOTION AS APPROVED

WHEREAS

1. Donation bins have traditionally been placed in various neighbourhoods and locations throughout Vancouver to enable residents to donate used clothing to various charities;
2. In recent years, tragic deaths occurred of people who sought shelter in or to remove clothing from these bins. Most recently a 34-year old Vancouver resident was found lodged in a Community Living Society donation bin in West Vancouver on December 30, 2018, and pronounced dead. In July 2018 a woman perished in Vancouver in a Development Disabilities Association bin located at West Point Grey Community Centre. Since 2015, deaths also occurred in Pitt Meadows and Surrey;
3. The City of Burnaby has banned clothing donation bins on City property as has Surrey. The City of Richmond has imposed restrictions on clothing donation bins on City property. West Vancouver immediately moved to seal clothing donation bins on City and private property following the December 2018 death, and placed metal straps on those bins;
4. Vancouver started requesting operators to remove donation bins on street right-of-ways in September 2018 achieving approximately 90 per cent removal by November 2018. However, they are still allowed and still found on private land, as well as some City land locations such as firehalls. The City has stated it intends to review the status of remaining bins on private lands this year. It is purported there are still thousands of functional bins across Metro Vancouver;
5. Donation bins provide benefit for various charities and a means of diverting used clothing from land-fills;
6. Inclusion BC announced it is shutting down all its bins across the Province of BC on behalf of its 15 community group participants until they might be replaced or modifications made to ensure they are safe. Other charities such as Big Brothers are also removing bins pending identification of safe options;

7. The annual volume of textile waste and disposal per person is becoming an increasing issue. The City of Vancouver is committed to enabling opportunities for waste reduction and recycling;
8. While first and foremost this is a life safety issue stemming from prevalent poverty and homelessness, current bin designs are also causing a proliferation of refuse and garbage at bin sites across the city and sparking increasing resident concern;
9. A newly released January 2019 Research Co. online survey indicates that 70% of British Columbians and 76% of Lower Mainland residents agree with banning all clothing donations bins in their municipality. Additionally, 73% of BC residents as well as Lower Mainland residents say they would have no problem taking clothes to a specific facility for donation instead of relying on bins. The study further found that all demographic groups in British Columbia are voicing support for the elimination of donation bins.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to immediately remove all remaining bins on City property in the interest of public safety until such time as they can be replaced, retrofitted or made safe, with consideration given to bin designs that also avoid strewing of refuse.
- B. THAT Council direct staff to immediately encourage and request the removal or sealing of any remaining donation bins located on private property in the City of Vancouver in the interest of public safety within the City's legal ability to do so until they can be replaced, retrofitted or made safe, with consideration given to bin designs that also avoid strewing of refuse.

FURTHER THAT, if necessary, Council direct staff to pursue necessary and lawful actions to require and ensure expedited removal of any remaining bins on private land that staff deem to be a high risk for life and safety issues.

- C. THAT Council direct staff to report back on options at the City's disposal such as but not limited to by-law changes to prohibit donations bins on private land.
- D. THAT staff explore opportunities to consider usage or permitting of new safe designs that may come from industry, non-profit or academic initiatives such as, but not limited to, the UBC Okanagan School of Engineering donation bin design initiative, recognizing that such bins do provide a valuable source of fundraising for charitable and non-profit organizations.
- E. THAT staff partner with charitable and non-profit organizations currently involved in collection of these items, such as and including Vancouver Fire Charities, to find long term solutions, including but not limited to, centralized drop-off, for these organizations to continue collecting used textiles as a fundraising source and as a means of assisting the City in diverting these materials from landfills.
- F. THAT staff explore and report back on the opportunity, in partnership with charitable and non-profit organizations, for a pilot project for the placement of safe bins in strata and multi-unit residential buildings.

- G. THAT staff explore and report back on the opportunity for recycling and disaggregation of textiles as part of the Zero Waste 2040 strategy.
- H. THAT the Mayor write to Metro Vancouver on behalf of Council to request that Metro Vancouver encourage its member municipalities to also remove or seal their unsafe donation bins.
- I. THAT the Mayor bring forward a resolution to the 2019 Lower Mainland Local Government Management Association of BC and 2019 Union of BC Municipalities conferences requesting support for a ban on donation bins until safe alternatives are available.
- J. THAT Council request the Mayor to write to the Minister of Social Services and Poverty Reduction urging him to increase welfare rates to the poverty line so people aren't so poor that they have to risk their lives to get clothes out of donation bins and asking him to consider ways to increase access for people living in poverty to clothing, housing, programs and services.
- K. THAT staff work with Metro Vancouver Zero Waste counterparts to eliminate unsafe clothing bins from the recovery stream in the 2019 Textiles Campaign expected to launch in Q1.

ENQUIRIES AND OTHER MATTERS

1. Funding Cuts to School Lunches

Councillor Carr requested information on City of Vancouver funding cuts to the Vancouver School Board for subsidized lunch programs. The City Manager agreed to provide a memo.

2. Safety of Persons Living in Vehicles

Councillor De Genova requested information regarding safety of people living in their vehicles. The City Manager provided a brief verbal update and agreed to provide a memo regarding a summary of calls received on the above-noted issue.

3. Budget Process and Review

Councillor Dominato requested a timeline on the strategic planning on improving the budget process including an independent review panel. The City Manager provided a response and indicated an update will be coming at the end of February.

Councillor Kirby-Yung requested information regarding timing for the 2020 budget process and the independent external budget review. The City Manager provided a response.

ADJOURNMENT

MOVED by Councillor De Genova
SECONDED by Councillor Carr

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

Council adjourned at 5:01 pm.

* * * * *

Standing Committee of Council on City Finance and Services



REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON CITY FINANCE AND SERVICES

JANUARY 16, 2019

A Regular Meeting of the Standing Committee of Council on City Finance and Services was held on Wednesday, January 16, 2019, at 9:36 am, in the Council Chamber, Third Floor, City Hall.

PRESENT:	Councillor Melissa De Genova, Chair Mayor Kennedy Stewart* (Leave of Absence – Civic Business for Items 1 and 2) 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* (Leave of Absence – Civic Business for Items 1 and 2)
CITY MANAGER'S OFFICE:	Sadhu Johnston, City Manager Paul Mochrie, Deputy City Manager (Items 1 and 2)
CITY CLERK'S OFFICE:	Rosemary Hagiwara, Deputy City Clerk Tina Hildebrandt, Meeting Coordinator

* Denotes absence for a portion of the meeting.

WELCOME

The Chair acknowledged that we are on the unceded territories of the Musqueam, Squamish, and Tsleil-Waututh Nations and we thank them for having cared for this land since time immemorial.

1. PRESENTATION – Commercial Renovation Project Update to Council

The General Manager of Development, Buildings and Licensing, presented an update for Council's information on the Commercial Renovation Project Initiative and, along with staff from Development, Buildings and Licensing and Business Planning and Project Support, responded to questions.

In response to questions related to customer engagement and future feedback, the General Manager of Development, Buildings and Licensing, agreed to forward a summary of feedback from the Business Improvement Areas to date and information on how they could better provide input in future, to the Mayor's communication team.

2. Confirmation of Regulatory Principles related to Ride-Hailing January 7, 2019

The Committee heard from two speakers in support of the report who also recommended further improvements, including the addition of a seventh regulatory principle of affordability.

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

THAT Council endorse the regulatory principles on passenger directed vehicles as described in the Policy Report dated January 7, 2019, entitled “Confirmation of Regulatory Principles related to Ride-Hailing”, and as set out below:

1. **Regional coordination:** Regulation is coordinated across the Metro Vancouver region and can operate effectively within our regional context to achieve net-positive sustainable transport goals for both the city and region.
2. **Passenger safety:** Companies, drivers and vehicles meet minimum safety standards, and be held accountable for meeting them. Effective enforcement mechanisms and sufficient resources should be in place to ensure compliance.
3. **Enhanced accessibility:** Ride-hailing companies should contribute to a system that maintains or exceeds standards for accessibility and ensures sufficient availability and maintenance of accessible vehicles.
4. **Enhanced mobility:** Ride-hailing is a complement to transit and active travel, thereby advancing shared mobility and contributing to an efficient transportation system including reducing congestion and overall reduced dependency on private vehicle ownership. The following mechanisms support this:
 - a. Ride-hailing vehicles are subject to city by-laws regulating streets, traffic and parking.
 - b. Municipalities are assured access to company/app data for traffic management and policy and planning purposes.
 - c. The City (or region) is provided future opportunities for road user charges (eg. a per-trip mobility fee) to best manage mobility outcomes to best manage curbside demands, minimize congestion, ideally by time of day in any problematic areas, and further incentives to pooled shared vehicles & low emissions are enabled.
5. **Reduced carbon emissions:** Ride-hailing companies have ambitious programs and ultimately targets that encourage drivers to use hybrid or zero emission vehicles to be leaders in provincial climate change transition for all vehicles.
6. **Economic Viability:** The regulatory regime ensures opportunity for financial viability of the existing taxi industry and new entrants to the market for passenger directed vehicle services such as ride-hailing including non-profit organizations.

amended

* * * * *

Prior to debate on the motion it was

MOVED by Councillor De Genova

THAT the Committee ask one round of questions to staff on Item 2 prior to debate.

CARRIED UNANIMOUSLY

(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)

* * * * *

During debate on the motion it was

MOVED by Councillor Hardwick

THAT the Committee take a five minute recess.

CARRIED UNANIMOUSLY

(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)

* * * * *

The Committee recessed at 11:28 am and reconvened at 11:33 am.

* * * * *

AMENDMENT MOVED by Councillor Kirby-Yung

THAT the motion be amended to add the following paragraph:

THAT Council add an additional regulatory principle 7 - Affordability, to be defined as 'the regulatory regime provide consideration and opportunity for the provision of affordable ride services as part of an enhanced mobility framework'.

CARRIED (Vote No. 03798)

(Councillor Swanson opposed)

(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)

(Councillor Fry absent for the vote)

AMENDMENT MOVED by Councillor Boyle

THAT the motion be amended under regulatory principle 6 - Economic Viability, to add the following paragraph:

Additionally, in line with Council's commitment to providing living wage employment in Vancouver, and considering the high local cost of living, the City advocate for a regulatory regime that provides strong employment standards and the opportunity to make a living wage for ride-hailing drivers, as contractors or employees.

CARRIED UNANIMOUSLY (Vote No. 03799)

(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)

(Councillor Fry absent for the vote)

AMENDMENT MOVED by Councillor Dominato

THAT the motion be amended under regulatory principle 4 – Enhanced mobility, to read as follows (*changes in italics*):

Ride-hailing is a complement to transit and active, *safe* travel, thereby advancing shared mobility and contributing to an efficient transportation system including *supporting public safety*, reducing congestion and reduced dependency on private vehicle ownership.

CARRIED UNANIMOUSLY (Vote No. 03800)
(*Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote*)
(*Councillor Fry absent for the vote*)

* * * * *

At Noon it was

MOVED by Councillor Boyle

THAT the meeting be extended to complete Item 2 on the agenda.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY
(*Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote*)
(*Councillor Fry absent for the vote*)

* * * * *

AMENDMENT MOVED by Councillor Fry

THAT the motion be amended under regulatory principle 5 – Reduced Carbon Emissions, to add the following paragraph:

THAT the City request of the Province for the City to retain the ability to regulate new TNS or PDV licenses, in particular if they are not hybrid or zero emission vehicles, in order to meet the City's established and emerging carbon reduction goals.

CARRIED UNANIMOUSLY (Vote No. 03801)
(*Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote*)
(*Councillor Bligh absent for the vote*)

* * * * *

MOVED by Councillor Dominato

THAT, under Section 6.8 of the Procedure By-law, Council suspend section 6.6(c), to allow Council members an additional five minutes of questions.

*CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY*

*(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)
(Councillor Bligh absent for the vote)*

* * * * *

The amendments having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 03802), with Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote, and Councillor Bligh absent for the vote.

FINAL MOTION AS APPROVED

THAT the Committee recommend to Council

THAT Council endorse the regulatory principles on passenger directed vehicles as described in the Policy Report dated January 7, 2019, entitled “Confirmation of Regulatory Principles related to Ride-Hailing”, and as amended on January 16, 2019, as set out below:

1. **Regional coordination:** Regulation is coordinated across the Metro Vancouver region and can operate effectively within our regional context to achieve net-positive sustainable transport goals for both the city and region.
2. **Passenger safety:** Companies, drivers and vehicles meet minimum safety standards, and be held accountable for meeting them. Effective enforcement mechanisms and sufficient resources should be in place to ensure compliance.
3. **Enhanced accessibility:** Ride-hailing companies should contribute to a system that maintains or exceeds standards for accessibility and ensures sufficient availability and maintenance of accessible vehicles.
4. **Enhanced mobility:** Ride-hailing is a complement to transit and active, safe travel, thereby advancing shared mobility and contributing to an efficient transportation system including supporting public safety, reducing congestion and reduced dependency on private vehicle ownership. The following mechanisms support this:
 - a. Ride-hailing vehicles are subject to city by-laws regulating streets, traffic and parking.
 - b. Municipalities are assured access to company/app data for traffic management and policy and planning purposes.

- c. The City (or region) is provided future opportunities for road user charges (eg. a per-trip mobility fee) to best manage mobility outcomes to best manage curbside demands, minimize congestion, ideally by time of day in any problematic areas, and further incentives to pooled shared vehicles & low emissions are enabled.

- 5. Reduced carbon emissions:** Ride-hailing companies have ambitious programs and ultimately targets that encourage drivers to use hybrid or zero emission vehicles to be leaders in provincial climate change transition for all vehicles.

THAT the City request of the Province for the City to retain the ability to regulate new TNS or PDV licenses, in particular if they are not hybrid or zero emission vehicles, in order to meet the City's established and emerging carbon reduction goals.

- 6. Economic Viability:** The regulatory regime ensures opportunity for financial viability of the existing taxi industry and new entrants to the market for passenger directed vehicle services such as ride-hailing including non-profit organizations.

Additionally, in line with Council's commitment to providing living wage employment in Vancouver, and considering the high local cost of living, the City advocate for a regulatory regime that provides strong employment standards and the opportunity to make a living wage for ride-hailing drivers, as contractors or employees.

- 7. Affordability:** The regulatory regime provide consideration and opportunity for the provision of affordable ride services as part of an enhanced mobility framework

* * * * *

MOVED by Councillor Carr

THAT the Committee recess until 3:00 pm.

CARRIED UNANIMOUSLY

The Committee recessed at 12:12 pm and reconvened at 3:08 pm.

* * * * *

3. Ramping Up Vancouver's Climate Action in Response to the Climate Emergency

The Committee heard from 20 speakers in support of the motion.

* * * * *

MOVED by Councillor Fry

THAT the Committee recess until 6:05 pm.

CARRIED UNANIMOUSLY

The Committee recessed at 5:35 pm and reconvened at 6:13 pm.

* * * * *

MOVED by Councillor Boyle
THAT the Committee recommend to Council

WHEREAS

1. The British Columbia government declared a provincial state of emergency in 2018 over record-setting wildfires:
 - a. Wildfires in BC broke the record for km² burned in 2018, surpassing the record of 12,161 km² and 65,000 forced from their homes in 2017;
 - b. Wildfires in California killed more than 100 people and caused over \$14.5 billion in insured losses in 2018;
2. The Legislature of British Columbia and the House of Commons of Canada acknowledged the growing crisis of climate breakdown by holding emergency debates following the release of the October 2018, UN Intergovernmental Panel on Climate Change (IPCC) report;
3. Local governments around the world are taking new actions to avoid the worst impacts of climate breakdown and calling on senior levels of government for a more urgent, emergency response;
4. The Intergovernmental Panel on Climate Change finds that limiting global warming to 1.5°C with no or limited overshoot would imply global net CO₂ emissions dropping to between 50% and 58% below 2010 levels by 2030, and between 94% and 107% below 2010 levels by 2050. Global net CO₂ emissions would need to continued to decline into the second half of the century reaching negative net emissions in all scenarios;
5. The costs to Vancouver for dealing with sea level rise and stormwater and sewer management are significant:
 - a. Staff estimate that approximately \$1 billion of flood management infrastructure is needed in Vancouver by 2100. To operate and maintain this infrastructure, the City will require additional staff and budget estimated at \$5 million a year;
 - b. Conservative estimates of the cost of a flood in Vancouver place the value in property and building damage at approximately \$7 billion. This

- does not include the economic impact of business disruption or the cost of clean-up and rebuilding;
- c. Regionally, the Fraser Basin Council, a non-profit group that provides regional flood planning support, estimates the potential cost of a major coastal flood at \$25 billion for the Lower Mainland.
6. The world is currently on track for more than 3°C of warming based on policies currently in place, and those policies will need to be strengthened significantly to limit warming to 1.5°C. Vancouver, BC, and Canada are no exceptions:
 - a. Vancouver's carbon pollution levels are 7% below 2007 levels, which represents an average reduction of less than 1% per year over the past decade. An average annual reduction of over 3% is necessary to meet the City's 2030 targets.
 - b. BC's carbon pollution has increased in four of the past five years and the province eliminated its 2020 reduction target because it was on track to miss it by a wide margin. On December 5, 2018, the province introduced a new climate change plan, which is expected to put the province on track for 75% of its 2030 target of 40% below 2007 levels.
 - c. Canada's carbon pollution was down 4% from 2005 levels to 704 million tonnes. Policies committed to in the Pan-Canadian Framework on Clean Growth and Climate Action are only forecast to bring emissions down to 583 million tonnes in 2030, failing to meet the national target of 517 million tonnes;
 7. The City of Vancouver has been taking action on sustainability through its Greenest City and Renewable City Action plans, setting a solid foundation for ramping up ambition and action to meet the moral and scientific urgency of climate change;
 8. Past City of Vancouver staff reports acknowledge that "climate change shocks and stresses do not affect all groups in our community equally. Frontline communities, those that have been affected by systemic vulnerabilities and inequities, are often at greater risk from the impacts of climate change and often have the fewest resources to respond and adapt";
 9. A growing list of cities, districts and counties across the world representing over 15 million people collectively have recently declared or officially acknowledged the existence of a global climate emergency, including Los Angeles, Oakland, and most recently London, England.

THEREFORE BE IT RESOLVED

- A. THAT Council recognize the breakdown of the stable climate and sea level under which human civilization developed constitutes an emergency for the City of Vancouver;

FURTHER THAT Council direct staff to report back within 90 days on opportunities to:

- i. increase ambition and/or accelerate timelines for existing actions under the Renewable City Action Plan and Climate Adaptation Strategy;
 - ii. add new actions to help the City achieve its targets;
 - iii. add new actions that would help reduce GHG emissions beyond the scope of the City's current climate targets.
 - iv. Incorporate into the City's climate targets and actions the need to achieve net zero carbon emissions before 2050 and net negative carbon emissions in the second half of the century.
- B. THAT Council direct staff to establish a remaining carbon budget for corporate and community emissions commensurate with limiting warming to 1.5°C and report annually on the expenditure of the City of Vancouver's remaining carbon budget.
- C. THAT Council direct staff to establish a "Climate and Equity" working group to provide guidance and support for the City's efforts to transition off of fossil fuels in ways the priorities those most vulnerable to climate impacts and most in need of support in transitioning to renewable energy.

amended

AMENDMENT MOVED by Councillor Carr

THAT the motion be amended to read as follows:

THEREFORE BE IT RESOLVED

- A. THAT Council recognize that:
- i. we are in a global state of climate emergency that constitutes a crisis for Vancouver including costs related to more extreme weather events, air quality deterioration and sea level rise;
 - ii. almost all governments have failed to meet targets to reduce greenhouse gas emissions, including the City of Vancouver which has only decreased emissions by 7 percent to date despite aiming for a 33 percent reduction over 2007 levels by 2020;
 - iii. we have a responsibility to respond to the United Nations' Intergovernmental Panel on Climate Change (IPCC) October 2018 call for all political leaders to take urgent action to keep average global temperature rise to below 1.5 degrees C in order to avoid catastrophic social, environmental and economic breakdown;

FURTHER THAT Council direct staff to report back within 90 days on updating the city's Greenest City and Renewable City Action Plans and Climate Adaptation Strategy in order to:

- i. increase targets and accelerate timelines for actions in line with the IPCC call for 45 percent reductions in GHG emissions over 2010 levels by 2030, net zero emissions by 2050; and net negative carbon emissions in the second half of the century;

- ii. add new actions to help the City achieve its new reduction goals;
 - iii. create interim four-year targets and goals to reach new reduction goals.
- B. THAT Council direct staff to establish a remaining carbon budget for corporate and community emissions commensurate with limiting warming to 1.5°C, re-evaluate how to best measure such emissions, and report annually on the expenditure of the City of Vancouver’s remaining carbon budget.
- C. THAT Council direct staff to establish a “Climate and Equity” working group to provide guidance and support for the City’s efforts to transition off of fossil fuels in ways the priorities those most vulnerable to climate impacts and most in need of support in transitioning to renewable energy.

CARRIED UNANIMOUSLY (Vote No. 03803)

AMENDMENT MOVED by Councillor Wiebe

THAT A of the motion be amended to add the following paragraph as iv.:

- iv. evaluate the impact of the City’s actions to date on GHG emissions to determine what is working well, what is not and why and then publicly report out the findings annually to track our progress.

CARRIED UNANIMOUSLY (Vote No. 03804)

AMENDMENT MOVED by Councillor Kirby-Yung

THAT A of the motion be amended to add the following paragraph as v.:

- v. incorporate a gendered intersectional lens into climate actions and the Climate Adaptation Strategy.

CARRIED UNANIMOUSLY (Vote No. 03805)

* * * * *

At this point in the proceedings, Councillor De Genova stepped down as Chair in order to participate in debate and Councillor Fry, as Vice-Chair, assumed the Chair.

* * * * *

AMENDMENT MOVED by Councillor De Genova

THAT A of the motion be amended to add the following paragraph as vi:

- vi. Encourage residents, businesses and visitors to move towards carbon free transportation modes, including but not limited to, providing incentives by expanding and expediting electric vehicle charging stations privately and publicly;

carried

FURTHER THAT A of the motion be amended to add the following paragraph to vi:

Furthermore, explore possibilities for reducing the cost of public pay parking for electric vehicles.

amended

At 7:09 pm Councillor Bligh rose and declared conflict of interest under Section 145.2(6)(a) of the *Vancouver Charter*, on the amendment to A of the motion, as she works with clients in both the courier and tourism industries who are investing in 100% electric vehicles for their fleets.

Subsequently, the Committee agreed to separate the components of the amendment for the vote.

THAT A of the motion be amended to add the following paragraph as vi:

- vi. Encourage residents, businesses and visitors to move towards carbon free transportation modes, including but not limited to, providing incentives by expanding and expediting electric vehicle charging stations privately and publicly;

CARRIED UNANIMOUSLY (Vote No. 03808)

(Councillor Bligh ineligible to vote due to conflict of interest)

(Councillor Kirby-Yung abstained)

(*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".)

FURTHER THAT A of the motion be amended to add the following paragraph to vi:

Furthermore, explore possibilities for reducing the cost of public pay parking for electric vehicles.

amended

During debate on the amendment to A, the City Manager responded to questions.

AMENDMENT TO THE AMENDMENT MOVED by Councillor Wiebe

THAT the amendment be amended to add the words "bikes and other mobility devices" at the end.

CARRIED UNANIMOUSLY (Vote No. 03806)

(Councillor Bligh ineligible to vote due to conflict of interest)

(Councillor Kirby-Yung absent for vote)

The amendment to the amendment having carried, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 03807), with Councillor Bligh ineligible to vote due to conflict of interest, and Councillor Kirby-Yung absent for the vote.

The amendments having carried, the main motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 03809).

FINAL MOTION AS APPROVED

THAT the Committee recommend to Council

WHEREAS

1. The British Columbia government declared a provincial state of emergency in 2018 over record-setting wildfires:
 - a. Wildfires in BC broke the record for km² burned in 2018, surpassing the record of 12,161 km² and 65,000 forced from their homes in 2017;
 - b. Wildfires in California killed more than 100 people and caused over \$14.5 billion in insured losses in 2018;
2. The Legislature of British Columbia and the House of Commons of Canada acknowledged the growing crisis of climate breakdown by holding emergency debates following the release of the October 2018, UN Intergovernmental Panel on Climate Change (IPCC) report;
3. Local governments around the world are taking new actions to avoid the worst impacts of climate breakdown and calling on senior levels of government for a more urgent, emergency response;
4. The Intergovernmental Panel on Climate Change finds that limiting global warming to 1.5°C with no or limited overshoot would imply global net CO₂ emissions dropping to between 50% and 58% below 2010 levels by 2030, and between 94% and 107% below 2010 levels by 2050. Global net CO₂ emissions would need to continued to decline into the second half of the century reaching negative net emissions in all scenarios;
5. The costs to Vancouver for dealing with sea level rise and stormwater and sewer management are significant:
 - a. Staff estimate that approximately \$1 billion of flood management infrastructure is needed in Vancouver by 2100. To operate and maintain this infrastructure, the City will require additional staff and budget estimated at \$5 million a year;
 - b. Conservative estimates of the cost of a flood in Vancouver place the value in property and building damage at approximately \$7 billion. This does not include the economic impact of business disruption or the cost of clean-up and rebuilding;
 - c. Regionally, the Fraser Basin Council, a non-profit group that provides regional flood planning support, estimates the potential cost of a major coastal flood at \$25 billion for the Lower Mainland.
6. The world is currently on track for more than 3°C of warming based on policies currently in place, and those policies will need to be strengthened significantly to limit warming to 1.5°C. Vancouver, BC, and Canada are no exceptions:

- a. Vancouver's carbon pollution levels are 7% below 2007 levels, which represents an average reduction of less than 1% per year over the past decade. An average annual reduction of over 3% is necessary to meet the City's 2030 targets.
 - b. BC's carbon pollution has increased in four of the past five years and the province eliminated its 2020 reduction target because it was on track to miss it by a wide margin. On December 5, 2018, the province introduced a new climate change plan, which is expected to put the province on track for 75% of its 2030 target of 40% below 2007 levels.
 - c. Canada's carbon pollution was down 4% from 2005 levels to 704 million tonnes. Policies committed to in the Pan-Canadian Framework on Clean Growth and Climate Action are only forecast to bring emissions down to 583 million tonnes in 2030, failing to meet the national target of 517 million tonnes;
7. The City of Vancouver has been taking action on sustainability through its Greenest City and Renewable City Action plans, setting a solid foundation for ramping up ambition and action to meet the moral and scientific urgency of climate change;
 8. Past City of Vancouver staff reports acknowledge that "climate change shocks and stresses do not affect all groups in our community equally. Frontline communities, those that have been affected by systemic vulnerabilities and inequities, are often at greater risk from the impacts of climate change and often have the fewest resources to respond and adapt.";
 9. A growing list of cities, districts and counties across the world representing over 15 million people collectively have recently declared or officially acknowledged the existence of a global climate emergency, including Los Angeles, Oakland, and most recently London, England.

THEREFORE BE IT RESOLVED

- A. THAT Council recognize that:
 - i. we are in a global state of climate emergency that constitutes a crisis for Vancouver including costs related to more extreme weather events, air quality deterioration and sea level rise;
 - ii. almost all governments have failed to meet targets to reduce greenhouse gas emissions, including the City of Vancouver which has only decreased emissions by 7 percent to date despite aiming for a 33 percent reduction over 2007 levels by 2020;
 - iii. we have a responsibility to respond to the United Nations' Intergovernmental Panel on Climate Change (IPCC) October 2018 call for all political leaders to take urgent action to keep average global temperature rise to below 1.5 degrees C in order to avoid catastrophic social, environmental and economic breakdown;

- iv. we need to evaluate the impact of the City's actions to date on GHG emissions to determine what is working well, what is not and why and then publicly report out the findings annually to track our progress;
- v. we need to incorporate a gendered intersectional lens into climate actions and the Climate Adaptation Strategy; and
- vi. we need to encourage residents, businesses and visitors to move towards carbon free transportation modes, including but not limited to, providing incentives by expanding and expediting electric vehicle charging stations privately and publicly;

Furthermore, we need to explore possibilities for reducing the cost of public pay parking for electric vehicles, bikes and other mobility devices; and

FURTHER THAT Council direct staff to report back within 90 days on updating the City's Greenest City and Renewable City Action Plans and Climate Adaptation Strategy in order to:

- i. increase targets and accelerate timelines for actions in line with the IPCC call for 45 percent reductions in GHG emissions over 2010 levels by 2030, net zero emissions by 2050, and net negative carbon emissions in the second half of the century;
 - ii. add new actions to help the City achieve its new reduction goals; and
 - iii. create interim four-year targets and goals to reach new reduction goals.
- B. THAT Council direct staff to establish a remaining carbon budget for corporate and community emissions commensurate with limiting warming to 1.5°C, re-evaluate how to best measure such emissions, and report annually on the expenditure of the City of Vancouver's remaining carbon budget.
- C. THAT Council direct staff to establish a "Climate and Equity" working group to provide guidance and support for the City's efforts to transition off of fossil fuels in ways that prioritize those most vulnerable to climate impacts and most in need of support in transitioning to renewable energy.

* * * * *

At this point in the proceedings Councillor De Genova resumed the Chair.

* * * * *

4. #AllOnBoard Campaign

* * * * *

Prior to hearing from registered speakers it was

MOVED by Councillor Swanson

THAT the Committee suspend the rules regarding speaker order and allow a substitute speaker to step in for a registered speaker.

LOST

(Councillors Bligh, Carr, De Genova, Fry, Hardwick and Kirby-Yung opposed)

* * * * *

The Committee heard from 10 speakers in support of the motion.

* * * * *

At 9:56 pm, during debate it was

MOVED by Councillor Dominato

THAT the meeting be extended to complete Item 4.

*CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY*

* * * * *

*MOVED by Councillor Swanson
THAT the Committee recommend to Council*

WHEREAS

1. The City of Vancouver has recognized and has demonstrated over the past years its commitment to the health and well-being of its residents, and lack of transportation is one of the most common reasons for missing medical appointments and a significant barrier to social inclusion and labour market inclusion for low income adults and youth;
2. The #AllOnBoard Campaign, concerned agencies in Vancouver and throughout Metro Vancouver, and directly impacted youth and adult community members have brought to the attention of the City of Vancouver the direct harm that is brought to them through the bad credit ratings they develop due to fare evasion ticketing. Those living below the poverty line have brought forward that they cannot afford to pay the \$173 fines received individually, or the resulting accrued 'TransLink debt' from many unpaid fines;

3. The City of Vancouver and other municipalities contribute to charities and non-profits which then out of necessity subsidize transit tickets for those who cannot afford to access crucial social services provided by the City of Vancouver and other municipalities, and many pay off 'TransLink debt' and fare evasion fines to TransLink and external collection agencies.

THEREFORE BE IT RESOLVED

- A. THAT the City of Vancouver endorse the #AllOnBoard Campaign; the City write a letter to the TransLink Mayors' Council on Regional Transportation, the Board of Directors of TransLink, the Ministry of Municipal Affairs and Housing and the Ministry of Social Development and Poverty Reduction asking TransLink to work with the provincial government to finalize and secure funding, and develop a plan that will provide free public transit for minors (aged 0-18), and reduced price transit based on a sliding scale using the Market Basket Measure for all low-income people regardless of their demographic profile as soon as possible.
- B. THAT the City write a separate letter to the Mayors' Council on Regional Transportation asking them to:
 - 1) require TransLink adopt a poverty reduction/equity mandate in order to address the outstanding issue of lack of affordability measures to ensure those who need public transit the most can access the essential service, and
 - 2) to request the Mayors' Council on Regional Transportation and TransLink immediately and without delay amend existing by-laws and cease ticketing all minors for fare evasion as the first step towards the full implementation of free transit for children and youth 0-18, unlink the Insurance Corporation of British Columbia from fare evasion for youth and adults, cease ticketing adults.
- C. THAT the resolution regarding support for the #AllOnBoard Campaign be forwarded for consideration at the 2019 Lower Mainland Local Government Association (LMLGA) convention and subsequent Union of BC Municipalities (UBCM) convention.
- D. THAT the #AllOnBoard forthcoming research report containing evidence and testimonies in support of the #AllOnBoard Campaign be included in the submission to the Lower Mainland Local Government Association (LMLGA) once available.

amended

AMENDMENT MOVED by Councillor Fry

THAT A and B of the motion be amended to strike the first word "City" and replace it with the words "Mayor, on behalf of Vancouver City Council".

CARRIED UNANIMOUSLY (Vote No. 03810)
(Councillor Boyle absent for vote)

AMENDMENT MOVED by Councillor Fry

THAT B.2 of the motion be amended to delete the words “unlink the Insurance Corporation of British Columbia from fare evasion for youth and adults, cease ticketing adults”, and to add the following paragraph:

Further that TransLink adopt a poverty reduction mandate based on non-stigmatizing affordability measures, including unlinking fare evasion fines from the Insurance Corporation of British Columbia and infrastructure expansion; and the introduction of community service and restorative justice options for adults as an alternative to fare evasion tickets.

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor De Genova

THAT the amendment to B.2 be amended to insert the word “consider” after the word “TransLink” and add the letters “ing” after the word “adopt” in the second paragraph.

LOST (Vote No. 03811)

(Councillors Bligh, Boyle, Carr, Fry, Kirby-Yung, Swanson, Wiebe and Mayor Stewart opposed)

AMENDMENT TO THE AMENDMENT MOVED by Councillor Carr

THAT the amendment to B.2 be amended to insert the word “request” after the word “Further” in the second paragraph.

CARRIED UNANIMOUSLY (Vote No 03812)

The amendments to the amendment having either carried or lost, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 03813)

AMENDMENT MOVED by Councillor Fry

THAT the motion be amended to add E as follows:

- E. THAT the Mayor, on behalf of Vancouver City Council, write the Federal Government, the Office of the Prime Minister, and the Honourable Minister of National Revenue requesting the reinstatement of the 15% federal tax credit on transit passes. In order to meet our Greenest City carbon reduction commitments and tackle global climate change, and given Vancouver’s dense and compact form, the Mayor and Council have an obligation to advocate for robust public transit and any measures that help to reduce greenhouse gases and congestion. Federal tax credits on transit passes specifically target taxpayers who might otherwise use personal and/or single occupant vehicles for which they are currently afforded federal tax credits for work use.

amended

AMENDMENT TO THE AMENDMENT MOVED by Mayor Stewart

THAT the amendment be amended to add the words “and consider making this tax credit refundable” after the first word “passes”.

CARRIED UNANIMOUSLY (Vote No. 03814)

The amendment to the amendment having carried, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 03815)

AMENDMENT MOVED by Councillor Hardwick

THAT A of the motion be amended to strike the words “free public transit for minors (aged 0-18), and reduced price transit based on a sliding scale using the Market Basket Measure for all low-income people regardless of their demographic profile as soon as possible” and replace them with the words “price transit based on a sliding scale using the Market Basket Measure of all low-income people regardless of their demographic profile as soon as possible”;

amended

FURTHER THAT B of the motion be amended to strike “1)” on the second line, and to strike “and 2) to request the Mayors’ Council on Regional Transportation and TransLink immediately and without delay amend existing by-laws and cease ticketing all minors for fare evasion as the first step towards the full implementation of free transit for children and youth 0-18” at the end.

lost

AMENDMENT TO THE AMENDMENT MOVED by Councillor Kirby-Yung

THAT the amendment to A be amended to correct a grammatical error by adding the word “reduced” before the words “price transit”.

CARRIED UNANIMOUSLY (Vote No. 03816)

The amendment to the amendment having carried, the amendment as amended was put and LOST (Vote No. 03817) with Councillors Boyle, Carr, De Genova, Dominato, Fry, Swanson, Wiebe and Mayor Stewart opposed).

The amendments having either carried or lost, the motion as amended was put and CARRIED (Vote No. 03818) with Councillor Hardwick opposed.

FINAL MOTION AS APPROVED

THAT the Committee recommend to Council

WHEREAS

1. The City of Vancouver has recognized and has demonstrated over the past years its commitment to the health and well-being of its residents, and lack of transportation is one of the most common reasons for missing medical

appointments and a significant barrier to social inclusion and labour market inclusion for low income adults and youth;

2. The #AllOnBoard Campaign, concerned agencies in Vancouver and throughout Metro Vancouver, and directly impacted youth and adult community members have brought to the attention of the City of Vancouver the direct harm that is brought to them through the bad credit ratings they develop due to fare evasion ticketing. Those living below the poverty line have brought forward that they cannot afford to pay the \$173 fines received individually, or the resulting accrued 'TransLink debt' from many unpaid fines; and
3. The City of Vancouver and other municipalities contribute to charities and non-profits which then out of necessity subsidize transit tickets for those who cannot afford to access crucial social services provided by the City of Vancouver and other municipalities, and many pay off 'TransLink debt' and fare evasion fines to TransLink and external collection agencies.

THEREFORE BE IT RESOLVED

- A. THAT the City of Vancouver endorse the #AllOnBoard Campaign; the Mayor, on behalf of Vancouver City Council, write a letter to the TransLink Mayors' Council on Regional Transportation, the Board of Directors of TransLink, the Ministry of Municipal Affairs and Housing and the Ministry of Social Development and Poverty Reduction asking TransLink to work with the provincial government to finalize and secure funding, and develop a plan that will provide free public transit for minors (aged 0-18), and reduced price transit based on a sliding scale using the Market Basket Measure for all low income people regardless of their demographic profile as soon as possible.
- B. THAT the Mayor, on behalf of Vancouver City Council, write a separate letter to the Mayors' Council on Regional Transportation asking them to:
 - 1) require TransLink adopt a poverty reduction/equity mandate in order to address the outstanding issue of lack of affordability measures to ensure those who need public transit the most can access the essential service;
 - 2) request the Mayors' Council on Regional Transportation and TransLink immediately and without delay amend existing by-laws and cease ticketing all minors for fare evasion as the first step towards the full implementation of free transit for children and youth (aged 0-18); and

FURTHER REQUEST THAT Translink adopt a poverty reduction mandate based on non-stigmatizing affordability measures, including unlinking fare evasion fines from the Insurance Corporation of British Columbia and infrastructure expansion; and the introduction of community service and restorative justice options for adults as an alternative to fare evasion tickets.
- C. THAT the resolution regarding support for the #AllOnBoard Campaign be forwarded for consideration at the 2019 Lower Mainland Local Government Association (LMLGA) convention and subsequent Union of BC Municipalities (UBCM) convention.

- D. THAT the #AllOnBoard forthcoming research report containing evidence and testimonies in support of the #AllOnBoard Campaign be included in the submission to the Lower Mainland Local Government Association (LMLGA) once available.
- E. THAT the Mayor, on behalf of Vancouver City Council, write the Federal Government, the Office of the Prime Minister, and the Honourable Minister of National Revenue requesting the reinstatement of the 15% federal tax credit on transit passes, and consider making this tax credit refundable. In order to meet our Greenest City carbon reduction commitments and tackle global climate change, and given Vancouver's dense and compact form, the Mayor and Council have an obligation to advocate for robust public transit and any measures that help to reduce greenhouse gases and congestion. Federal tax credits on transit passes specifically target taxpayers who might otherwise use personal and/or single occupant vehicles for which they are currently afforded federal tax credits for work use.

5. Deterring and Preventing Money Laundering and the Business of Organized Crime in the City of Vancouver

The registered speaker for this item withdrew their request to speak.

MOVED by Councillor De Genova
THAT the Committee recommend to Council

THAT discussion and decision on agenda item 5 - Deterring and Preventing Money Laundering and the Business of Organized Crime in the City of Vancouver, be referred to the Regular Council meeting on January 29, 2019, as Unfinished Business.

CARRIED UNANIMOUSLY (Vote No. 03819)

The Committee adjourned at 10:45 pm.

* * * * *



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

JANUARY 16, 2019

A Regular Meeting of the Council of the City of Vancouver was held on Wednesday, January 16, 2019, at 10:45 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.

PRESENT:

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

CITY MANAGER'S OFFICE: Sadhu Johnston, City Manager

CITY CLERK'S OFFICE: Rosemary Hagiwara, Deputy City Clerk
Tina Hildebrandt, Meeting Coordinator

COMMITTEE REPORTS

Report of Standing Committee on City Finance and Services
Wednesday, January 16, 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. PRESENTATION: Commercial Renovation Project - Update to Council
2. Confirmation of Regulatory Principles related to Ride-Hailing
3. Ramping Up Vancouver's Climate Action in Response to the Climate Emergency
4. #AllOnBoard Campaign
5. Deterring and Preventing Money Laundering and the Business of Organized Crime in the City of Vancouver

Items 1 to 5

MOVED by Councillor De Genova
SECONDED by Councillor Wiebe

THAT the recommendations and actions taken by the Standing Committee on City Finance and Services at its meeting of January 16, 2019, as contained in items 1 to 5, be approved.

CARRIED UNANIMOUSLY

URGENT BUSINESS

1. Request for Leave of Absence – Councillor Dominato

MOVED by Councillor De Genova
SECONDED by Councillor Carr

THAT Councillor Dominato be granted Leave of Absence for Personal Reasons for the Public Hearing on January 17, 2019.

CARRIED UNANIMOUSLY

ADJOURNMENT

MOVED by Councillor De Genova
SECONDED by Councillor Fry

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

The Council adjourned at 10:47 pm.

* * * * *