



REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON CITY FINANCE AND SERVICES

JUNE 8, 15 AND 16, 2022

A meeting of the Standing Committee of Council on City Finance and Services was held on Wednesday, June 8, 2022, at 9:31 am, in the Council Chamber, Third Floor, City Hall. Subsequently, the meeting reconvened on Wednesday, June 15, 2022, at 3 pm, and on Thursday June 16, 2022 at 3:04 pm. This Council meeting was convened by electronic means as authorized under the Part 14 of the *Procedure By-law*.

PRESENT:

- Councillor Rebecca Bligh, Chair
- Mayor Kennedy Stewart* (Leave of Absence for Personal Reasons on June 15 and 16, 2022)
- Councillor Christine Boyle
- Councillor Adriane Carr
- Councillor Melissa De Genova* (Medical Leave - June 15, 2022)
- Councillor Lisa Dominato
- Councillor Pete Fry, Vice-Chair
- Councillor Colleen Hardwick*
- Councillor Sarah Kirby-Yung*
- Councillor Jean Swanson
- Councillor Michael Wiebe* (Leave of Absence for Personal Reasons on June 8, 2022, from 6 pm to 10 pm)

CITY MANAGER'S OFFICE: Paul Mochrie, City Manager

CITY CLERK'S OFFICE: Lesley Matthews, Chief, External Relations and Protocol
Kirsty Colquhoun, 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.

PROCLAMATION – Italian Heritage Month

The Mayor proclaimed the month of June 2022 as Italian Heritage Month in the City of Vancouver, and invited Fabio Messineo, the Consul General of Italy in Vancouver, along with Ray Culos and Celso Boscaroli to the podium to receive the proclamation and say a few words.

MATTERS ADOPTED ON CONSENT

MOVED by Councillor De Genova

THAT Council adopt items 3, 4, 5, 6 and 7, on consent

CARRIED UNANIMOUSLY

1. Chinatown Transformation: Cultural Heritage Assets Management Plan (CHAMP) Strategic Framework and UNESCO World Heritage Site Process May 10, 2022

Staff from Planning, Urban design and Sustainability and Arts, Culture and Community Services provided a presentation and responded to questions.

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MOVED by Councillor De Genova

THAT Council suspend the rules of Section 5.4(d) of the Procedure By-law in order to allow an additional round of questions to staff after hearing from speakers.

CARRIED UNANIMOUSLY
AND BY THE REQUIRED MAJORITY

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On June 8, 2022, the Committee heard from twenty-four speakers in support of the recommendations, one speaker in opposition, and six speakers dealing with other aspects of the item.

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During the hearing of speakers, it was

MOVED by Councillor Boyle

THAT the Committee extend the meeting past noon in order to hear from the remaining speakers for Item 1.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

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On June 8, 2022, during hearing from speakers, the Committee recessed at 11:59 am and reconvened at 1:06 pm.

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Subsequently, on June 8, 2022, during questions to staff, the Committee recessed at 5:07 pm and reconvened at 6:06 pm.

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

- A. THAT Council adopt the Chinatown Cultural Heritage Assets Management Plan (CHAMP) Strategic Framework, co-created with the Council-appointed Legacy Stewardship Group (LSG), as presented in Appendix A of the report entitled “Chinatown Transformation: Cultural Heritage Assets Management Plan (CHAMP) Strategic Framework and UNESCO World Heritage Site Process” dated May 10, 2022.
- B. THAT, subject to the approval of A in the above-noted report, Council direct staff to report back in 2023 with an implementation plan that includes:
 - i. finalized strategies and actions, including a comprehensive financial and delivery strategy;
 - ii. a recommendation on the future of the LSG; and
 - iii. a schedule for on-going monitoring and progress report to Council.
- C. THAT Council instruct staff to initiate the process to have Chinatown ready for the next update of the National Tentative List, beginning in January 2027, as part of Chinatown’s pursuit of a UNESCO World Heritage Site designation.

amended

AMENDMENT MOVED by Councillor Kirby-Yung

THAT, in A, the word “adopt” be struck and replaced with the word “refer”;

FUTHER THAT the following be added to the end of A:

“to staff for further consultation and engagement on the framework with anchor and legacy Chinese cultural organizations including for example, the Chinatown BIA, Chinese Cultural Centre, Vancouver Chinatown Foundation, Vancouver Chinese Benevolent Association, Vancouver Chinatown Merchants Association

and the Dr. Sun Yat-Sen Classical Chinese Garden and report back by September 2022 or as soon as feasible.”

lost

AMENDMENT TO THE AMENDMENT MOVED by Councillor De Genova

THAT, in A, the words “and budget” be inserted between the words “framework” and “with”;

FURTHER THAT the following be added at the end of A:

AND FURTHER THAT all property owners in Chinatown be engaged and consulted, and that notifications of this process be mailed to property owners, prior to staff reporting back on CHAMP to Council.

LOST (Vote No. 08452)

(Councillors Bligh, Boyle, Carr, Fry, Swanson, and Mayor Stewart opposed)

(Councillor Wiebe absent for the vote)

The amendment to the amendment having lost, the amendment was put and LOST (Vote No. 08453) with Councillors Boyle, Carr, Fry, Wiebe, Swanson and Mayor Stewart opposed.

AMENDMENT MOVED by Councillor Kirby-Yung

THAT the following be added as B:

- B. THAT Council instruct staff to report back on the annual budget for the Chinatown Transformation Team, including a summary of initiatives and projects funds that have been or are planned to be allocated to for 2019, 2020, 2021 and 2022, and provide recommendations for how funds could be allocated to support and address current needs and issues in Chinatown, including areas such as lighting, allocations/grants to community led festivals and events, community-led public art projects, a dedicated annual graffiti cleanup fund, and augmented cultural buildings restoration grants.

FURTHER THAT the original B be struck and the following be inserted as C:

- C. THAT the report back in addition to B above, include possible implementation strategies and actions to also support a Chinatown Cultural Heritage Assets Management Plan (CHAMP) financial and delivery strategy.

FURTHER THAT the original C be amended, and added as D, by adding the words “and report back to Council on how current crime, street disorder and graffiti issues could impact the success and attainability of a pursuing a UNESCO World Heritage Site designation.” at the end.

FURTHER THAT the following be added as E:

- E. THAT Council direct staff to report back, following consultation and discussion with Chinatown community stakeholders, with a recommendation on the future of the LSG.

AND FURTHER THAT the following be added as F:

- F. THAT Council direct staff to report back annually with ongoing monitoring and progress reports on all Chinatown supporting initiatives.

Prior to voting on the amendment, Council agreed to separate the vote on the components of the motion. B was put and CARRIED UNANIMOUSLY (Vote No. 08454); C was put and CARRIED (Vote No. 08455) with Councillors Boyle, Swanson, Wiebe and Mayor Stewart opposed; and D was put and CARRIED (Vote No. 08456) with Councillor Swanson opposed.

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At this point in the proceedings, prior to voting on E and F of the amendment, it was

MOVED by Councillor Carr

THAT the Committee reconsider the vote on C.

CARRIED (Vote No. 08457)
(Councillor Kirby-Yung opposed)
(Councillor De Genova abstained from the vote)

Following the reconsideration vote, C was put and CARRIED (Vote No. 08458) with Councillors Boyle, Carr, Swanson, Wiebe and Mayor Stewart opposed. E and F were then put and CARRIED (Vote No. 08459) with Councillor Boyle opposed.

AMENDMENT MOVED by Councillor De Genova

THAT the following be added as G:

- G. THAT Council direct staff to prepare a detailed report on any work beyond what is planned in Chinatown but is necessary for pursuing UNESCO World Heritage status, including work in the Downtown Eastside.

LOST (Vote No. 08460)
(Councillors Boyle, Carr, Fry, Swanson, Wiebe and Mayor Stewart opposed)

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During discussion on Item 1 Councillor De Genova rose on a point of order, under section 6.1(c) of the Procedure By-law, regarding questioning the motives of a Council member and requested

the Chair caution the Council member who made the comments. The Chair cautioned the Committee not to question the motives of staff or elected officials.

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AMENDMENT MOVED by Councillor Fry

THAT in A, the words “in principle” be inserted in between the words “Framework” and “co-created”.

FURTHER THAT the following be added to the motion, as B:

- B. THAT staff and the co-chairs of LSG consult with the Chinese Cultural Centre, Vancouver Chinatown BIA, Vancouver Chinatown Merchants Association, Chinatown Benevolent Association, Dr. Sun Yat-Sen Classical Chinese Garden Society, and the Vancouver Chinatown Foundation to gather their feedback about the framework and Phase I engagement and incorporate feedback into the framework and their ideas on how to adjust the engagement process moving forward, and consider that feedback in the design of engagement for Phase 2, Implementation Plan Development. This consultation and resulting discussion by and with LSG should happen by end of August.

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Dominato

THAT the words “and incorporate feedback into the framework” be inserted between the words “engagement,” and “and”.

carried

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During discussion on the amendment to the amendment, it was

MOVED by Councillor Dominato

THAT, as per section 11.5 of the *Procedure By-law*, call for the vote on the amendment to the amendment.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

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Following the vote to call for the vote, the amendment to the amendment was put and CARRIED (Vote No. 08461) with Councillors Bligh, Boyle, Swanson, and Mayor Stewart opposed.

Following discussion on the amended amendment, the Committee agreed to separate the vote on the components of the amended amendment. A was put and CARRIED (Vote No. 08462) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed, and B was put and CARRIED (Vote No. 08463) with Councillor De Genova opposed.

Following debate, Council agreed to separate the vote on the components of the amended motion. A was put and CARRIED (Vote No. 08465) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed, and B through G were put and CARRIED (Vote No. 08466) with Councillors De Genova and Hardwick opposed

FINAL MOTION AS APPROVED

- A. THAT Council adopt the Chinatown Cultural Heritage Assets Management Plan (CHAMP) Strategic Framework in principle, co-created with the Council-appointed Legacy Stewardship Group (LSG), as presented in Appendix A of the Report dated May 10, 2022, entitled "Chinatown Transformation: Cultural Heritage Assets Management Plan (CHAMP) Strategic Framework and UNESCO World Heritage Site Process"..
- B. THAT staff and the co-chairs of Legacy Stewardship Group (LSG) consult with the Chinese Cultural Centre, Vancouver Chinatown BIA, Vancouver Chinatown Merchants Association, Chinatown Benevolent Association, Dr. Sun Yat-Sen Classical Chinese Garden Society, and the Vancouver Chinatown Foundation to gather their feedback about the framework and Phase I engagement, and incorporate feedback into the framework and their ideas on how to adjust the engagement process moving forward, and consider that feedback in the design of engagement for Phase 2, Implementation Plan Development. This consultation and resulting discussion by and with LSG should happen by end of August, 2022.
- C. THAT Council instruct staff to report back on the annual budget for the Chinatown Transformation Team, including a summary of initiatives and projects funds that have been or are planned to be allocated to for 2019, 2020, 2021 and 2022, and provide recommendations for how funds could be allocated to support and address current needs and issues in Chinatown, including areas such as lighting, allocations/grants to community led festivals and events, community-led public art projects, a dedicated annual graffiti cleanup fund, and augmented cultural buildings restoration grants.
- D. THAT the report back, in addition to C above, include possible implementation strategies and actions to also support a Chinatown Cultural Heritage Assets Management Plan (CHAMP) financial and delivery strategy.
- E. THAT Council instruct staff to initiate the process to have Chinatown ready for the next update of the National Tentative List, beginning in January 2027, as part of Chinatown's pursuit of a UNESCO World Heritage Site designation, and report back to Council on how current crime, street disorder and graffiti issues could impact the success and attainability of a pursuing a UNESCO World Heritage Site designation.

- F. THAT Council direct staff to report back, following consultation and discussion with Chinatown community stakeholders, with a recommendation on the future of the Legacy Stewardship Group (LSG).
- G. THAT Council direct staff to report back annually with ongoing monitoring and progress reports on all Chinatown supporting initiatives.

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After completing Item 1, it was

MOVED by Councillor Swanson

THAT Council waive the staff presentation for item 2 entitled “Making Strides: Vancouver’s Childcare Strategy and Early Actions“, and hear the speakers for that item, followed by hearing speakers, debate and decision on Item 8 entitled “Urging the BC Government to End Its Immigration Detention Contract with the Canada Border Services Agency (Member’s Motion B.2)”

lost

AMENDMENT TO THE AMENDMENT MOVED by Councillor De Genova

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

FURTHER THAT Council refer the staff presentation, debate and decision on Item 2 to the reconvening Standing Committee on City Finance and Services meeting on June 15, 2022.

FURTHER THAT, in the THAT clause, the words “debate and decision” be struck;

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

AND FURTHER THAT Council refer debate and decision on Item 8 to the reconvening Standing Committee on City Finance and Services meeting on June 15, 2022.

withdrawn

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During discussion on the amendment to the amendment, it was

MOVED by Councillor De Genova

THAT the amendment to the amendment be withdrawn.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

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AMENDMENT TO THE AMENDMENT MOVED by Councillor De Genova

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

FURTHER THAT Council refer the staff presentation for Item 2, and debate and decision on Item 8 to the reconvening Standing Committee on City Finance and Services meeting on June 15, 2022.

withdrawn

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At this point in the proceedings, during discussion on the amendment to the amendment, it was

MOVED by Councillor De Genova

THAT the amendment to the amendment be withdrawn.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

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The amendments to the amendments having been withdrawn, the motion was put and LOST with Councillors Bligh, Carr, De Genova, Hardwick, Dominato and Kirby-Yung opposed and Councillor Wiebe and Mayor Stewart absent for the vote.

**2. Making Strides: Vancouver's Childcare Strategy and Early Actions
May 24, 2022**

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

MOVED by Councillor De Genova

THAT the Committee recommend to Council

- A. THAT Council approve the *Making Strides: Vancouver's Childcare Strategy* (as set out in Appendix A of the Report dated May 24, 2022, entitled "Making Strides: Vancouver's Childcare Strategy and Early Actions",) including the vision, guiding principles, values, policy directions, policy goals and Early Actions.
- B. THAT Council direct staff to report back by Q2 2023 on the status of Strategy implementation through Early Actions, and to seek Council approval of a delivery and financial strategy and an initial Four-Year Action Plan, encompassing targets and goals, resource needs, policy changes, strategic partnerships, alignment with senior governments, and monitoring.
- C. THAT Council approve the framework for a Community Childcare Expansion Program (CCEP) (as set out in Appendix C of the Report dated May 24, 2022,

entitled “Making Strides: Vancouver’s Childcare Strategy and Early Actions” to support the creation of new childcare spaces led by non-profit organizations and public partners. Source of funding is subject to Council approval of the 2023-2026 Capital Plan.

- D. THAT Council request the Mayor write a letter to the Minister of Education and Child Care to acknowledge her new responsibilities within the newly expanded Ministry, and to improve collaboration and partnership opportunities between the Province and the City of Vancouver in order to create new childcare spaces; and

FURTHER THAT the Mayor request a meeting between the Ministry of Education and Child Care and the City of Vancouver as soon as possible to discuss ways to advance policy, planning and delivery of childcare at the City of Vancouver and all its partners, including the Vancouver Board of Education (VBE) and BC Housing.

CARRIED UNANIMOUSLY (Vote No. 08468)
(Councillors Kirby-Yung and Wiebe absent for the vote)

3. Downtown Eastside Plan Implementation and Strategic Grant Allocation – 2022 May 24, 2022

Staff from Community planning provided a presentation and responded to questions.

MOVED by Councillor Carr
THAT the Committee recommend to Council

- A. THAT Council approve a matching grant allocation of \$451,882 to Downtown Eastside (DTES) non-profit organisations (as detailed in Appendix A of the Report dated May 24, 2022, entitled “Downtown Eastside Plan Implementation and Strategic Grant Allocation – 2022”,) to strategically advance the social, economic and environmental objectives of the approved DTES Plan, with funds from the approved Multi-Year Capital Project Budget and 2022 Capital Expenditure Budget for the DTES Matching Grant Program.
- B. THAT Council approve \$194,782 in strategic grant allocations to four Chinese Benevolent Society buildings (as detailed in Table 2 of the Report dated May 24, 2022, entitled “Downtown Eastside Plan Implementation and Strategic Grant Allocation – 2022”,) as part of the collaborative effort between the City and the Chinatown community to preserve the cultural heritage assets in Chinatown, with funds from the approved Multi-Year Capital Project Budget and 2022 Capital Expenditure Budget for the DTES Strategic Projects.
- C. THAT Council approve a \$310,000 grant allocation to the Vancouver Chinatown Foundation for Community Revitalization and the Community Impact Real Estate Society (as detailed in Table 3 of the Report dated May 24, 2022, entitled “Downtown Eastside Plan Implementation and Strategic Grant Allocation – 2022”,) to support the second year of implementation of the Special Enterprise Pilot Program (progress update in Appendix C of the above-noted report), with

funds from the approved Multi-Year Capital Project Budget and 2022 Capital Expenditure Budget for the DTES Special Enterprise Program.

- D. THAT, pursuant to section 206(1)(j) of the Vancouver Charter, Council deems any organization that is to be awarded a grant under A, B or C above, that is not otherwise a registered charity with Canada Revenue Agency, to be contributing to the culture, beautification, health, or welfare of Vancouver.
- E. THAT the General Manager of Planning, Urban Design, and Sustainability (GM of PDS) (or their designate) be authorized to negotiate and execute agreements to disburse the grants described in the Report dated May 24, 2022, entitled "Downtown Eastside Plan Implementation and Strategic Grant Allocation – 2022" on the terms and conditions generally set out below and on such other terms and conditions as are satisfactory to the GM of PDS and the Director of Legal Services.
- F. THAT no legal rights or obligations will be created by the approval of A to C above unless and until the applicable grant agreement or letter of agreement is approved by the City in accordance with E above and executed and delivered by both the grant recipient and GM of PDS (or their designate).

ADOPTED ON CONSENT (Vote No. 08658)
(Councillor Wiebe absent for the vote)

**4. Sites for 2022 Alcohol Consumption in Public Plazas Program
May 24, 2022**

MOVED by Councillor Carr
THAT the Committee recommend to Council

THAT Council approve, in principle, amendments to the City Land Regulation By-law No. 8735 to designate certain public places over which the City has jurisdiction as places where liquor may be consumed;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment by Council a By-law to amend the City Land Regulation By-law to designate these places, generally as set out in Appendix A of the Report dated May 24, 2022, entitled "Sites for 2022 Alcohol Consumption in Public Plazas Program".

ADOPTED ON CONSENT (Vote No. 08659)
(Councillor Wiebe absent for the vote)

**5. Contract Award for 2022 Gas System Expansion and Upgrades at the Vancouver
Landfill
May 10, 2022**

MOVED by Councillor Carr

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate to the satisfaction of the City's General Manager of Engineering Services, City's Director of Legal Services, and the City's Chief Procurement Officer, and enter into a contract with BD Hall Constructors Corp. for the 2022 Gas System Expansion and Upgrades at the Vancouver Landfill, for a term of approximately four (4) months, with an estimated contract value of \$5,661,594.95 plus applicable taxes over the initial four (4) month term, to be funded through the Multi-Year Capital Project Budget for Routine Gas Works (\$3,536,227.76) and Closure Maintenance programs (\$673,567.19), as provided for in the approved 2022 Capital Expenditure budget. A portion of the cost for this work will be covered by a grant from Clean BC (\$1,451,800.00).
- B. THAT the Director of Legal Services, Chief Procurement Officer and General Manager of the Engineering Services Department 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 clause C.

ADOPTED ON CONSENT (Vote No. 08660)
(Councillor Wiebe absent for the vote)

6. Contract Award for the Supply and Maintenance of Sewage Screening Equipment for the Neighbourhood Energy Utility (NEU) False Creek Energy Centre (FCEC) May 10, 2022

MOVED by Councillor Carr
THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate to the satisfaction of the City's General Manager of Engineering, City's Director of Legal Services, and the City's Chief Procurement Officer and enter into a contract with SHARC Energy Systems Inc., for the supply and maintenance of sewage screening equipment for the NEU FCEC for a term of five (5) years, with the option to extend for an additional 5-year term, with an estimated contract value of \$2,194,180.00 plus applicable taxes for the initial term: \$1,679,500.00 to be funded through the approved Multi-Year Capital Project Budget and the balance of \$514,680.00 from ongoing annual operating budgets via the NEU Rates over the 5-year term.
- B. THAT the Director of Legal Services, Chief Procurement Officer and General Manager of Engineering be authorized to execute on behalf of the City the contract contemplated by A above.
- C. THAT no legal rights or obligations will be created by Council's adoption of A and B above unless and until such contract is executed by the authorized signatories of the City as set out in A and B above and clause C.

ADOPTED ON CONSENT (Vote No. 08661)
(Councillor Wiebe absent for the vote)

**7. Contractor for Granville Bridge Structural Repair and Re-coating Phase 1
May 9, 2022**

MOVED by Councillor Carr
THAT the Committee recommend to Council

- A. THAT, subject to B and C below, the City enter into a contract with Jamac Painting & Sandblasting Ltd. ("Jamac"), for Phase 1 of structural repair and recoating of Granville Bridge:
 - i. for a term of six months, with the option to extend at the City's discretion,
 - ii. for an estimated contract value not to exceed \$5,766,482.00, plus applicable taxes,
 - iii. on terms and conditions consistent with Invitation to Tender No. PS20211092 and Jamac's tender, and otherwise on terms and conditions satisfactory to the City Solicitor, Chief Procurement Officer, and General Manager of Engineering Services,
 - iv. to be funded through the Multi-year Capital Project Budget and the approved 2022 Capital expenditure budget for the Granville Bridge Coating project.
- B. THAT the Chief Procurement Officer be authorized to accept Jamac's tender, and that the City Solicitor, Chief Procurement Officer and General Manager of the Engineering Services Department be authorized to execute the resulting contract on behalf of the City on the basis set out in A above.
- C. THAT no legal rights or obligations will be created by Council's adoption of A and B above unless and until Jamac's tender is accepted by the City's Chief Procurement Officer as set out in A and B above and clause C.

ADOPTED ON CONSENT (Vote No. 08662)
(Councillor Wiebe absent for the vote)

**8. Urging the BC Government to End Its Immigration Detention Contract with the
Canada Border Services Agency (Member's Motion B.2)**

At the Council meeting on June 7, 2022, Council referred the above-noted motion to the Standing Committee on City Finance and Services meeting on June 8, 2022, in order to hear from speakers, followed by debate and decision.

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

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During the hearing of speakers, it was

MOVED by Councillor Swanson

THAT Council extend the meeting past 10 pm to complete item 8.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY
(Councillors De Genova, Kirby-Yung and Wiebe absent for the vote)

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MOVED by Councillor Swanson

WHEREAS

1. Human rights organizations and advocates in British Columbia and across Canada (including BC's Office of the Human Rights Commissioner, the British Columbia Civil Liberties Association, West Coast Leaf, BC Poverty Reduction Coalition, Centre for Gender and Sexual Health Equity, Community Legal Assistance Society, Immigration and Refugee Legal Clinic, Migrant Workers Centre BC, SWAN Vancouver, Prisoners' Legal Services, as well as hundreds of lawyers, academic scholars, healthcare providers, and people from various faith communities), and international organizations Human Rights Watch and Amnesty International, are calling for Canada to stop incarcerating immigration detainees in provincial jails;
2. Over the past five years, Canada has detained tens of thousands of individuals under immigration law while they await the resolution of their immigration or refugee matters, including children, survivors of severe trauma or persecution, and persons with disabilities including mental health conditions;
3. In a June 2021 joint report, Human Rights Watch and Amnesty International documented serious human rights violations within the Canadian immigration detention system. People in immigration detention are regularly handcuffed, shackled, and held with little to no contact with the outside world in some of the country's most restrictive confinement conditions, including maximum security provincial jails and solitary confinement;
4. Canada has no legislated limit to the length of time people can be held in immigration detention, so they can be held for months or years with no set release date;
5. There are viable alternatives to incarcerating people for immigration matters in provincial jails, as demonstrated when authorities released significant numbers of people from immigration detention early on in the pandemic;

6. Many people placed in immigration detention are already embedded in their communities and have the resources and support they require, including housing. Immigration detention is not a form of housing. In fact, many people are removed from their homes, families, communities, and employment when they are placed in immigration detention. For people who are detained on arrival or shortly after arriving in Canada, immigration detention interferes with their ability to access effective legal advice and representation, secure housing and employment, connect with friends and family members, and become settled in the community;
7. The federal government pays BC a \$235 per diem for each immigration detainee held in provincial jail. These funds could instead be used to invest in community-based organizations that provide support rather than surveillance. Such organizations include Rainbow Refugee and the Vancouver Association for Survivors of Torture, which provide access to housing, legal representation, counselling, medical services, language classes, and employment search support. Organizations like Kinbrace also provide services tailored to refugee claimants in the community while they await resolution of their applications;
8. In March 2022 submission to BC Corrections, BC's Office of the Human Rights Commissioner stated that the ableism and racism embedded in the current immigration detention system mean that people with disabilities and racialized people experience harsher treatment and are detained for longer periods of time. According to the Commissioner, there is strong evidence that current practices contravene BC's Human Rights Code and international human rights conventions;
9. The severe mental health consequences of immigration detention are consistently recognized in medical literature in Canada and abroad. Imprisonment in a penal institution has adverse effects on health, particularly for people with pre-existing mental health conditions, including those seen among survivors of trauma and persecution;
10. Canada's federal government has sole legal responsibility for border enforcement and immigration detention. However, a significant number of people in immigration detention are held in provincial jails on the basis of agreements between the federal government and provincial authorities. By virtue of these agreements, the provinces are implicated in human rights violations against immigration detainees incarcerated in provincial jails;
11. In an April 2022 joint legal memorandum, Human Rights Watch and Amnesty International found that Canada's practice of incarcerating immigration detainees in provincial jails is inconsistent with international human rights standards, and jail conditions potentially breach federal-provincial immigration detention agreements;
12. Between fiscal years 2017-18 and 2019-20, hundreds of immigration detainees were held in BC provincial jails, most of them in Allouette Correctional Centre for Women, Fraser Regional Correctional Centre, and North Fraser Pretrial Services

Centre;

13. BC Corrections is currently reviewing The BC government's 2017 agreement with the Canada Border Services Agency which allows for immigration detainees to be incarcerated in BC provincial jails. According to article 13(3) of the agreement, either signatory can cancel the agreement without explanation or penalty, with a year's written notice;
14. In accordance with the report recently published by the Special Committee on Reforming the Police Act, titled Transforming Policing and Community Safety in British Columbia, community safety requires the full decriminalization of immigration status; and
15. The City of Vancouver has an Access to City Services without Fear policy "to support access to City services by Vancouver residents with uncertain or no immigration status and who fear detention, psychological and physical harm, or deportation, when accessing services." But people who are incarcerated in immigration detention cannot access city services.

THEREFORE BE IT RESOLVED THAT Council ask the Mayor to write to the BC Minister of Public Safety, Mike Farnworth, urging him to respect the provincial government's human rights obligations by terminating its immigration detention agreement with the Canada Border Services Agency;

FURTHER THAT Council ask the Mayor to write to the federal government urging it to, rather than paying per diems for incarceration, to adequately fund community-based organisations that provide tailored and compassionate support, including rights-respecting alternatives to detention;

AND FURTHER THAT Council ask the Mayor to write to the federal government urging it to abolish immigration detention.

amended

AMENDMENT MOVED by Councillor Fry

THAT the following be added at the end of the motion:

FURTHER THAT the following be submitted to the Union of BC Municipalities by June 30, 2022 as a late resolution along with the linked [backgrounder](#):

Urging the BC Government to End Its Immigration Detention Contract with the Canada Border Services Agency

WHEREAS The Canada Border Services Agency (CBSA) has used Provincial prisons to detain tens of thousands of migrants while they await the resolution of their immigration or refugee matters, 94 per cent of whom are held for administrative reasons posing no risk to the public and include children, survivors trauma or persecution, and persons with disabilities including mental health conditions;

AND WHEREAS In a March 2022 submission to the Minister of Public Safety and Solicitor General, BC's Office of the Human Rights Commissioner stated that in the current immigration detention system people with disabilities and racialized people experience harsher treatment and are detained for longer periods of time, and there is strong evidence that current practices contravene BC's Human Rights Code and international human rights conventions.

THEREFORE BE IT RESOLVED THAT that UBCM urge the Province of British Columbia to terminate its immigration detention agreement with the Canada Border Services Agency, stop incarcerating immigration detainees in BC jails, and call on the federal government to do away with immigration detention altogether.

CARRIED UNANIMOUSLY (Vote No. 08470)
(Councillors De Genova, Hardwick, Kirby-Yung and Wiebe were absent for the vote)

AMENDMENT MOVED by Councillor Bligh

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

AND FURTHER THAT Council direct staff to engage with staff of the Federation of Canadian Municipalities (FCM) to confirm the extent and substance of advocacy by FCM regarding the immigration detention system and advise Council on the potential impact of a formal resolution to FCM on this issue.

CARRIED UNANIMOUSLY (Vote No. 08471)
(Councillors De Genova, Hardwick, Kirby-Yung and Wiebe were absent for the vote)

The amendments having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 08472) with Councillors De Genova, Hardwick, Kirby-Yung and Wiebe absent for the vote.

Following the vote on the amended motion, amendments were made to the WHEREAS clauses.

AMENDMENT MOVED by Councillor Swanson

THAT in WHEREAS Clause 1, the words, "Justice for Girls and Rainbow Refugee," be inserted in between the words "Services" and "as";

FURTHER THAT, in WHEREAS Clause 2, the words "2SLGBTQ+ people, survivors of severe trauma or persecution," be inserted between the words "persecution," and "and".

CARRIED UNANIMOUSLY (Vote No. 08473)
(Councillors De Genova, Hardwick, Kirby-Yung and Wiebe absent for the vote)

AMENDMENT MOVED by Councillor Bligh

THAT the following be added as WHEREAS Clause 16.

16. The City of Vancouver engages in federal and provincial advocacy on broader issues, such as immigration, jointly with other municipalities through its membership in the Federation of Canadian Municipalities and the Union of BC Municipalities.

CARRIED UNANIMOUSLY (Vote No. 08474)
(Councillors De Genova, Hardwick, Kirby-Yung and Wiebe absent for the vote)

FINAL MOTION AS APPROVED

WHEREAS

1. Human rights organizations and advocates in British Columbia and across Canada (including BC's Office of the Human Rights Commissioner, the British Columbia Civil Liberties Association, West Coast Leaf, BC Poverty Reduction Coalition, Centre for Gender and Sexual Health Equity, Community Legal Assistance Society, Immigration and Refugee Legal Clinic, Migrant Workers Centre BC, SWAN Vancouver, Prisoners' Legal Services, Justice for Girls and Rainbow Refugee, as well as hundreds of lawyers, academic scholars, healthcare providers, and people from various faith communities), and international organizations Human Rights Watch and Amnesty International, are calling for Canada to stop incarcerating immigration detainees in provincial jails;
2. Over the past five years, Canada has detained tens of thousands of individuals under immigration law while they await the resolution of their immigration or refugee matters, including children, survivors of severe trauma or persecution, 2SLGBTQ+ people, survivors of severe trauma or persecution, and persons with disabilities including mental health conditions;
3. In a June 2021 joint report, Human Rights Watch and Amnesty International documented serious human rights violations within the Canadian immigration detention system. People in immigration detention are regularly handcuffed, shackled, and held with little to no contact with the outside world in some of the country's most restrictive confinement conditions, including maximum security provincial jails and solitary confinement;
4. Canada has no legislated limit to the length of time people can be held in immigration detention, so they can be held for months or years with no set release date;
5. There are viable alternatives to incarcerating people for immigration matters in provincial jails, as demonstrated when authorities released significant numbers of people from immigration detention early on in the pandemic;
6. Many people placed in immigration detention are already embedded in their communities and have the resources and support they require, including housing. Immigration detention is not a form of housing. In fact, many people are

removed from their homes, families, communities, and employment when they are placed in immigration detention. For people who are detained on arrival or shortly after arriving in Canada, immigration detention interferes with their ability to access effective legal advice and representation, secure housing and employment, connect with friends and family members, and become settled in the community;

7. The federal government pays BC a \$235 per diem for each immigration detainee held in provincial jail. These funds could instead be used to invest in community-based organizations that provide support rather than surveillance. Such organizations include Rainbow Refugee and the Vancouver Association for Survivors of Torture, which provide access to housing, legal representation, counselling, medical services, language classes, and employment search support. Organizations like Kinbrace also provide services tailored to refugee claimants in the community while they await resolution of their applications;
8. In March 2022 submission to BC Corrections, BC's Office of the Human Rights Commissioner stated that the ableism and racism embedded in the current immigration detention system mean that people with disabilities and racialized people experience harsher treatment and are detained for longer periods of time. According to the Commissioner, there is strong evidence that current practices contravene BC's Human Rights Code and international human rights conventions;
9. The severe mental health consequences of immigration detention are consistently recognized in medical literature in Canada and abroad. Imprisonment in a penal institution has adverse effects on health, particularly for people with pre-existing mental health conditions, including those seen among survivors of trauma and persecution;
10. Canada's federal government has sole legal responsibility for border enforcement and immigration detention. However, a significant number of people in immigration detention are held in provincial jails on the basis of agreements between the federal government and provincial authorities. By virtue of these agreements, the provinces are implicated in human rights violations against immigration detainees incarcerated in provincial jails;
11. In an April 2022 joint legal memorandum, Human Rights Watch and Amnesty International found that Canada's practice of incarcerating immigration detainees in provincial jails is inconsistent with international human rights standards, and jail conditions potentially breach federal-provincial immigration detention agreements;
12. Between fiscal years 2017-18 and 2019-20, hundreds of immigration detainees were held in BC provincial jails, most of them in Allouette Correctional Centre for Women, Fraser Regional Correctional Centre, and North Fraser Pretrial Services Centre;
13. BC Corrections is currently reviewing The BC government's 2017 agreement with the Canada Border Services Agency which allows for immigration detainees to

be incarcerated in BC provincial jails. According to article 13(3) of the agreement, either signatory can cancel the agreement without explanation or penalty, with a year's written notice;

14. In accordance with the report recently published by the Special Committee on Reforming the Police Act, titled Transforming Policing and Community Safety in British Columbia, community safety requires the full decriminalization of immigration status;
15. The City of Vancouver has an Access to City Services without Fear policy "to support access to City services by Vancouver residents with uncertain or no immigration status and who fear detention, psychological and physical harm, or deportation, when accessing services." But people who are incarcerated in immigration detention cannot access city services; and
16. The City of Vancouver engages in federal and provincial advocacy on broader issues, such as immigration, jointly with other municipalities through its membership in the Federation of Canadian Municipalities and the Union of BC Municipalities.

THEREFORE BE IT RESOLVED THAT Council ask the Mayor to write to the BC Minister of Public Safety, Mike Farnworth, urging him to respect the provincial government's human rights obligations by terminating its immigration detention agreement with the Canada Border Services Agency;

FURTHER THAT Council ask the Mayor to write to the federal government urging it to, rather than paying per diems for incarceration, to adequately fund community-based organisations that provide tailored and compassionate support, including rights-respecting alternatives to detention;

FURTHER THAT Council ask the Mayor to write to the federal government urging it to abolish immigration detention;

FURTHER THAT the following be submitted to the Union of BC Municipalities by June 30, 2022 as a late resolution along with the linked [backgrounder](#):

WHEREAS The Canada Border Services Agency (CBSA) has used Provincial prisons to detain tens of thousands of migrants while they await the resolution of their immigration or refugee matters, 94 per cent of whom are held for administrative reasons posing no risk to the public and include children, survivors trauma or persecution, and persons with disabilities including mental health conditions;

AND WHEREAS In a March 2022 submission to the Minister of Public Safety and Solicitor General, BC's Office of the Human Rights Commissioner stated that in the current immigration detention system people with disabilities and racialized people experience harsher treatment and are detained for longer periods of time, and there is strong evidence that current practices contravene BC's Human Rights Code and international human rights conventions.

THEREFORE BE IT RESOLVED THAT that UBCM urge the Province of British Columbia to terminate its immigration detention agreement with the Canada Border Services Agency, stop incarcerating immigration detainees in BC jails, and call on the federal government to do away with immigration detention altogether.;

AND FURTHER THAT Council direct staff to engage with staff of the Federation of Canadian Municipalities (FCM) to confirm the extent and substance of advocacy by FCM regarding the immigration detention system and advise Council on the potential impact of a formal resolution to FCM on this issue.

* * * * *

On June 8, 2022, at 10:45 pm, the Committee recessed and reconvened on June 15, 2022 at 3 pm.

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9. Dual Licenses, Cocktail Culture, and Vibrant Urban Nightscapes (Member's Motion B.3)

At the Council meeting on June 7, 2022, Council referred the above- noted motion to the Standing Committee on City Finance and Services meeting on June 8, 2022, in order to hear from speakers, followed by debate and decision. Subsequently the meeting recessed on June 8, 2022, and reconvened on June 15 and 16, 2022.

On June 15, 2022, at 3:05 pm, Councillor Wiebe rose to declare a Conflict of Interest on Item 9 as he has interest in the Port Side Pub which is a liquor primary. He left the meeting for the duration of Item 9 and returned at 4:05 pm.

The Committee heard from six speakers in support of the motion and one speaker who spoke about other aspects of the motion.

MOVED by Councillor Fry

WHEREAS

1. A vibrant and mixed nighttime economy can encourage tourism, boost the local economy, and contribute to shaping places where people live, work, and play;
2. The COVID-19 pandemic has significantly undermined the viability and vitality of Vancouver's nighttime economy and entertainment districts. The result of less nighttime visitors and activity has resulted diminished economic returns and employment, and seen a marked increase in vandalism, property destruction, and concerns for public safety;

3. Large destination nightclubs -- once a significant driver of the nighttime economy -- have been experiencing a decline since before the pandemic. Areas like the Toronto Entertainment District and Granville Entertainment District (GED) have been seeing steady diminution of nightclubs in response to changing tastes, land use priorities, economics, and what some analysts refer to as the commercialization and 'McDonaldisation' of urban nightlife leaving consumers with an increasingly standardized experience;¹
4. Experiential hospitality has filled the place of club culture, offering different themes, culinary, and cocktail experiences. Instead of binge drinking and loud crowded nightclubs; many consumers are seeking out cozier and more intimate spaces to gather and enjoy drinks, a meal, or late-night cocktails;²
5. Many restaurants (experiential or otherwise) will pursue a dual license that enables a licensed restaurant (Food Primary) to convert to a bar or lounge later in the evening (Liquor Primary). This allows the establishment to stay open and serve patrons later, but not have to keep an otherwise unnecessary full kitchen open and staffed;
6. The City of Vancouver classifies bars and lounges as Liquor Establishments and variously as:
 - a. Class 1, where the person capacity does not exceed 65;
 - b. Class 2, where the person capacity does not exceed 150;
 - c. Class 3, where the person capacity does not exceed 300;
 - d. Class 4, where the person capacity does not exceed 500;
 - e. Class 5, where the person capacity does not exceed 950; and
 - f. Class 6, where the person capacity exceeds 950;
7. Under the BC Liquor Control and Licensing Act (2017), dual licensing allows that a service area may be subject to both a Liquor Primary and a Food Primary licence as long as the licences are held by the same licensee. Food Primary licensees can apply to the Liquor and Cannabis Regulation Branch (LCRB) for a Liquor Primary licence at the same location to operate as a bar or nightclub after a specified hour;³
8. The City of Vancouver supports dual licensing applications from existing Food Primaries (FP) to operate under Liquor Primary (LP) licences after 10:00 pm provided that they meet the City's existing procedural and policy standards for LP establishments;
9. The City of Vancouver supports dual licensing applications EXCEPT for Food Primaries in the DTES and GED, where there exists a moratorium on new LP licenses. Notwithstanding the two moratoria, the City otherwise provides input on all LP licence applications to the LCRB;⁴
10. The DTES and GED moratoria were introduced in 2012 and 2017 respectively. In both cases the rationale was that a high concentrations of establishments serving liquor posed immediate harms to neighbourhood residents and visitors, such as violence associated with intoxication, and nuisance. These problem

establishments were typically designed and operated as LP operations, generally large nightclubs and beer parlours. The moratoria did not consider dual licensing for FP establishments, market trends, or pandemic recovery;

11. Notwithstanding the moratoria and licensing limitations, many (relatively) newly opened FP Vancouver bars and restaurants in Chinatown and Gastown are winning international awards and accolades,⁵ contributing to vibrant nightscape, the animation of struggling and moribund districts, and local economy and employment. Dual licensing would benefit most if not all of these FPs by allowing reduced overhead and extended hours, and contributing direct and indirect activation and stewardship of their respective nightscapes; and
12. Since the 2012 and 2017 moratoria, Council have given support to develop *A Comprehensive Strategy for Realizing the Full Potential of the Nighttime Economy in the City of Vancouver*,⁶ and enable pandemic recovery by way of *One Time Exceptions to Liquor Primary Establishment Distancing and Moratoria*.⁷

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to lift the moratoria on Liquor Primary licensing in the DTES and GED specifically to allow eligible Food Primary licensees to apply for Dual Licensing for Class 1 and 2 Liquor Establishments only, under the regular citywide and provincial terms and conditions, allowing for additional considerations specific to the DTES and GED as necessary and expected.
- B. THAT Council direct staff to report back in one year with any findings and recommendations resulting from new dual licensing program in the DTES and GED by Q2 2023.

amended

AMENDMENT MOVED by Councillor Swanson

THAT A be struck from the motion;

FURTHER THAT B be struck and replaced with the following:

- B. THAT Council direct staff to report back in one year after consulting with the Chinatown community including the Legacy Stewardship Group and businesses with cultural and food assets and other interested groups and businesses, with any findings and recommendations related to the possibility of lifting the moratoria on Liquor Primary licensing in the DTES and GED for eligible food primary licencees.

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Kirby-Yung

THAT the following be added as A:

- A. THAT Council direct staff to lift the moratoria on Liquor Primary licensing in the DTES and GED specifically to allow existing and in stream eligible Food Primary licensees and applicants to apply for Dual Licensing for Class 1 and 2 Liquor Establishments only, under the regular citywide and provincial terms and conditions, allowing for additional considerations specific to the DTES and GED as necessary and expected, as well as allowing new Dual Licenses to be available to new businesses that are located on the second floors and in basement premises, in order to add vibrancy while balancing the retail mix and respecting the street level character of cultural and locally serving retail.

FURTHER THAT B be struck and substituted with the following:

- B. THAT Council direct staff to report back in one year with any findings and recommendations resulting from new dual licensing program in the DTES and GED by Q2 2023 including perspective on but not limited to the impacts on other area businesses, neighbourhood visitation and vitality, noise and safety.

CARRIED UNANIMOUSLY (Vote No. 08510)
(Councillor Wiebe absent for the vote due to conflict of interest)
(Councillor De Genova and Mayor Stewart absent for the vote)

The amendment to the amendment having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 08509) with Councillor Wiebe absent for the vote due to conflict of interest and Councillor De Genova and Mayor Stewart absent for the vote.

FINAL MOTION AS APPROVED

WHEREAS

1. A vibrant and mixed nighttime economy can encourage tourism, boost the local economy, and contribute to shaping places where people live, work, and play;
2. The COVID-19 pandemic has significantly undermined the viability and vitality of Vancouver's nighttime economy and entertainment districts. The result of less nighttime visitors and activity has resulted diminished economic returns and employment, and seen a marked increase in vandalism, property destruction, and concerns for public safety;
3. Large destination nightclubs -- once a significant driver of the nighttime economy -- have been experiencing a decline since before the pandemic. Areas like the Toronto Entertainment District and Granville Entertainment District (GED) have been seeing steady diminution of nightclubs in response to changing tastes, land use priorities, economics, and what some analysts refer to as the commercialization and 'McDonaldisation' of urban nightlife leaving consumers with an increasingly standardized experience;¹

4. Experiential hospitality has filled the place of club culture, offering different themes, culinary, and cocktail experiences. Instead of binge drinking and loud crowded nightclubs; many consumers are seeking out cozier and more intimate spaces to gather and enjoy drinks, a meal, or late-night cocktails;²
5. Many restaurants (experiential or otherwise) will pursue a dual license that enables a licensed restaurant (Food Primary) to convert to a bar or lounge later in the evening (Liquor Primary). This allows the establishment to stay open and serve patrons later, but not have to keep an otherwise unnecessary full kitchen open and staffed;
6. The City of Vancouver classifies bars and lounges as Liquor Establishments and variously as:
 - a. Class 1, where the person capacity does not exceed 65;
 - b. Class 2, where the person capacity does not exceed 150;
 - c. Class 3, where the person capacity does not exceed 300;
 - d. Class 4, where the person capacity does not exceed 500;
 - e. Class 5, where the person capacity does not exceed 950; and
 - f. Class 6, where the person capacity exceeds 950;
7. Under the BC Liquor Control and Licensing Act (2017), dual licensing allows that a service area may be subject to both a Liquor Primary and a Food Primary licence as long as the licences are held by the same licensee. Food Primary licensees can apply to the Liquor and Cannabis Regulation Branch (LCRB) for a Liquor Primary licence at the same location to operate as a bar or nightclub after a specified hour;³
8. The City of Vancouver supports dual licensing applications from existing Food Primaries (FP) to operate under Liquor Primary (LP) licences after 10:00 pm provided that they meet the City's existing procedural and policy standards for LP establishments;
9. The City of Vancouver supports dual licensing applications EXCEPT for Food Primaries in the DTES and GED, where there exists a moratorium on new LP licenses. Notwithstanding the two moratoria, the City otherwise provides input on all LP licence applications to the LCRB;⁴
10. The DTES and GED moratoria were introduced in 2012 and 2017 respectively. In both cases the rationale was that a high concentrations of establishments serving liquor posed immediate harms to neighbourhood residents and visitors, such as violence associated with intoxication, and nuisance. These problem establishments were typically designed and operated as LP operations, generally large nightclubs and beer parlours. The moratoria did not consider dual licensing for FP establishments, market trends, or pandemic recovery;
11. Notwithstanding the moratoria and licensing limitations, many (relatively) newly opened FP Vancouver bars and restaurants in Chinatown and Gastown are winning international awards and accolades,⁵ contributing to vibrant nightscape, the animation of struggling and moribund districts, and local economy and

employment. Dual licensing would benefit most if not all of these FPs by allowing reduced overhead and extended hours, and contributing direct and indirect activation and stewardship of their respective nightscapes; and

12. Since the 2012 and 2017 moratoria, Council have given support to develop *A Comprehensive Strategy for Realizing the Full Potential of the Nighttime Economy in the City of Vancouver*,⁶ and enable pandemic recovery by way of *One Time Exceptions to Liquor Primary Establishment Distancing and Moratoria*.⁷

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to lift the moratoria on Liquor Primary licensing in the DTES and GED specifically to allow existing and in stream eligible Food Primary licensees and applicants to apply for Dual Licensing for Class 1 and 2 Liquor Establishments only, under the regular citywide and provincial terms and conditions, allowing for additional considerations specific to the DTES and GED as necessary and expected, as well as allowing new Dual Licenses to be available to new businesses that are located on the second floors and in basement premises, in order to add vibrancy while balancing the retail mix and respecting the street level character of cultural and locally serving retail.
- B. THAT Council direct staff to report back in one year with any findings and recommendations resulting from new dual licensing program in the DTES and GED by Q2 2023 including perspective on but not limited to the impacts on other area businesses, neighbourhood visitation and vitality, noise and safety.

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1. Urban Nightscapes: Youth Cultures, Pleasure Spaces and Corporate Power
https://books.google.ca/books?id=pAIQWhGLJQ4C&source=gbs_navlinks_s
 2. Nation's Restaurant News: Bars rebound with more intimate spaces, emphasis on experience
<https://www.nrn.com/beverage-trends/bars-rebound-more-intimate-spaces-emphasis-experience>
 3. BC Liquor Policy Manual, 13.2 Dual Licensing
https://www2.gov.bc.ca/assets/gov/employment-business-and-economic-development/business-management/liquor-regulation-licensing/guides-and-manuals/liquor_policy_manual.pdf
 4. Liquor Policy Review - Recommended Actions, 2017 VanRims 08-2000-20
<https://council.vancouver.ca/20170614/documents/cfsc4.pdf>
 5. Small city, big drinks scene: Why Vancouver's flourishing cocktail culture is world-class
<https://www.thestar.com/life/travel/2022/03/25/small-city-big-drinks-scene-why-vancouvers-flourishing-cocktail-culture-is-world-class.html>
 6. A Comprehensive Strategy for Realizing the Full Potential of the Nighttime Economy in the City of Vancouver
<https://council.vancouver.ca/20190528/documents/motionb6.pdf>

7. One Time Exceptions to Liquor Primary Establishment Distancing and Moratoria
<https://council.vancouver.ca/20210330/documents/r2.pdf>

10. Scaling Seniors Housing Needs in False Creek South (Member's Motion B.4)

At the Council meeting on June 7, 2022, Council referred the above-noted motion to the Standing Committee on City Finance and Services meeting on June 8, 2022, in order to hear from speakers, followed by debate and decision. Subsequently the meeting recessed on June 8, 2022, and reconvened on June 15 and 16, 2022.

On June 15, 2022, the Committee heard from three speaker in support of the motion.

MOVED by Councillor Fry

WHEREAS

1. In False Creek South nearly one in three residents are above the age of 65, proportionately double that of Vancouver as a whole. There are over 2150 seniors (65 years and over) in the False Creek South Census Tract.¹ This is 35.9% of the area's population – up from 30.4% in the 2016 Census – and more than double the 17% of the City as a whole;
2. It is anticipated that the population in False Creek South and the surrounding areas will age significantly over the coming decade and beyond. BC's population continues to age, and the relative proportion of senior population is increasing. Province-wide, seniors are expected to represent 27 per cent of B.C.'s population by 2038;²
3. As residents age in place in False Creek South, there are very few opportunities for them to move into appropriate 'right-sized' housing, forcing them to otherwise stay in affordable housing that could be freed up for families. Through thoughtful and proactive planning there is an opportunity and imperative to provide appropriate housing and services so that seniors and people with disabilities can age in their community;
4. The Broadway Lodge and the Residences for Independent Living Society – (RILS) have successfully provided care and housing for seniors and adults with disabilities respectively in False Creek South for over 40 years. Both currently lease parcels of City-owned land in False Creek South, with the lease agreements for their current facilities expiring in 2036 and 2040;
5. Currently, the Broadway Lodge is the only long term care home in False Creek South or anywhere between Arbutus and Main and north of Broadway. The lodge currently provides 114 beds, but the facilities are aging and operators estimate they will need to be substantially upgraded by 2030;
6. The Broadway Lodge and the Residences for Independent Living Society have joined together to form the Broadway Group in order to provide a better economy

of scale and development capacity to support the ageing population of False Creek South, and propose a vision for the future in a Campus of Care;

7. As more seniors are living to 85 and beyond, an increasing number of individuals will face limitations and long-term health challenges. This will put increasing pressure on all levels of government to ensure adequate support, in areas such as housing, health care and home care, as well as transportation, among other things. These demographic trends are predicting a substantial growth in the population of seniors in BC, and there are expected to be an increasing provincial investment in new Long Term Care beds, which will peak in the second half of the 2020's. With support and certainty, the Broadway Group could be well positioned to capture some of this investment to support their vision for a Campus of Care;
8. The City of Vancouver's Future of False Creek South: Advancing a Conceptual Development Plan and Addressing Lease Expiries report received by Council in October 2021 identified the importance of Community care facilities and special needs housing, with direction to prioritize working with housing operators and other levels of government, to secure replacement units in the community; and
9. On 28 October 2021, Council unanimously resolved to provide supportive or culturally appropriate housing for vulnerable and marginalized populations, including seniors and people with disabilities in False Creek South, as part of the Future of False Creek South: Advancing a Conceptual Development Plan and Addressing Lease Expiries amended recommendations.

THEREFORE BE IT RESOLVED THAT Council direct the General Manager of Arts, Culture and Community Services to report back in September 2022 on a process for Council consideration, to make land available for a new False Creek South Campus of Care; to enable the Broadway Group to develop MOUs with necessary partners, and to secure funds from senior governments and private sources in order to develop housing and wrap-around services for the growing population of seniors in and near False Creek South to age in community and to secure care and housing for adults with disabilities in the area;

FURTHER THAT Council directs the General Manager of Planning, Development and Sustainability to consider this direction in the context of and as a possible catalyst for the larger False Creek South Community Plan.

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1. StatsCan: https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=canada&DGUIDlist=2021S05079330049_02,2021A000011124&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0 [statcan.gc.ca]
 2. United Way: <https://www.uwlm.ca/news/b-c-s-senior-population-will-exceed-national-average/amp/> [uwlm.ca]

MOVED by Councillor Carr

THAT the meeting extend past 5 pm in order to complete Item 10.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

* * * * *

AMENDMENT MOVED by Councillor Kirby-Yung

THAT, in the THEREFORE BE IT RESOLVED, the words “on a leased basis”, and the phrase “and initiate dialogue with the provincial government to support enabling” be inserted to read as follows:

THEREFORE BE IT RESOLVED THAT Council direct the General Manager of Arts, Culture and Community Services to report back in September 2022 on a process for Council consideration, to make land available on a leased basis for a new False Creek South Campus of Care; and initiate dialogue with the provincial government to support enabling the Broadway Group to develop MOUs with necessary partners, and to secure funds from senior governments and private sources in order to develop housing and wrap-around services for the growing population of seniors in and near False Creek South to age in community and to secure care and housing for adults with disabilities in the area;

lost

AMENDMENT TO THE AMENDMENT MOVED by Councillor Carr

THAT, in the THEREFORE BE IT RESOLVED, the phrase, “and initiate dialogue with the provincial government to support enabling” be struck.

LOST (TIE VOTE) (Vote no. 08506)
(Councillors De Genova, Dominato, Hardwick, Fry and Swanson opposed)
(Mayor Stewart absent for the vote)

The amendment to the amendment having lost, the amendment was put and LOST (Vote No. 08507) with Councillors Bligh, Boyle, Carr, De Genova, Dominato, Fry, and Hardwick opposed, and Mayor Stewart absent for the vote. The amendment having lost, the motion was put and CARRIED UNANIMOUSLY (Vote No. 08511), with Mayor Stewart absent for the vote.

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On June 15, 2022, at 5:12 pm, the Committee recessed and reconvened on June 16, 2022, at 3 pm

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11. Emergency Actions to Protect SRO Tenants from Displacement to Save Lives (Member's Motion B.5)

At the Council meeting on June 7, 2022, Council referred the above-noted motion to the Standing Committee on City Finance and Services meeting on June 8, 2022, in order to hear from speakers, followed by debate and decision. Subsequently the meeting recessed on June 8, 2022, and reconvened on June 15 and 16, 2022.

On June 16, 2022, the Committee heard from six speakers in support of the motion.

MOVED by Councillor Swanson

WHEREAS

1. Single Room Occupancy (SRO) hotels constitute housing of last resort before homelessness for many of the city's most vulnerable residents;
2. A variety of factors are currently leading to rapid displacement of tenants from several SRO buildings, including atrocious building conditions, fire, extreme vulnerability of some tenants and development pressures;
3. One Hotel (Winters) recently closed due to a massive fire in Gastown, and it is not clear if section 4.8 (a) of the Single Room Accommodation By-law allowing a permit condition that requires a contribution to an SRA replacement fund applies to hotels that have been destroyed by fire;
4. One SRO hotel (Cobalt), near the St Paul's hospital development site, is being purchased by a hotelier for the purposes of conversion;
5. The SRA By-law conversion fee was designed to pay for one unit of replacement housing, but the current cost to replace one unit of social housing has increased significantly above the by-law amount of \$230,000/room to \$300K to \$500K;
6. In the context of development pressures related to the St Paul's hospital project, the current SRA conversion charge is not sufficient to disincentivize conversion;
7. Tenants who lose their housing at this site may be unsettled temporarily or permanently;
8. Two SRO hotels (Lucky Lodge and Vogue Hotel) were recently emptied despite the best efforts of advocates and the RTB investigative unit;
9. Vacancy control is slowing the rate of increase in rents but it is unfortunately clear that existing civic and provincial legal and policy instruments are still insufficient to prevent mass displacement and homelessness of some SRO tenants;
10. Vulnerable tenants do not cope with the impact of forced moves, which create negative impacts on their mental and physical health, especially during the

poison drug crisis and the intergenerational trauma of colonialism that is taking a huge toll on SRO tenants;

11. Tenants from the Winters were able to be relocated to the empty Columbia Hotel, meaning that other currently homeless people can't be located there;
12. Tripartite government partners are meeting to develop a proposal for an SRO Acquisition and Rehabilitation planning process for privately-owned SROs to reduce homelessness, but even once the planning process begins, it will take a long time to complete;
13. Urgent action is need to prevent evictions until an SRO strategy is in place; and
14. The Provincially mandated emergency eviction freeze during the first phase of the COVID-19 pandemic helped to stabilize tenants' occupancy in SROs.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to report back with proposed amendments to the SRA By-law to better ensure that the conversion charge applies to hotels destroyed by fire.
- B. THAT Council direct staff to report back with proposed amendments to the SRA by-law to increase the conversion fee to a rate that is adjusted regularly to reflect the actual cost of building one new social housing unit for every SRA unit lost.
- C. THAT Council direct staff to report back with proposed amendments to the SRA By-law to better guarantee that SRO tenants are re-housed in self-contained social housing at shelter rate or in suitable market housing with owners topping up the shelter rate if necessary, before SRO demolition or conversion permits are issued.
- D. THAT Council request the Mayor to urgently advocate to the province for an emergency eviction freeze until the SRO Acquisition and Rehabilitation Process starts providing the units people need.

amended

AMENDMENT MOVED by Councillor Swanson,

THAT, in D, the word "SRO" be inserted between the words "emergency" and "eviction".

CARRIED UNANIMOUSLY (Vote No. 08513)
(Councillors De Genova, Wiebe and Mayor Stewart absent for the vote)

The amendment having carried the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 08514) with Councillors Bligh, De Genova, Wiebe and Mayor Stewart absent for the vote.

FINAL MOTION AS APPROVED

WHEREAS

1. Single Room Occupancy (SRO) hotels constitute housing of last resort before homelessness for many of the city's most vulnerable residents;
2. A variety of factors are currently leading to rapid displacement of tenants from several SRO buildings, including atrocious building conditions, fire, extreme vulnerability of some tenants and development pressures;
3. One Hotel (Winters) recently closed due to a massive fire in Gastown, and it is not clear if section 4.8 (a) of the Single Room Accommodation By-law allowing a permit condition that requires a contribution to an SRA replacement fund applies to hotels that have been destroyed by fire;
4. One SRO hotel (Cobalt), near the St Paul's hospital development site, is being purchased by a hotelier for the purposes of conversion;
5. The SRA By-law conversion fee was designed to pay for one unit of replacement housing, but the current cost to replace one unit of social housing has increased significantly above the by-law amount of \$230,000/room to \$300K to \$500K;
6. In the context of development pressures related to the St Paul's hospital project, the current SRA conversion charge is not sufficient to disincentivize conversion;
7. Tenants who lose their housing at this site may be unsettled temporarily or permanently;
8. Two SRO hotels (Lucky Lodge and Vogue Hotel) were recently emptied despite the best efforts of advocates and the RTB investigative unit;
9. Vacancy control is slowing the rate of increase in rents but it is unfortunately clear that existing civic and provincial legal and policy instruments are still insufficient to prevent mass displacement and homelessness of some SRO tenants;
10. Vulnerable tenants do not cope with the impact of forced moves, which create negative impacts on their mental and physical health, especially during the poison drug crisis and the intergenerational trauma of colonialism that is taking a huge toll on SRO tenants;
11. Tenants from the Winters were able to be relocated to the empty Columbia Hotel, meaning that other currently homeless people can't be located there;
12. Tripartite government partners are meeting to develop a proposal for an SRO Acquisition and Rehabilitation planning process for privately-owned SROs to reduce homelessness, but even once the planning process begins, it will take a long time to complete;

13. Urgent action is need to prevent evictions until an SRO strategy is in place; and
14. The Provincially mandated emergency eviction freeze during the first phase of the COVID-19 pandemic helped to stabilize tenants' occupancy in SROs.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to report back with proposed amendments to the SRA By-law to better ensure that the conversion charge applies to hotels destroyed by fire.
- B. THAT Council direct staff to report back with proposed amendments to the SRA by-law to increase the conversion fee to a rate that is adjusted regularly to reflect the actual cost of building one new social housing unit for every SRA unit lost.
- C. THAT Council direct staff to report back with proposed amendments to the SRA By-law to better guarantee that SRO tenants are re-housed in self-contained social housing at shelter rate or in suitable market housing with owners topping up the shelter rate if necessary, before SRO demolition or conversion permits are issued.
- D. THAT Council request the Mayor to urgently advocate to the province for an emergency SRO eviction freeze until the SRO Acquisition and Rehabilitation Process starts providing the units people need.

12. Moving Climate Goals Forward with Micromobility (Member's Motion B.6)

At the Council meeting on June 7, 2022, Council referred the above-noted motion to the Standing Committee on City Finance and Services meeting on June 8, 2022, in order to hear from speakers, followed by debate and decision. Subsequently the meeting recessed on June 8, 2022, and reconvened on June 15 and 16, 2022.

On June 16, 2022, the Committee heard from one speaker in support of the motion and two speakers who spoke about other aspects of the motion.

MOVED by Councillor Kirby-Yung

WHEREAS

1. Vancouver City Council declared a Climate Emergency in 2019 and subsequently in November 2020, approved the Climate Emergency Action Plan. The CEAP included six big moves, including the goal that by 2030 two-thirds of trips in Vancouver will be made by active transportation and transit;
2. Approximately 37% of Vancouver's carbon pollution comes from burning gasoline and diesel in our vehicles. In order to reduce GHG's we need to give people more diverse and climate friendly ways to move around our city;

3. The 2021 Climate Emergency Annual Report and presentation to Council indicated a low likelihood of meeting the active transportation and transit goal;
4. In July 2020, Council approved an e-scooter micromobility pilot program that was limited to privately owned e-scooters, and did not include consideration of or trial of shared e-scooters, raising concerns about equity and only being available to those can afford to purchase their own e-scooter. Shared services also have the ability to limit speeds and other features in support of safety that private use does not enable;
5. Since Council approved Vancouver's limited e-scooter pilot two years ago (following the Province's 2019 amendment of the Motor Vehicle Act (MVA) to allow municipalities to pilot micromobility devices such as e-scooters and e-bikes), other municipalities such as Richmond have moved forward with shared e-scooter programs;
6. A shared e-scooter micro-mobility pilot can be an important accelerated action in the City's Climate Emergency response and contribute to a multi-modal and sustainable, people-movement ecosystem. Transit ridership is rebounding but is still below pre-Covid levels, as people remain apprehensive about travelling in close quarters to others, as well as due to a change in work patterns. Offering more micromobility options can provide more choice for people and reduce car use;
7. Micromobility is becoming more and more popular and is here to stay. Shared mobility planning needs to be part of our climate response, new normal and new economy. At Translink's 2020 AGM CEO Desmond spoke to the need to integrate with new mobility options and Translink continues to reference micro-mobility options as important for 'first and last mile' of trips and as part of a cohesive transportation eco-system;
8. The framework from the Province supports allowing the use of micromobility devices (such as e-scooters and e-bikes) on protected bike lanes and local streets with 30 km/h speed limits;
9. E-Scooters offer an affordable, environmentally-friendly transportation option that expands the population willing to try active transportation instead of cars. The National Association of City Transportation Officials (NACTO) study showed that in the United States, despite an increase of 38.5 million shared e-scooter trips in 2018, docked bike-share (like Mobi) ridership still grew by 9% to 36.5 million trips. As a result, shared micro-mobility trips doubled to 84 million trips nationally in 2018. E-scooters accounted for 81% of this increase in shared active transportation usage;
10. This complementary nature between bike-share and scooter-share is demonstrated in survey data by the City of Portland that showed 45% of scooter riders "never" ride a bike and 78% of scooter riders had "never" used Portland's ubiquitous Biketown bike-share system;

11. Typical e-scooter programs in Canada include municipal fees to operate. For example in Calgary, a \$600 application fee, \$15,000 security deposit and \$60 per permitted vehicle per year fee are charged to cover the costs of program administration. Shared e-scooter services municipal agreements now include general liability coverage as well as indemnification in the licensee agreements;
12. Deployment of shared e-scooters around transit and Skytrain stations and in equity zones can ensure everyone can participate, by supporting residents who are reliant upon transit as a primary mode of travel, as can incorporating equity programs that enable access to low-income users;
13. Addition of shared e-scooter services will provide the chance to provide additional street usage experience, as well as enable British Columbia's largest city to provide valuable input into shaping the Provincial government's legislative response to new mobility technologies (including factors such as speed limits and where devices can operate);
14. To support accessibility and concerns about shared e-scooters resulting in devices left on sidewalks blocking pedestrian movement, cities around the world have resolved issues through geofencing technology to control no ride zones, set slow zones and designated parking and no parking zones;
15. Use of modular parts on e-scooters is helping extend lifespan of shared use scooters to five years, and recyclability of units including the batteries is being achieved;
16. In support of zero emission transportation, more people are shown to ride shared e-scooters than ride shared bikes. However, both are instrumental in a robust micro-mobility system. Reducing the number of shared modes available to people limits the number of people willing to get out of their cars, thus working against sustainable mode share targets. This is demonstrated in Portland's experience where 45% of their users saying they never ride a bike and 78% saying they never use the city's Mobi-like bikeshare system. Portland's 2018 pilot similarly found that 34% of riders replaced car use with their last scooter trip. The impact was more pronounced for visitors and tourists, of whom nearly half (48%) reported replacing car use on their last scooter trip. Calgary's [pilot](#) showed 750,000 trips in three months with every 3 scooter trips replacing one car trip, and over 50% of trips ending in a Business Improvement Association area; and
17. Shared e-scooter services are working with local partners like HUB Cycling and Brain Trust Canada to ensure that safety is at the forefront of safety programming. For example, training mode provides new users with the opportunity to take their first trips at a reduced speed.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff direct staff to move forward with including a public e-scooter share service in Vancouver's Provincial pilot project for the use of "electric kick scooters" on protected bike lanes and minor streets to commence by Spring 2023 that is enabled by the Street and Traffic By-law No. 2849;

FURTHER THAT such a program be facilitated through a competitive RFP process to identify a proponent/s to deliver the service with due consideration to safety procedures, accessibility, incorporation of an equity program/measures and indemnification of the City.

- B. THAT Council direct staff to report back with results from the pilot including use, trip length and other metrics to inform Vancouver's future approach to the provision of shared e-scooter services, and provide recommendations to how enabling more climate-friendly micromobility options could support Vancouver's active transportation and emission reduction goals.

amended

AMENDMENT MOVED by Councillor Boyle

THAT the following be added as A

- A. THAT Council direct staff to engage with the City's Seniors Advisory Committee, People with Disabilities Advisory Committee, and Transportation Advisory Committee about a public e-scooter share service, and to collect information from other cities with shared e-scooter services about best practices for locking and storing e-scooters in the public realm and using public infrastructure keeping e-scooters off of sidewalks and reducing risk to pedestrians, seniors, people with disabilities, and other vulnerable road users.;

FURTHER THAT, in the original A, the THAT clause be amended, and become B, by inserting the words "pending feedback from resident committees" between the words "THAT" and "Council" and inserting the words ", incorporating best safety and accessibility practices from other municipalities," between the words "streets" and "to";

FURTHER THAT the original B becomes C;

AND FURTHER THAT the following be added as D:

- D. THAT Council direct staff to explore and report back on public education and signage opportunities to improve safety for pedestrians, scooters and other road users as micromobility usage increases.

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Fry

THAT, in A, the THAT clause be amended by inserting the words "locking and storing e-scooters in the public realm and using public infrastructure" between the words "for" and "keeping".

CARRIED UNANIMOUSLY (Vote No. 08515)

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

* * * * *

On June 16, 2022, during debate on the amended amendment, it was

MOVED by Councillor Carr

THAT the meeting extend past 5 pm in order to complete debate and decision on Item 12.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

* * * * *

The amendment to the amendment having carried, the amended amendment was put and CARRIED UNANIMOUSLY (Vote No. 08516) with Councillors De Genova, Bligh and Mayor Stewart absent for the vote. The motion as amended was the put and CARRIED UNANIMOUSLY (Vote No. 08517) with Councillors De Genova, Bligh and Mayor Stewart absent for the vote.

FINAL MOTION AS APPROVED

WHEREAS

1. Vancouver City Council declared a Climate Emergency in 2019 and subsequently in November 2020, approved the Climate Emergency Action Plan. The CEAP included six big moves, including the goal that by 2030 two-thirds of trips in Vancouver will be made by active transportation and transit;
2. Approximately 37% of Vancouver's carbon pollution comes from burning gasoline and diesel in our vehicles. In order to reduce GHG's we need to give people more diverse and climate friendly ways to move around our city;
3. The 2021 Climate Emergency Annual Report and presentation to Council indicated a low likelihood of meeting the active transportation and transit goal;
4. In July 2020, Council approved an e-scooter micromobility pilot program that was limited to privately owned e-scooters, and did not include consideration of or trial of shared e-scooters, raising concerns about equity and only being available to those can afford to purchase their own e-scooter. Shared services also have the ability to limit speeds and other features in support of safety that private use does not enable;
5. Since Council approved Vancouver's limited e-scooter pilot two years ago (following the Province's 2019 amendment of the Motor Vehicle Act (MVA) to allow municipalities to pilot micromobility devices such as e-scooters and e-

- bikes), other municipalities such as Richmond have moved forward with shared e-scooter programs;
6. A shared e-scooter micro-mobility pilot can be an important accelerated action in the City's Climate Emergency response and contribute to a multi-modal and sustainable, people-movement ecosystem. Transit ridership is rebounding but is still below pre-Covid levels, as people remain apprehensive about travelling in close quarters to others, as well as due to a change in work patterns. Offering more micromobility options can provide more choice for people and reduce car use;
 7. Micromobility is becoming more and more popular and is here to stay. Shared mobility planning needs to be part of our climate response, new normal and new economy. At Translink's 2020 AGM CEO Desmond spoke to the need to integrate with new mobility options and Translink continues to reference micro-mobility options as important for 'first and last mile' of trips and as part of a cohesive transportation eco-system;
 8. The framework from the Province supports allowing the use of micromobility devices (such as e-scooters and e-bikes) on protected bike lanes and local streets with 30 km/h speed limits;
 9. E-Scooters offer an affordable, environmentally-friendly transportation option that expands the population willing to try active transportation instead of cars. The National Association of City Transportation Officials (NACTO) study showed that in the United States, despite an increase of 38.5 million shared e-scooter trips in 2018, docked bike-share (like Mobi) ridership still grew by 9% to 36.5 million trips. As a result, shared micro-mobility trips doubled to 84 million trips nationally in 2018. E-scooters accounted for 81% of this increase in shared active transportation usage;
 10. This complementary nature between bike-share and scooter-share is demonstrated in survey data by the City of Portland that showed 45% of scooter riders "never" ride a bike and 78% of scooter riders had "never" used Portland's ubiquitous Biketown bike-share system;
 11. Typical e-scooter programs in Canada include municipal fees to operate. For example in Calgary, a \$600 application fee, \$15,000 security deposit and \$60 per permitted vehicle per year fee are charged to cover the costs of program administration. Shared e-scooter services municipal agreements now include general liability coverage as well as indemnification in the licensee agreements;
 12. Deployment of shared e-scooters around transit and Skytrain stations and in equity zones can ensure everyone can participate, by supporting residents who are reliant upon transit as a primary mode of travel, as can incorporating equity programs that enable access to low-income users;
 13. Addition of shared e-scooter services will provide the chance to provide additional street usage experience, as well as enable British Columbia's largest city to provide valuable input into shaping the Provincial government's legislative

response to new mobility technologies (including factors such as speed limits and where devices can operate);

14. To support accessibility and concerns about shared e-scooters resulting in devices left on sidewalks blocking pedestrian movement, cities around the world have resolved issues through geofencing technology to control no ride zones, set slow zones and designated parking and no parking zones;
15. Use of modular parts on e-scooters is helping extend lifespan of shared use scooters to five years, and recyclability of units including the batteries is being achieved;
16. In support of zero emission transportation, more people are shown to ride shared e-scooters than ride shared bikes. However, both are instrumental in a robust micro-mobility system. Reducing the number of shared modes available to people limits the number of people willing to get out of their cars, thus working against sustainable mode share targets. This is demonstrated in Portland's experience where 45% of their users saying they never ride a bike and 78% saying they never use the city's Mobi-like bikeshare system. Portland's 2018 pilot similarly found that 34% of riders replaced car use with their last scooter trip. The impact was more pronounced for visitors and tourists, of whom nearly half (48%) reported replacing car use on their last scooter trip. Calgary's [pilot](#) showed 750,000 trips in three months with every 3 scooter trips replacing one car trip, and over 50% of trips ending in a Business Improvement Association area; and
17. Shared e-scooter services are working with local partners like HUB Cycling and Brain Trust Canada to ensure that safety is at the forefront of safety programming. For example, training mode provides new users with the opportunity to take their first trips at a reduced speed.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to engage with the City's Seniors Advisory Committee, People with Disabilities Advisory Committee, and Transportation Advisory Committee about a public e-scooter share service, and to collect information from other cities with shared e-scooter services about best practices for locking and storing e-scooters in the public realm and using public infrastructure, keeping e-scooters off of sidewalks and reducing risk to pedestrians, seniors, people with disabilities, and other vulnerable road users.
- B. THAT pending feedback from resident committees, Council direct staff to move forward with including a public e-scooter share service in Vancouver's Provincial pilot project for the use of "electric kick scooters" on protected bike lanes and minor streets, incorporating best safety and accessibility practices from other municipalities, to commence by Spring 2023 that is enabled by the Street and Traffic By-law No. 2849;

FURTHER THAT such a program be facilitated through a competitive RFP process to identify a proponent/s to deliver the service with due consideration to

safety procedures, accessibility, incorporation of an equity program/measures and indemnification of the City.

- C. THAT Council direct staff to report back with results from the pilot including use, trip length and other metrics to inform Vancouver's future approach to the provision of shared e-scooter services, and provide recommendations to how enabling more climate-friendly micromobility options could support Vancouver's active transportation and emission reduction goals.
- D. THAT Council direct staff to explore and report back on public education and signage opportunities to improve safety for pedestrians, scooters and other road users as micromobility usage increases.

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On June 16, 2022, during hearing from speakers, the Committee recessed at 5:01 pm and reconvened at 6:03 pm.

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13. Relief for Commercial Properties Impacted by the Broadway Subway Construction (Member's Motion B.7)

At the Council meeting on June 7, 2022, Council referred the following motion to the Standing Committee on City Finance and Services meeting on June 8, 2022, in order to hear from speakers, followed by debate and decision. Subsequently the meeting recessed on June 8, 2022, and reconvened on June 15 and 16, 2022.

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

MOVED by Councillor Hardwick

WHEREAS

1. Construction of the Broadway Subway has disrupted the business of merchants and commercial operators along the Broadway Corridor. The loss of business has had a profound impact on the livelihoods of both property owners and renters of commercial space along the Broadway Corridor;
2. Merchants located adjacent to "[cut and cover \[wsp.com\]](http://wsp.com)" sites are more severely impacted than other areas along the Broadway Corridor. Cut and cover sections of construction restrict pedestrian, vehicle and bus access to merchants. Visibility of businesses in cut and cover sections is severely limited and significantly impacted;
3. Properties along the Broadway corridor are not provided with the same level of access for customers, suppliers and deliveries. Mitigation measures have not been effective at offsetting business losses;

4. The Broadway Subway is a "[design and build \[dbia.org\]](http://designandbuild.org)" project, thus businesses receive information and are consulted with only a week or two before changes are implemented. This uncertainty adds additional pressure to adjacent businesses operations; and
5. Other Canadian cities have addressed similar challenges associated with large transportation infrastructure projects. For example, the City of Montreal, QC launched a [financial assistance program \[montreal.ca\]](http://montreal.ca) aimed at reducing the impact of work sites for establishments located in areas affected by major construction. The program is geared towards establishments in an area affected by major construction. Its aim is to:
 - Mitigate the financial impacts on merchants affected by work sites.
 - Help merchants stay in business during a major infrastructure construction period.
 - Support the dynamism and commercial vitality of commercial streets under construction.

THEREFORE BE IT RESOLVED THAT Council direct Staff to explore options on ways to provide relief to commercial properties affected in the "cut and cover" locations along the Broadway Subway corridor, including relaxation of business property taxes, and developing a program similar to that of the City of Montreal's [Financial assistance program for businesses affected by major construction \[montreal.ca\]](http://montreal.ca).

amended

AMENDMENT MOVED by Councillor Fry,

THAT the words "revitalization tax exemptions pursuant to 396E of the Vancouver Charter" be inserted between the words "taxes" and "and".

CARRIED UNANIMOUSLY (Vote No. 08518)
(Councillors De Genova, Dominato and Mayor Stewart absent for the vote)

AMENDMENT MOVED by Councillor Kirby-Yung

THAT the following be added to the end of the motion.

FURTHER THAT Council request the Mayor to write to the Province requesting the exploration of options to provide relief to commercial properties affected in the "cut and cover" locations along the Broadway Subway corridor, including but not limited to developing a program similar to that of the City of Montreal's Financial assistance program for businesses affected by major construction [montreal.ca].

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Fry

THAT the words, “and the Broadway Subway Project Corporation” be inserted between the words “Province” and “requesting”.

CARRIED UNANIMOUSLY (Vote No. 08519)
(Councillor De Genova and Mayor Stewart absent for the vote)

The amendment having carried, the amended amendment was put and CARRIED UNANIMOUSLY (Vote No. 08520), with Councillor De Genova and Mayor Stewart absent for the vote)

AMENDMENT MOVED by Councillor Kirby-Yung

THAT the words “or deferral” be inserted between the words “relaxation”, and “of.

CARRIED UNANIMOUSLY (Vote No. 08521)
(Councillor De Genova and Mayor Stewart absent for the vote)

Following debate on the amended motion, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 08522) with Councillor De Genova and Mayor Stewart absent for the vote.

FINAL MOTION AS APPROVED

WHEREAS

1. Construction of the Broadway Subway has disrupted the business of merchants and commercial operators along the Broadway Corridor. The loss of business has had a profound impact on the livelihoods of both property owners and renters of commercial space along the Broadway Corridor;
2. Merchants located adjacent to “[cut and cover \[wsp.com\]](#)” sites are more severely impacted than other areas along the Broadway Corridor. Cut and cover sections of construction restrict pedestrian, vehicle and bus access to merchants. Visibility of businesses in cut and cover sections is severely limited and significantly impacted;
3. Properties along the Broadway corridor are not provided with the same level of access for customers, suppliers and deliveries. Mitigation measures have not been effective at offsetting business losses;
4. The Broadway Subway is a “[design and build \[dbia.org\]](#)” project, thus businesses receive information and are consulted with only a week or two before changes are implemented. This uncertainty adds additional pressure to adjacent businesses operations; and

5. Other Canadian cities have addressed similar challenges associated with large transportation infrastructure projects. For example, the City of Montreal, QC launched a [financial assistance program \[montreal.ca\]](https://montreal.ca) aimed at reducing the impact of work sites for establishments located in areas affected by major construction. The program is geared towards establishments in an area affected by major construction. Its aim is to:
 - Mitigate the financial impacts on merchants affected by work sites.
 - Help merchants stay in business during a major infrastructure construction period.
 - Support the dynamism and commercial vitality of commercial streets under construction.

THEREFORE BE IT RESOLVED THAT Council direct Staff to explore options on ways to provide relief to commercial properties affected in the “cut and cover” locations along the Broadway Subway corridor, including relaxation or deferral of business property taxes, revitalization tax exemptions pursuant to 396E of the Vancouver Charter, and developing a program similar to that of the City of Montreal’s [Financial assistance program for businesses affected by major construction \[montreal.ca\]](https://montreal.ca);

FURTHER THAT Council request the Mayor to write to the Province and the Broadway Subway Project Corporation requesting the exploration of options to provide relief to commercial properties affected in the “cut and cover” locations along the Broadway Subway corridor, including but not limited to developing a program similar to that of the City of Montreal’s Financial assistance program for businesses affected by major construction [montreal.ca].

The Committee adjourned on June 16, 2022, at 7:20 pm.

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

JUNE 8, 15 AND 16, 2022

A meeting of the Council of the City of Vancouver was held on Wednesday, June 8, 2022, 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. Subsequently, this meeting reconvened on Wednesday June 15, 2022, at 5:12 pm and on Thursday June 16, 2022 at 7:21 pm. This Council meeting was convened by electronic means as authorized under the Part 14 of the *Procedure By-law*.

PRESENT: Mayor Kennedy Stewart* (Leave of Absence for Personal Reasons - June 15 and 16, 2022)
Councillor Christine Boyle
Councillor Adriane Carr
Councillor Melissa De Genova*
Councillor Rebecca Bligh, Deputy Mayor
Councillor Lisa Dominato
Councillor Pete Fry
Councillor Colleen Hardwick*
Councillor Sarah Kirby-Yung*
Councillor Jean Swanson
Councillor Michael Wiebe*

CITY MANAGER'S OFFICE: Paul Mochrie, City Manager

CITY CLERK'S OFFICE: Leslie Matthews, Chief, External Relations and Protocol
Kirsty Colquhoun, Meeting Coordinator

* Denotes absence for a portion of the meeting.

COMMITTEE REPORTS

Report of Standing Committee on City Finance and Services
Wednesday, June 8, 2022

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. Chinatown Transformation: Cultural Heritage Assets Management Plan (CHAMP) Strategic Framework and UNESCO World Heritage Site Process
2. Making Strides: Vancouver's Childcare Strategy and Early Actions
3. Downtown Eastside Plan Implementation and Strategic Grant Allocation - 2022
4. Sites for 2022 Alcohol Consumption in Public Plazas Program
5. Contract Award for 2022 Gas System Expansion and Upgrades at the Vancouver Landfill

6. Contract Award for the Supply and Maintenance of Sewage Screening Equipment for the Neighbourhood Energy Utility (NEU) False Creek Energy Centre (FCEC)
7. Contractor for Granville Bridge Structural Repair and Re-coating Phase 1
8. Urging the BC Government to End Its Immigration Detention Contract with the Canada Border Services Agency (Member Motion B.2)

Items 1 to 8

MOVED by Councillor Dominato
SECONDED by Councillor Boyle

THAT the recommendations and actions taken by the Standing Committee on City Finance and Services at its meeting of June 8, 2022, as contained in Items 1 to 8, be approved.

CARRIED UNANIMOUSLY
(Councillors De Genova, Hardwick, Kirby-Yung and Wiebe absent for the vote)

MOVED by Councillor Bligh
SECONDED by Councillor Boyle

THAT Council, enact the by-law listed on the agenda for this meeting as number 1, and authorize the Mayor and City Clerk to sign and seal the enacted by-law.

CARRIED UNANIMOUSLY
(Councillors De Genova, Hardwick, Kirby-Yung and Wiebe absent for the vote)

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On June 8, 2022, Council recessed at 10:48 pm and reconvened on June 15, 2022 at 5:12 pm.

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COMMITTEE REPORTS

Report of Standing Committee on City Finance and Services
Wednesday, June 15, 2022

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

9. Dual Licenses, Cocktail Culture, and Vibrant Urban Nightscapes (Member Motion B.3)
10. Scaling Seniors Housing Needs in False Creek South (Member Motion B.4)

Items 9 and 10

MOVED by Councillor Fry
SECONDED by Councillor Carr

THAT the recommendations and actions taken by the Standing Committee on City Finance and Services at its meeting of June 15, 2022, as contained in Items 9 and 10, be approved.

CARRIED UNANIMOUSLY
(Mayor Stewart absent for the vote)

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On June 15, 2022, Council recessed at 5:13 pm and reconvened on June 16, 2022 at 7:20 pm.

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COMMITTEE REPORTS

Report of Standing Committee on City Finance and Services
Thursday, June 16, 2022

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

11. Emergency Actions to Protect SRO Tenants from Displacement to Save Lives (Member Motion B.5)
12. Moving Climate Goals Forward with Micromobility (Member Motion B.6)
13. Relief for Commercial Properties Impacted by the Broadway Subway Construction (Member Motion B.7)

Items 11 to 13

MOVED by Councillor Carr
SECONDED by Councillor Kirby-Yung

THAT the recommendations and actions taken by the Standing Committee on City Finance and Services at its meeting of June 16, 2022, as contained in Items 11 to 13, be approved.

CARRIED UNANIMOUSLY
(Councillor De Genova and Mayor Stewart absent for the vote)

ADJOURNMENT

MOVED by Councillor Hardwick
SECONDED by Councillor Kirby-Yung

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY
(Councillor De Genova and Mayor Stewart absent for the vote)

On June 16, 2022, Council adjourned at 7:21 pm.

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