



REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON POLICY AND STRATEGIC PRIORITIES

APRIL 13, 2022

A meeting of the Standing Committee of Council on Policy and Strategic Priorities was held on Wednesday, April 13, 2022, at 9:44 am, in the Council Chamber, Third Floor, City Hall. This Council meeting was convened by electronic means as authorized under the Part 14 of the *Procedure By-law*.

PRESENT:	Councillor Adriane Carr, Chair Councillor Rebecca Bligh* (Medical Leave – 9:30 am to 3:45 pm) Councillor Christine Boyle Councillor Melissa De Genova* Councillor Lisa Dominato Councillor Pete Fry Councillor Colleen Hardwick Councillor Sarah Kirby-Yung, Vice-Chair Councillor Jean Swanson Councillor Michael Wiebe* (Leave of Absence – Civic Business – 9:30 am to 1 pm)
ABSENT:	Mayor Kennedy Stewart (Leave of Absence – Civic Business – 9:30 am to 1 pm and 7 pm to 10 pm)
CITY MANAGER'S OFFICE:	Paul Mochrie, City Manager
CITY CLERK'S OFFICE:	Tina Penney, Deputy City Clerk Terri Burke, Meeting Coordinator

* Denotes absence for a portion of the meeting.

WELCOME

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

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

MATTERS ADOPTED ON CONSENT

MOVED by Councillor Kirby-Yung

THAT Council adopt Reports 5 and 6, on consent.

CARRIED UNANIMOUSLY

(Councillors Bligh, De Genova, and Wiebe absent for the vote)

1. Wildlife Feeding Regulation By-law March 28, 2022

The Committee heard from two speakers in support of the recommendations.

Staff from Development, Buildings and Licensing responded to questions.

MOVED by Councillor Fry

THAT the Committee recommend to Council

- A. THAT Council approve, in principle, a new Wildlife Feeding Regulation By-law to prohibit people from feeding or attempting to feed wildlife and from providing, leaving, or placing attractants on any property in a manner that attracts or could attract wildlife;

FURTHER THAT Council instruct the Director of Legal Services to bring forward for enactment a new Wildlife Feeding Regulation By-law generally in accordance with Appendix A of the Report dated March 28, 2022, entitled "Wildlife Feeding Regulation By-law".

- B. THAT Council approve, in principle, amendments to the Ticket Offences By-law to make wildlife feeding a ticket offence with a stipulated fine of \$500.00;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment a by-law to amend the Ticket Offences By-law generally in accordance with Appendix B of the Report dated March 28, 2022, entitled "Wildlife Feeding Regulation By-law".

CARRIED UNANIMOUSLY (Vote No. 8266)

(Councillors Bligh, De Genova, and Wiebe absent for the vote)

2. Relief and Rehabilitation of Aggressive Dog Designation March 28, 2022

Staff from Development, Buildings and Licensing provided a presentation and responded to questions.

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During questions to staff, it was

MOVED by Councillor De Genova

THAT under section 5.4(d) of the Procedure By-law, Council ask a second round of questions to staff.

*CARRIED UNANIMOUSLY
(Councillors Bligh and Wiebe absent for the vote)*

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The Committee heard from five speakers who were opposed to aspects of the recommendations.

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During the hearing of speakers, it was

MOVED by Councillor De Genova

THAT Council extend the length of the meeting past 12 pm to complete hearing from speakers for Item 2.

*CARRIED UNANIMOUSLY
(Councillors Bligh and Wiebe absent for the vote)*

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The Committee recessed at 12:02 pm and reconvened at 2:34 pm.

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

- A. THAT Council approve, in principle, amendments to the Animal Control By-law, generally as set out in Appendix A, to institute a licensing approach to designated aggressive dogs, allow for the rehabilitation of designated aggressive dogs, and update definitions.
- B. THAT Council direct staff to report back with more information on the costs of implementing Recommendation A above and bring back recommendations for a funding mechanism in the annual administrative report on the 2023 licensing fees, tentatively scheduled for Q2 2022.

- C. THAT subject to the approval of the funding mechanism per Recommendation B above, Council instruct the Director of Legal Services to bring forward for enactment the proposed amendments to the Animal Control By-law as generally set out in Appendix A, to come into effect on January 1, 2023.
- D. THAT Council request the Mayor to write a letter on behalf of Council to the Province of British Columbia advocating for an amendment to the Vancouver Charter to allow the Chief Licence Inspector to summarily suspend and revoke a dog licence, similar to the powers available to other BC municipalities under Section 15 of the Community Charter.

amended

AMENDMENT MOVED by Councillor Fry

THAT A be amended by inserting the words below after the words "Appendix A" and before the words "to institute":

"but subject to the revisions proposed by Council regarding:

- a. replacing the definition of "aggressive behaviour" to: "means any hostile attack by a dog on a person or domestic animal , including pursuing a person or domestic animal in a hostile manner".
- b. replacing proposed section 4A.8 (a) with "there have been no aggressive dog complaints regarding the dog that were investigated and verified by an animal control officer in the previous 12 months";

FURTHER THAT C be amended by inserting the words "as revised" between the words "Appendix A" and "to come".

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Fry

THAT the following clause c be added to A:

- c. inserting the word "unprovoked" before "aggressive behaviour" in the proposed section 4.14(a).

CARRIED UNANIMOUSLY (Vote No. 8267)
(Councillors Bligh and Wiebe absent for the vote)

The amendment to the amendment having carried the amended amendment was put and CARRIED UNANIMOUSLY (Vote No. 8268); the motion as amended was then put and CARRIED UNANIMOUSLY (Vote No. 8269), with Councillors Bligh and Wiebe absent for both votes.

FINAL MOTION AS APPROVED

- A. THAT Council approve, in principle, amendments to the Animal Control By-law, generally as set out in Appendix A of the Report dated March 28, 2022, entitled “Relief and Rehabilitation of Aggressive Dog Designation”, but subject to the revisions proposed by Council regarding:
- a. replacing the definition of “aggressive behaviour” to: “means any hostile attack by a dog on a person or domestic animal , including pursuing a person or domestic animal in a hostile manner”;
 - b. replacing proposed section 4A.8 (a) with “there have been no aggressive dog complaints regarding the dog that were investigated and verified by an animal control officer in the previous 12 months”; and
 - c. inserting the word “unprovoked” before “aggressive behaviour” in the proposed section 4.14(a).
- to institute a licensing approach to designated aggressive dogs, allow for the rehabilitation of designated aggressive dogs, and update definitions.
- B. THAT Council direct staff to report back with more information on the costs of implementing A above and bring back recommendations for a funding mechanism in the annual administrative report on the 2023 licensing fees, tentatively scheduled for Q2 2022.
- C. THAT subject to the approval of the funding mechanism per B above, Council instruct the Director of Legal Services to bring forward for enactment the proposed amendments to the Animal Control By-law as generally set out in Appendix A, as revised, of the Report dated March 28, 2022, entitled “Relief and Rehabilitation of Aggressive Dog Designation”, to come into effect on January 1, 2023.
- D. THAT Council request the Mayor to write a letter on behalf of Council to the Province of British Columbia advocating for an amendment to the Vancouver Charter to allow the Chief Licence Inspector to summarily suspend and revoke a dog licence, similar to the powers available to other BC municipalities under Section 15 of the Community Charter.

3. **2022 Animal Welfare Grant March 1, 2022**

THAT the Committee recommend to Council

THAT Council approve three (3) Animal Welfare Grants totalling \$12,417, the total amount allocated in the 2022 budget for this purpose, to the following organizations:

- i. Vancouver Orphan Kitten Rescue Association (VOKRA) \$4,800
- ii. Greyhaven Exotic Bird Sanctuary \$4,887

- iii. Wildlife Rescue Association of BC (WRA) \$2,730

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY (Vote No. 8270)
(Councillor Bligh absent for the vote)

**4. City Wharf By-law
March 14, 2022**

Staff from Engineering Services provided a presentation and responded to questions.

The Committee heard from one speaker who spoke about other aspects of the recommendations.

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

- A. THAT Council approve, in principle, enactment of a City Wharf By-law, as described in the Report dated March 14, 2022, entitled "City Wharf By-law" and in Appendix A of the same report;

FURTHER THAT Council instruct the Director of Legal Services to bring forward a City Wharf By-law for enactment, generally in accordance with the draft by-law attached to the above-noted report as Appendix A.

- B. THAT Council approve, in principle, amendments to the Ticket Offences By-law to add some of the offences under the City Wharf By-law, as described in Appendix B of the Report dated March 14, 2022, entitled "City Wharf By-law";

FURTHER THAT Council instruct the Director of Legal Services to bring forward for enactment the by-law to amend the Ticket Offences By-law, generally in accordance with the draft amending by-law attached to the above-noted report as Appendix B.

CARRIED UNANIMOUSLY AND A
BY THE REQUIRED MAJORITY (Vote No. 8271)
(Councillor Bligh absent for the vote)

**5. Contract Award for Prequalified Contractors for Sewer Pump Station Projects
March 15, 2022**

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate to the satisfaction of the City's General Manager of Engineering, City's Director of Legal Services, and the City's Chief Procurement Officer and enter into a 9-year program for sewer pump station work with prequalified contractors for an estimated contract value of

(\$75,000,000), plus applicable taxes to be funded through capital project budgets as and when the work is required.

- B. THAT the Director of Legal Services, Chief Procurement Officer and General Manager of Engineering be authorized to execute on behalf of the City the contracts contemplated by A above.
- C. THAT no legal rights or obligations will be created by Council's adoption of A and B above unless and until such contract is executed by the authorized signatories of the City as set out in A and B above and C.

ADOPTED ON CONSENT (Vote No. 8281)
(Councillors Bligh, De Genova and Wiebe absent for the vote)

**6. Contract Award for Consulting Services for the PNE Amphitheatre Renewal Project Phase 1 and Phase 2
March 31, 2022**

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate to the satisfaction of the City's General Manager of Real Estate and Facilities Management, Director of Legal Services, and the Chief Procurement Officer and enter into a contract with Revery Architecture, for consulting services for the PNE Amphitheatre Renewal Project Phase 1 and Phase 2 for a term estimated as four years or until services are complete, with an estimated contract value of \$3,954,025.00 plus GST, over the term of the project, to be funded from the capital project for the Planning and Design of PNE Amphitheatre.
- B. THAT the Director of Legal Services, Chief Procurement Officer and General Manager of Real Estate and Facilities Management be authorized to execute on behalf of the City the contract contemplated by A above.
- C. THAT no legal rights or obligations will be created by Council's adoption of A and B above unless and until such contract is executed by the authorized signatories of the City as set out in A and B above and C.

ADOPTED ON CONSENT (Vote No. 8283)
(Councillors Bligh, De Genova and Wiebe absent for the vote)

7. Asking for a Change to the Vancouver Charter to Allow the City to Levy a Progressive Property Tax (Previously Motion B.2)

At the Council meeting on April 12, 2022, Council referred this item to the Standing Committee on Policy and Strategic Priorities meeting on April 13, 2022, in order to hear from speakers, followed by debate and decision.

The Committee heard from seven speakers, six who were in support of the recommendations and one who was in opposition.

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During the hearing of speakers, it was

MOVED by Councillor Fry

THAT the Committee extend the length of the meeting past 5 pm to complete hearing from speakers for Item 7.

CARRIED UNANIMOUSLY

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The Committee recessed at 5:01 pm and reconvened at 6:06 pm.

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MOVED by Councillor Swanson
THAT the Committee recommend to Council

WHEREAS

1. A progressive tax imposes a lower tax rate on people who are less able to pay and a higher rate on those who are most able to pay;
2. British Columbia's provincial income tax is progressive: designated by income those with a higher income;
3. Canada's federal income tax is progressive, as it is determined by income bracket, with lower income-earners paying a smaller percentage of their earnings than higher income earners;
4. British Columbia introduced an additional school tax in 2018 that is a progressive property tax. Properties valued under \$3 million do not pay this tax; valuations between \$3 million and \$4 million pay 0.2% tax and those valued at \$4 million and above pay a 0.4% tax;
5. Vancouver's city property tax is currently regressive, as it imposes the same rate on all properties regardless of the assessed value;
6. Vancouver needs a fair way to raise additional funds that does not put an undue burden on most people but can raise the money from those with enough wealth to be able to pay for needed public services, combat climate change, reduce homelessness, support affordable housing;

7. A recent staff report to Vancouver City Council itemized over \$200M in costs downloaded on the city by provincial and federal governments
<https://vancouver.ca/files/cov/12-03-2021-council-memo-city-funds-allocated-to-downloaded-services.pdf>;
8. The 2016 Statistics Canada Financial Security Survey shows that share of land wealth and total net worth in BC increase together, with the richest households holding by far the most land wealth and the poorest households holding the least. Progressive property taxation, rather than a flat rate taxation, would reduce wealth inequality <https://www.policynote.ca/land-wealth-is-a-massive-source-of-inequality-in-bc/>;
9. A provincial program provides a low income grant supplement for senior home owners earning less than \$32,000 a year
<https://www2.gov.bc.ca/gov/content/taxes/property-taxes/annual-property-tax/home-owner-grant/senior/low-income>;
10. BC homeowners who are 55 years or older, a surviving spouse, or eligible persons with disabilities can also apply to defer their property taxes. Deferment is also available for homeowners who financially support a dependent child.
<https://news.gov.bc.ca/releases/2018FIN0023-000951>;
11. Extra money from a progressive tax could be used to build housing and reduce homelessness; and
12. For example, if there were an additional surtax of 1% on the value of residential properties assessed at over \$5 million and 2% on the value over \$10 million, the City could have collected approximately \$225,000,000 from 4,806 properties in 2021; Modular housing costs approximately \$300,000-\$500,000 per 320 square foot unit which would mean 450-750 new homes could be built per year.

THEREFORE BE IT RESOLVED

- A. THAT Council request the Mayor, on behalf of City Council, to urge the Province to amend the *Vancouver Charter* to permit Council to impose different rates of property tax based on the value of the property.
- B. THAT Council direct staff to investigate options for the legal and financial structure of a Vancouver progressive property tax and how it could help to end homelessness, and report back by Q4 2022.

amended/lost

At this point in the proceedings Councillor Kirby-Yung called the question.

MOVED by Councillor Kirby-Yung

THAT Council vote on Item 7.

LOST (TIE-VOTE)

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

AMENDMENT MOVED by Councillor Wiebe

THAT the words “and how it could help to end homelessness” be deleted from B.

CARRIED (Vote No. 8273)

(Councillors Bligh, Dominato and Kirby-Yung opposed)

The amendment having carried, the Committee agreed to separate the vote on the components of the amended motion. The motion as amended was put with A having LOST (Vote No. 8274), with Councillors Bligh, Carr, De Genova, Dominato, Fry, Hardwick, Kirby-Yung and Wiebe opposed, and B having LOST (TIE-VOTE) (Vote No. 8275), with Councillors Bligh, De Genova, Dominato, Hardwick and Kirby-Yung opposed.

8. Lock It or Lose It: Improving Secure Bike Infrastructure in the City of Vancouver (Previously Motion B5)

At the Council meeting on April 12, 2022, Council referred this item to the Standing Committee on Policy and Strategic Priorities meeting on April 13, 2022, in order to hear from speakers, followed by debate and decision.

The Committee heard from four speakers in support of the recommendations.

MOVED by Councillor Fry

THAT the Committee recommend to Council

WHEREAS

1. Cycling can be an inexpensive, healthy and convenient form of transportation;
2. Vancouver is a cycling city with 10% of trips to work or school and 6% of shopping trips made by bicycle.¹ With a BikeScore of 79, and a network of slowed street and separated cycling routes, Vancouver is referred to as the second most bike friendly city in Canada;
3. As part of Vancouver’s Climate Emergency Action Plan, the city has target of 2/3 of all trips by walk/bike/transit by 2030;
4. Safe and secure end-of-trip cycling infrastructure like bike racks, storage lockers, and bike parking encourage and facilitate more trips by bike;
5. Vancouver has the most bike thefts per capita of any Canadian City. In 2020, 2,115 bicycles were stolen, although police say more thefts were never reported;²

The Vancouver Police Department's anti-theft and bike identification and registration program 529 Garage³ advises target hardening through secure locks and locations to make bike theft more difficult: "Your bike is only as secure as what you're locking it to. Make sure thieves can't lift your bike over the object or detach the object from the ground to take your bike. Shake the object first to check it's bolted or cemented. Avoid locking your bike to handrails or other mobility aids";

6. According to the City's current Open Data stats (currently out of date and under review) there are approximately only 2,422 public bike racks variously installed on City property, and including street use permit locations issued to commercial tenants, Business Improvement Associations (BIA), building owners and development companies, etc.;
7. The deficit of secure bike parking represents a barrier to making trips by bike and a hardship for anyone who has had their bicycle stolen or stripped;

In a 2009 report ⁴, the Vancouver Public Space Network warned that there is not enough bicycle parking to meet current demand. The report further highlighted a lack of space in existing racks or distance of racks from cyclists' destinations as barriers to increasing trips by bike. The report further notes:

- a. Lack of infrastructure also results in increased bicycle theft, presents hazards to pedestrians, and damages city property;
 - b. Existing bicycle parking infrastructure is inadequate in terms of design, placement, and maintenance; and
 - c. Parking Meters are likely to be phased out in the City, further reducing the number of secure locations for bicycle parking in commercial areas;
8. Parking meters have served as ubiquitous and useful ad hoc cycling infrastructure in the form of a durable street furniture that is usually well located and in clear view of shopping and community destinations high traffic commercial districts and businesses. However:
 - a. With the 2021 approved replacement of parking meters with digital parking stations, approximately 5,500 parking meters city-wide are scheduled to be removed by end of 2023. This means the loss of hundreds of secure bike lockups to Vancouverites who chose to shop, work, and play in our city by bike;
 - b. The city anticipates retrofitting only 2,000 of the parking meter posts with ring racks over the next three years;
 - c. The old meterheads and posts have no use beyond bike parking. Their parts are recycled or donated to other municipalities; ⁵
 - d. By design, the replacement of parking meters with connected pay stations anticipates an increase in generation of street parking revenue; and

- e. The actual and projected removal of parking meters represents a significant loss of necessary bike parking infrastructure;
9. The City of Vancouver lacks a comprehensive bike rack strategy that identifies quantities, locations, convenience, safety, best practices, and design guidelines for installing secure bike locking infrastructure. As per the Transportation Demand Management Action Plan for 2021-2025, a bicycle parking strategy will not be completed until the end of 2023;⁶ and
10. The lack of and ongoing loss of secure locking infrastructure for cyclists compromises the City's ability to meet goals of encouraging more Vancouverites to make more trips by bike.

THEREFORE BE IT RESOLVED

- A. THAT Council affirms that secure end-of-trip bike locking infrastructure are essential to meeting City of Vancouver goals pertaining to active transportation and Climate Action; and without intervention, the City will experience a net loss of secure end-of-trip bike locking infrastructure with the planned removal of parking meters city-wide.
- B. THAT Council direct staff to prepare an inventory of current public locking infrastructure, and needs to meet projected demands of our 2030 CEAP goals;

FURTHER THAT the inventory includes existing and at-risk ad-hoc public bike locking infrastructure like parking meters, and this information is reported back to Council as soon as possible before the scheduled removal of city-wide parking meters.

- C. THAT Council direct staff to expedite a secure bike parking strategy that includes best practices that considers:
 - a. Safety and pedestrian comfort;
 - b. Locations relative to destinations;
 - c. Locations relative to major transit infrastructure and stations;
 - d. Locations based on needs and frequency of shopping and activities;
 - e. Locations that promote ease of use and shelter from elements;
 - f. Security from theft, target hardening, and crime prevention through environmental design;
 - g. Typologies for individual and high capacity parking including but not limited to rings, racks, bike corrals, and parkades;
 - h. Input from local BIAs, cycling, active transportation, and accessibility and disability advocates; and
 - i. Support for bike parking infrastructure through reallocating a small portion of the considerable street parking revenue that otherwise flows into general revenue, based on historic dividends and projected new financial performance efficiencies that will be achieved through parking meter replacement.

- D. THAT Council request the Director of Engineering develop a more expeditious and robust plan for replacing or retrofitting parking meters with secure cycling lockup infrastructure, including but not limited to:
- a. appropriately disabling or covering defunct meters to indicate their function is not for paying parking charges, yet allowing them to continue functioning as ad-hoc secure bike locking infrastructure; and/or
 - b. More closely matching the two year schedule for meter removal with the three year schedule for meter bike locking ring retrofits;

FURTHER THAT Local BIAs as applicable are engaged to identify, encourage, and support installation of secure bike locking infrastructure where parking meters as ad-hoc securing bike locking infrastructure are removed.

amended

AMENDMENT MOVED by Councillor Kirby-Yung

THAT the motion be amended by inserting the words “and micro-mobility” as follows:

- In A between the words “bike” and “locking”;
- In B, second clause, between the words “bike” and “locking”;
- In C (i) between the words “bike” and “parking”;
- In D, first clause, between the words “cycling” and “lock-up”;
- In D (a) and D (b) between the words “bike” and “locking”; and
- In the final clause of D, between the words “bike” and “locking”.

CARRIED UNANIMOUSLY (Vote No. 8276)

The amendment having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 8276).

FINAL MOTION AS APPROVED

- A. THAT Council affirms that secure end-of-trip bike and micro-mobility locking infrastructure are essential to meeting City of Vancouver goals pertaining to active transportation and Climate Action; and without intervention, the City will experience a net loss of secure end-of-trip bike locking infrastructure with the planned removal of parking meters city-wide.
- B. THAT Council direct staff to prepare an inventory of current public locking infrastructure, and needs to meet projected demands of our 2030 CEAP goals;
- FURTHER THAT the inventory includes existing and at-risk ad-hoc public bike and micro-mobility locking infrastructure like parking meters, and this information is reported back to Council as soon as possible before the scheduled removal of city-wide parking meters.
- C. THAT Council direct staff to expedite a secure bike parking strategy that includes best practices that considers:

- a. Safety and pedestrian comfort;
 - b. Locations relative to destinations;
 - c. Locations relative to major transit infrastructure and stations;
 - d. Locations based on needs and frequency of shopping and activities;
 - e. Locations that promote ease of use and shelter from elements;
 - f. Security from theft, target hardening, and crime prevention through environmental design;
 - g. Typologies for individual and high capacity parking including but not limited to rings, racks, bike corrals, and parkades;
 - h. Input from local BIAs, cycling, active transportation, and accessibility and disability advocates; and
 - i. Support for bike and micro-mobility parking infrastructure through reallocating a small portion of the considerable street parking revenue that otherwise flows into general revenue, based on historic dividends and projected new financial performance efficiencies that will be achieved through parking meter replacement.
- D. THAT Council request the Director of Engineering develop a more expeditious and robust plan for replacing or retrofitting parking meters with secure cycling and micro-mobility lockup infrastructure, including but not limited to:
- a. appropriately disabling or covering defunct meters to indicate their function is not for paying parking charges, yet allowing them to continue functioning as ad-hoc secure bike and micro-mobility locking infrastructure; and/or
 - b. More closely matching the two year schedule for meter removal with the three year schedule for meter bike and micro-mobility locking ring retrofits;

FURTHER THAT Local BIAs as applicable are engaged to identify, encourage, and support installation of secure bike and micro-mobility locking infrastructure where parking meters as ad-hoc securing bike locking infrastructure are removed.

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1. Vancouver Walking and Cycling 2016 Report Card
<https://vancouver.ca/files/cov/walking-cycling-in-vancouver-2016-report-card.pdf>
2. Vancouver still has the most bike thefts per capita among major Canadian cities, despite efforts
<https://www.cbc.ca/news/canada/british-columbia/vancouver-still-has-the-most-bike-thefts-per-capita-among-major-canadian-cities-despite-efforts-1.5898575>
3. 529 Garage
<https://vancouver.ca/streets-transportation/register-your-bike-to-reduce-theft.aspx>

4. Vancouver Public Space Network: Bicycle Parking Infrastructure in Vancouver
https://www.vancouverpublicspace.ca/uploads/VPSN_Bike_Infrastructure_Report_June_09.pdf
5. City of Delta Kindness Meters
<https://www.delta.ca/KindnessMeter>
6. Transportation Demand Management Action Plan for 2021-2025 (Action 10H)
<https://vancouver.ca/files/cov/transportation-demand-management-action-plan.pdf>

9. Free Parking and Other Measures to Address Public Safety and the Revitalization of Chinatown (Previously Motion B6)

At the Council meeting on April 12, 2022, Council referred this item to the Standing Committee on Policy and Strategic Priorities meeting on April 13, 2022, in order to hear from speakers, followed by debate and decision.

The Committee heard from five speakers, two who spoke in support of the recommendations and three who spoke in opposition.

MOVED by Councillor De Genova
THAT the Committee recommend to Council

WHEREAS

1. In 2017, the City of Vancouver began formal work to pursue UNESCO World Heritage Site status for Chinatown;
2. In 2017, in the interest of revitalizing Chinatown, the City of Vancouver established a Chinatown Legacy Stewardship Group, comprised of community representatives and stakeholders;
3. In February 2021, the Vancouver Police Department (VPD) reported Anti-Asian hate crimes had increased 717%;
4. On May 7, 2021, Bloomberg Equality + Businessweek published an article titled "This is the Anti-Asian Hate Crime Capital of North America", citing the rise in Anti-Asian Racism and violence in Vancouver;
5. Business Owners, stakeholders and organizations have identified a lack of free parking in Vancouver's Chinatown as a barrier to economic prosperity and attracting customers;
6. The City of Richmond or private parking lots provide free vehicle parking for customers while shopping. This has created competition for merchants in Chinatown Vancouver;

7. Glass windows and doors on storefronts and buildings are broken regularly in Chinatown. Treasured historical sites, including Dr. Sun Yat-Sen Classical Chinese Garden, have been defaced with graffiti; and
8. Murals, artwork and public art have been defaced with graffiti, including messages of hate and Anti-Asian slurs.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to prepare amendments to by-laws to update Parking Meter By-law No. 2952 by May 2022 to allow up to 3 hours of free parking at meters on Sundays in Chinatown;

FURTHER THAT Council direct staff to prepare amendments to necessary by-laws to allow 3 hours of free parking for vehicles at City of Vancouver-owned parking lots on Sundays in Chinatown;

FURTHER THAT Council affirms this to be a pilot program and directs staff to report back on this pilot with recommendations to Council in May 2023;

AND FURTHER THAT staff report back with a cost estimate based on current parking revenues and recommendations for funding this pilot.

- B. THAT Council direct staff to work together with stakeholders, community organizations, businesses and merchants in Chinatown and engage the Vancouver Police Department (VPD) in consideration for key areas in Chinatown where violent crime, vandalism, property theft and graffiti is most prevalent and implement measures such as additional lighting and CCTV cameras to deter further crime and violence before July 2022.
- C. THAT Council direct staff to explore and report back before Q4 2022 on the increase in anti-Asian hate crimes, violent crime and property crime, vandalism, and theft in Chinatown and specifically the impact this has on the City of Vancouver's efforts towards pursuing designation for Chinatown as a UNESCO World Heritage site.

amended

AMENDMENT MOVED by Councillor Fry

THAT A be struck and the following be inserted:

- A. THAT pursuant to Council direction from November 2020, staff report back on the fee structure and pricing rationale for metered parking in Chinatown relative to other neighbourhoods in the City of Vancouver, with the goal of ensuring they are as competitive as possible while still meeting traffic management goals for turnover and mode share;

FURTHER THAT Council direct staff to develop a six month pilot to mitigate barriers to visiting Chinatown by reducing parking meter fees in non-peak hours

to encourage both visitation and curbside turnover;

AND FURTHER THAT Council direct staff to share this direction with EasyPark and specifically for their information and with regard to the City owned-parking at Chinatown Plaza in the interest of considering any parking incentives they may wish to undertake to encourage visitation to Chinatown.

FURTHER THAT B be amended by deleting the words “implement measures such as additional lighting and CCTV cameras to deter further crime and violence”, and inserting the words “report back on recommended mitigation measures”;

FURTHER THAT C be amended as follows:

- deleting the word “the” and inserting the word “any”, between the words “specifically” and “impact”;
- deleting the word “has” and inserting words “may have” between the words “this” and “on”;
- deleting the “s” in Vancouver’s;
- inserting the words “, the Province of British Columbia and Government of Canada’s pursuit of a nomination”, after the word Vancouver; and
- deleting the words “efforts towards pursuing designation”;

AND FURTHER THAT the following be added as D and E:

- D. THAT Council direct staff to report back on direction given November 25, 2020 through the member motion “Sustaining Vancouver’s Chinatown” on reducing barriers to access Chinatown, on simplified and temporary Merchandise Display Permit fee structure and program, and an expedited innovative tenanting and activation strategy for the City-owned Chinatown Plaza.
- E. THAT Council direct staff to report back on how the Chinatown Transformation Team can help address public safety and the revitalization of Chinatown and how that work can be prioritized, resourced and supported by the City.

carried

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The Committee recessed at 8:45 pm and reconvened at 9:06 pm.

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AMENDMENT TO THE AMENDMENT MOVED by Councillor Swanson

THAT B be struck and the following be inserted:

- B. THAT Council direct staff to work together with groups representing low income folks and business in Chinatown to recommend creative and community-led ways of dealing with anti-Asian hate, theft and graffiti, and report back on recommended mitigation measures before July 2022.

LOST (Vote No. 8278)

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

AMENDMENT TO THE AMENDMENT MOVED by Councillor Swanson

THAT the following be added as F:

- F. THAT Council ask staff to investigate and report back on the following suggestions from the Bagua Artist Association:
 - 1. Pay more artists to create and maintain public artworks in Chinatown and the Downtown Eastside;
 - 2. Provide designated spaces and platforms for creative expression and outlet for the graffiti community;
 - 3. Promote and foster new cultural connections and conversations between the mural artists and graffiti community in Chinatown and the Downtown Eastside to discuss how they can collaboratively protect the public artworks and cultural assets. Both mural artists and the graffiti community have networks, and linking the networks is more valuable and effective towards the goal than to create more disparity by placing the VPD between them; and
 - 4. Create a “Chinese Heritage Landmark” Project that catalogs and registers the significant community murals and public art pieces. Allocate funds for capable organizations to conduct periodic review, archive, and publish new art commissions, along with support and maintenance of existing public artworks and murals. The public artworks in catalog can help Chinatown become tourist destinations, while policing and CCTV cannot.

out of order

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At this point in the proceedings, at 9:24 pm, Councillor Fry rose on a point of order, to inquire if the amendment to the amendment was in order under section 8.7 (d) of the *Procedure By-law*, as it conflicts with a resolution previously passed. Following a brief recess, the Chair ruled the amendment to the amendment out of order.

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Following the Chair’s ruling, at 9:35 pm, Councillor De Genova rose on a point of order, to inquire if the amendment on the floor was in order under section 8.7 (d) of the *Procedure By-*

law, as it conflicts with a resolution previously passed. Following another brief recess, the Chair ruled the amendment in order noting it did not conflict with a previous resolution of Council.

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At 9:40 pm, it was

MOVED by Councillor De Genova

THAT the Committee extend the meeting past 10 pm in order to complete Item 9;

FURTHER THAT, the Committee recommend to Council, that Item 10 entitled “Supporting the Innovation Economy (Previously Motion B7), and Item 11 entitled “Enabling a Recovery Community Centre in the City of Vancouver (Previously Motion B8)”, be referred to the Standing Committee on City Finance and Services meeting on Wednesday, April 27, 2022.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

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Following discussion, the amendment was put and CARRIED (Vote No. 8279), with Councillors De Genova and Hardwick opposed. The motion as amended was then put and CARRIED UNANIMOUSLY (Vote No. 8280).

FINAL MOTION AS APPROVED

- A. THAT pursuant to Council direction from November 2020, staff report back on the fee structure and pricing rationale for metered parking in Chinatown relative to other neighbourhoods in the City of Vancouver, with the goal of ensuring they are as competitive as possible while still meeting traffic management goals for turnover and mode share;

FURTHER THAT Council direct staff to develop a six month pilot to mitigate barriers to visiting Chinatown by reducing parking meter fees in non-peak hours to encourage both visitation and curbside turnover;

AND FURTHER THAT Council direct staff to share this direction with EasyPark and specifically for their information and with regard to the City owned-parking at Chinatown Plaza in the interest of considering any parking incentives they may wish to undertake to encourage visitation to Chinatown.

- B. THAT Council direct staff to work together with stakeholders, community organizations, the Chinatown BIA, businesses and merchants in Chinatown and engage the Vancouver Police Department (VPD) in consideration for key areas in Chinatown where violent crime, vandalism, property theft and graffiti is most prevalent and report back on recommended mitigation measures before July 2022.

- C. THAT Council direct staff to explore and report back before Q4 2022 on the increase in anti-Asian hate crimes, violent crime and property crime, vandalism, and theft in Chinatown and specifically any impact this may have on the City of Vancouver, the Province of British Columbia and Government of Canada's pursuit of a nomination for Chinatown as a UNESCO World Heritage site.
- D. THAT Council direct staff to report back on direction given November 25, 2020 through the member motion "Sustaining Vancouver's Chinatown" on reducing barriers to access Chinatown, on simplified and temporary Merchandise Display Permit fee structure and program, and an expedited innovative tenanting and activation strategy for the City-owned Chinatown Plaza.
- E. THAT Council direct staff to report back on how the Chinatown Transformation Team can help address public safety and the revitalization of Chinatown and how that work can be prioritized, resourced and supported by the City.

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REFERENCES:

1. This is the Anti-Asian Hate Crime Capital of the World
Bloomberg Equality + Businessweek
<https://www.bloomberg.com/features/2021-vancouver-canada-asian-hate-crimes/>
2. Anti-Asian hate crime up 717% in Vancouver compared to last year
Daily Hive
<https://dailyhive.com/vancouver/anti-asian-hate-crime-up-717-vancouver>
3. Chinatown BIA spending 50% of its budget on security, president says in plea to the Vancouver Police.
CTV News Vancouver
<https://bc.ctvnews.ca/chinatown-bia-spending-50-of-budget-on-security-president-says-in-plea-to-vancouver-police-1.5801933>
4. Chinatown business owner launches petition to stop vandalism and "hell pattern" graffiti. Global News BC
<https://globalnews.ca/news/8731992/chinatown-business-owner-launches-petition-to-stop-vandalism-and-hell-pattern-graffiti/>
5. Downzoned and out of luck in Chinatown
Business in Vancouver
<https://biv.com/article/2018/08/downzoned-and-out-luck-chinatown>

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10. Supporting the Innovation Economy (Previously Motion B7)

At the Council meeting on April 12, 2022, Council referred this item to the Standing Committee on Policy and Strategic Priorities meeting on April 13, 2022, in order to hear from speakers, followed by debate and decision.

Due to time constraints, the Committee referred this item to the Standing Committee on City Finance and Services meeting on Wednesday, April 27, 2022.

11. Enabling a Recovery Community Centre in the City of Vancouver (Previously Motion B8)

At the Council meeting on April 12, 2022, Council referred this item to the Standing Committee on Policy and Strategic Priorities meeting on April 13, 2022, in order to hear from speakers, followed by debate and decision.

Due to time constraints, the Committee referred this item to the Standing Committee on City Finance and Services meeting on Wednesday, April 27, 2022.

The Committee adjourned at 9:53 pm.

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**COUNCIL MEETING MINUTES
STANDING COMMITTEE OF COUNCIL ON
POLICY AND STRATEGIC PRIORITIES**

APRIL 13, 2022

A meeting of the Council of the City of Vancouver was held on Wednesday, April 13, 2022, at 9:54 pm, in the Council Chamber, Third Floor, City Hall, following the Standing Committee on Policy and Strategic Priorities meeting, to consider the recommendations and actions of the Committee.

PRESENT: Deputy Mayor Christine Boyle
Councillor Rebecca Bligh
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

ABSENT: Mayor Kennedy Stewart

CITY MANAGER'S OFFICE: Paul Mochrie, City Manager

CITY CLERK'S OFFICE: Tina Penney, Deputy City Clerk
Terri Burke, Meeting Coordinator

COMMITTEE REPORTS

Report of Standing Committee on Policy and Strategic Priorities
Wednesday, April 13, 2022

Council considered the report containing the recommendations and actions taken by the Standing Committee on Policy and Strategic Priorities. Its items of business included:

1. Wildlife Feeding Regulation By-law
2. Relief and Rehabilitation of Aggressive Dog Designation
3. 2022 Animal Welfare Grant
4. City Wharf By-law
5. Contract Award for Prequalified Contractors for Sewer Pump Station Projects
6. Contract Award for Consulting Services for the PNE Amphitheatre Renewal Project Phase 1 and Phase 2
7. Asking for a Change to the *Vancouver Charter* to Allow the City to Levy a Progressive Property Tax

8. Lock It or Lose It: Improving Secure Bike Infrastructure in the City of Vancouver
9. Free Parking and Other Measures to Address Public Safety and the Revitalization of Chinatown
10. Supporting the Innovation Economy
11. Enabling a Recovery Community Centre in the City of Vancouver

Items 1 to 11

MOVED by Councillor Carr
SECONDED by Councillor Bligh

THAT the recommendations and actions taken by the Standing Committee on Policy and Strategic Priorities at its meeting of April 13, 2022, as contained in items 1 to 9, be approved.

CARRIED UNANIMOUSLY

MOVED by Councillor De Genova
SECONDED by Councillor Dominato

THAT the recommendations and actions taken by the Standing Committee on Policy and Strategic Priorities at its meeting of April 13, 2022, as contained in items 10 and 11, be approved.

CARRIED UNANIMOUSLY

ADJOURNMENT

MOVED by Councillor Hardwick
SECONDED by Councillor De Genova

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

The Council adjourned at 9:55 pm.

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