



REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON POLICY AND STRATEGIC PRIORITIES

APRIL 10, 2024

A meeting of the Standing Committee of Council on Policy and Strategic Priorities was held on Wednesday, April 10, 2024, at 9:30 am, in the Council Chamber, Third Floor, City Hall. This Council meeting was convened by electronic means as authorized under the Part 14 of the *Procedure By-law*.

PRESENT:

- Councillor Mike Klassen, Chair
- Councillor Rebecca Bligh* (Leave of Absence – 3 pm to 10 pm)
- Councillor Christine Boyle* (Leave of Absence – Personal Reasons – 11:45 am to 10 pm)
- Councillor Adriane Carr
- Councillor Lisa Dominato* (Leave of Absence – Personal Reasons – noon to 10 pm)
- Councillor Pete Fry
- Councillor Sarah Kirby-Yung* (Leave of Absence – Civic Business – 9 am to noon)
- Councillor Brian Montague
- Councillor Lenny Zhou

ABSENT:

- Mayor Sim (Leave of Absence - Personal Reasons)
- Councillor Meiszner, Vice-Chair (Leave of Absence – Personal Reasons)

CITY MANAGER'S OFFICE: Paul Mochrie, City Manager
Karen Levitt, Deputy City Manager

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

* Denotes absence for a portion of the meeting.

WELCOME

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

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

MATTERS ADOPTED ON CONSENT

MOVED by Councillor Carr
SECONDED by Councillor Dominato

THAT Council adopt Reports 2 and 3, on consent.

CARRIED UNANIMOUSLY
(Councillor Bligh absent for the vote)

REPORTS

1. Establishing the City of Vancouver Business and Economy Office March 12, 2024

Karen Levitt, Deputy City Manager, provided a presentation and responded to questions.

The Committee heard from three speakers who spoke in support of the report recommendations and one speaker who spoke to other matters of the report recommendations.

MOVED by Councillor Dominato
SECONDED by Councillor Zhou

THAT the Committee recommend to Council

- A. THAT Council endorse the mandate and key lines of service for the new in-house City of Vancouver Business and Economy Office, as articulated in the Report dated March 12, 2024, entitled "Establishing the City of Vancouver Business and Economy Office".
- B. THAT Council instruct Council's appointees to the Metro Vancouver Board and the Invest Vancouver Management Board to make ongoing efforts to ensure that Invest Vancouver's investment attraction and other economic development functions are performing at an optimal level, and are appropriately coordinated and aligned with the City's new Business and Economy Office.

carried

AMENDMENT MOVED by Councillor Boyle
SECONDED by Councillor Carr

THAT the following be added as an additional clause to A:

FURTHER THAT Council include supporting sustainability, green business and clean tech within the mandate and lines of service of the new in-house City of Vancouver Business and Economy Office.

LOST (Vote No. 09898)
(Councillors Bligh, Dominato, Kirby-Yung, Klassen, Montague and Zhou opposed)

Prior to the vote on the motion, and in order to participate in debate on Report 1 - Establishing the City of Vancouver Business and Economy Office, Chair Klassen relinquished the Chair to Deputy Mayor Bligh, and resumed the Chair once finished.

The amendment having lost, the motion was put and CARRIED UNANIMOUSLY (Vote No. 09899).

**2. Sites for 2024 Alcohol Consumption in Public Plazas Program
March 28, 2024**

THAT the Committee recommend to Council

- A. 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.
- B. 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 March 28, 2024, entitled "Sites for 2024 Alcohol Consumption in Public Plazas Program".

ADOPTED ON CONSENT (Vote No. 09908)

**3. Mountain View Cemetery – Master Plan Phase 2
March 22, 2024**

THAT the Committee recommend to Council

- A. THAT Council receive for information the update on the financial performance of Phase 1 of the Mountain View Cemetery Master Plan and other information described generally in the Report dated March 22, 2024, entitled "Mountain View Cemetery – Master Plan Phase 2", and as presented in Appendix A of the same report.
- B. THAT Council approve in principle the financial plan for the Phase 2 implementation of the Mountain View Cemetery Master Plan as described generally in the Report dated March 22, 2024, entitled "Mountain View Cemetery – Master Plan Phase 2", and as presented in Appendix B of the same report.
- C. THAT Council approve an ongoing operating contribution for care and maintenance costs as described in the Report dated March 22, 2024, entitled "Mountain View Cemetery – Master Plan Phase 2", and as presented in Appendix B of the same report. The annual contribution will be reviewed as part of the annual operating budget process beginning in 2025 Budget year.
- D. THAT Council approve an increase of \$2.8 million to the 2023-2026 Capital Plan

and multi year capital budget to support the Capital investment for development of new Cemetery space anticipated in the Phase 2 plan. The source of funds is to be the Capital Financing Fund, to be repaid by revenue generated from the sale of the additional cemetery space.

ADOPTED ON CONSENT (Vote No. 09909)

**4. Residential Laneway Design & Local Improvement Procedure By-Law Updates
April 2, 2024**

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

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During questions to staff, it was

*MOVED by Councillor Kirby-Yung
SECONDED by Councillor Bligh*

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

CARRIED UNANIMOUSLY

During questions to staff, it was

*MOVED by Councillor Montague
SECONDED by Councillor Bligh*

THAT Council extend the meeting past noon in order to complete Report 4 - Residential Laneway Design & Local Improvement Procedure By-Law Updates;

FURTHER THAT the meeting is not to be extended past 12:30 pm.

CARRIED UNANIMOUSLY

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*MOVED by Councillor Montague
SECONDED by Councillor Fry*

THAT the Committee recommend to Council

- A. THAT Council direct staff to offset the impacts of any impervious area increases caused by new laneway paving with green rainwater infrastructure as per the Rain City Strategy, subject to feasibility of site conditions and compliance with the

Vancouver Building By-law.

- B. THAT Council approve, in principle, amendments to the Local Improvement Procedure By-Law No. 3614 to recover 100% of project costs from benefitting property owners for residential laneway paving projects and other Local Improvement projects for street infrastructure, generally as outlined in Appendix A of the Report dated April 2, 2024, entitled “Residential Laneway Design & Local Improvement Procedure By-law Updates”;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment the necessary amending by-law, generally in accordance with Appendix A of the above-noted report.

amended

Prior to introducing an amendment, and in order to participate in debate on Report 4 - Residential Laneway Design & Local Improvement Procedure By-Law Updates, Chair Klassen relinquished the Chair to Acting Mayor Fry, and resumed the Chair once finished.

AMENDMENT MOVED by Councillor Klassen
SECONDED by Councillor Montague

THAT the following be added as C:

- C. THAT Council direct staff to develop a new, cost effective, Country Lane design, based upon learnings from the 2002 pilot, and include that design typology as an option to residents for future Local Improvement laneway projects where conditions are suitable.

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

THAT the amendment be amended by deleting the word “develop” and replacing it with the words “explore and report back”.

CARRIED UNANIMOUSLY (Vote No. 09900)
(Councillors Bligh and Boyle absent for the vote)

The amendment to the amendment having carried, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 09901) with Councillors Bligh and Boyle absent for the vote.

The amended amendment having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 09903) with Councillors Bligh and Boyle absent for the vote.

FINAL MOTION AS APPROVED

- A. THAT Council direct staff to offset the impacts of any impervious area increases

caused by new laneway paving with green rainwater infrastructure as per the Rain City Strategy, subject to feasibility of site conditions and compliance with the Vancouver Building By-law.

- B. THAT Council approve, in principle, amendments to the Local Improvement Procedure By-Law No. 3614 to recover 100% of project costs from benefitting property owners for residential laneway paving projects and other Local Improvement projects for street infrastructure, generally as outlined in Appendix A of the Report dated April 2, 2024, entitled “Residential Laneway Design & Local Improvement Procedure By-law Updates”;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment the necessary amending by-law, generally in accordance with Appendix A of the above-noted report.

- C. THAT Council direct staff to explore and report back with a new, cost effective, Country Lane design, based upon learnings from the 2002 pilot, and include that design typology as an option to residents for future Local Improvement laneway projects where conditions are suitable.

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The Committee recessed at 12:08 pm and reconvened at 2:15 pm.

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COUNCIL MEMBERS’ MOTIONS

1. Requests for Leaves of Absence

MOVED by Councillor Fry
SECONDED by Councillor Carr

THAT the Committee recommend to Council

THAT Mayor Sim be granted a Leave of Absence for civic business from meetings on May 30, 2024, from 5 pm to 10 pm;

FURTHER THAT Councillor Kirby-Yung be granted a Leave of Absence for civic business from meetings on April 23, 2024, from 1 pm to 10 pm, and on April 24, 2024, from 9 am to 10 pm;

AND FURTHER THAT Councillor Fry be granted a Leave of Absence for civic business from meetings on April 16, 2024, from 3 pm to 10 pm, on April 17, 2024, from 3 pm to 10 pm, on April 23, 2024, from 12 pm to 10 pm, on April 24, 2024, from 9:30 am to

10 pm, and on May 9, 2024, from 6 pm to 10 pm.

CARRIED UNANIMOUSLY (Vote No. 09910)
(Councillors Boyle, Dominato and Kirby-Yung absent for the vote)

2. Creating a Regulatory Framework for Retail Sales of Psilocybin and Entheogens in Vancouver

The Committee heard from 11 speakers who spoke in support of the motion, and two speakers who spoke to other matters of the motion.

MOVED by Councillor Fry
SECONDED by Councillor Carr

THAT the Committee recommend to Council

WHEREAS

1. Vancouver has seen the number of unlicensed and unregulated retail shops selling “magic” mushrooms (psilocybin) and other entheogens rapidly increase in recent years. Although most mushrooms and entheogens are classified as controlled substances, there has been no prosecution or conviction of their retailers, and to date no business license regulations specific to their sale or display;
2. Entheogens are psychoactive substances that alter perception, mood, or behaviour, for spiritual, therapeutic, and/or inspirational purposes. First termed by ethnobotanists and anthropologists in the late 20th century, entheogens have been used by indigenous peoples around the world for millennia and may be variously referred to as hallucinogens and psychedelics in scientific literature and popular vernacular respectively. Examples of naturally occurring (plant/fungi) entheogens include Cannabis, Psilocybin (aka magic mushrooms), Peyote, Mescaline, Ayahuasca, and Kratom;
3. Entheogenic substances are generally considered safer than opioids since psychedelics are not known to cause physical dependencies or risk of overdose. There is much scientific and medical research on this topic - see John Hopkins Medicine Center for Psychedelic and Consciousness Research¹. The National Library of Medicine, an official website of the United States Government notes: “They (psychedelics) are generally considered physiologically safe and do not lead to dependence or addiction”;²

¹ John Hopkins Medicine Center for Psychedelic and Consciousness Research
<https://www.hopkinsmedicine.org/psychiatry/research/psychedelics-research>

² National Library of Medicine | Pharmacological Reviews - Psychedelics
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4813425/>

4. Therapeutic use of psychedelics has been applied for depression, anxiety, smoking cessation, PTSD, Alzheimer's, ADHD, anorexia, and to treat substance use disorders including alcohol and opioid addiction. A National Library of Medicine article concludes: "The possibility exists that drugs like psilocybin can meet a major unmet need in the treatment of psychiatric disorders";³
5. Vancouverites are consuming entheogens. Recreational use of natural psychedelics in North America has doubled in the last three years, in particular among adults aged 19-30.⁴ Awakened interest in natural psychedelics promoted on social media, lifestyle blogs, film, literature, and popular science as well as a documented trend away from alcohol consumption in younger demographics have all contributed to increased popularity and consumption. Anecdotally, in Vancouver in particular, fear of toxic contaminated supply of other illicit "party drugs" has prompted a shift towards entheogens and natural psychedelics, generally seen as niche, natural, and safer. Other users, eschewing prescription pharmaceuticals, are "micro-dosing"⁵ regular, small amounts of psychedelics as a therapeutic natural health supplement;
6. Legally, many (but not all) entheogens are designated under Schedule 3 of *Canada's Controlled Drugs and Substances Act (CDSA)*, which prohibits possession except as authorized through exemptions, including to individuals for their own therapeutic use. Schedule 3 drugs are described as drugs with low to moderate potential for abuse and/or addiction. However, some scheduled substances –Psilocybin in particular– are being studied, considered for therapeutic use, and are made available with permission of Health Canada through Section 56 Exemptions or Special Access Programs;
7. Despite the CDSA, mushroom dispensaries have popped up across Canada and online, selling psilocybin and entheogenic products, powders, tinctures, capsules, growing kits, and raw materials for recreational and therapeutic use. In Vancouver, close to two dozen mushroom dispensaries sell recreational and therapeutic psychedelics. To date and over the span of several years, no mushroom dispensary in Vancouver has been charged or convicted of any criminal activity: possession, trafficking or otherwise, under provincial or federal law;
8. In 2016, responding to a significant increase in drug-related overdoses and deaths, attributable to an unregulated and unsafe supply of drugs by organized crime, BC declared a public health emergency, which remains in effect. Despite the emergency, the November 1, 2023, BC Coroners Service Death Review

³ National Library of Medicine | The Therapeutic Potential of Psychedelic Drugs: Past, Present, and Future <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5603818/>

⁴ The Hill | 'Magic' Mushroom use by young adults has nearly doubled in three years <https://thehill.com/policy/healthcare/4054255-magic-mushroom-use-by-young-adults-has-nearly-doubled-in-three-years/>

⁵ Harvard Health Publishing | The popularity of microdosing of psychedelics: What does the science say? <https://www.health.harvard.edu/blog/the-popularity-of-microdosing-of-psychedelics-what-does-the-science-say-202209192819>

Panel report notes that the number of deaths due to toxic drugs, primarily fentanyl, continues to rise. In a news article on mushroom dispensaries in the City of Toronto, a spokesperson for Toronto police noted that rather than focus on mushroom dispensaries, the service's drug enforcement is "largely focused on the trafficking of illegal drugs that are resulting in overdose deaths";⁶

9. In Vancouver, policing and public safety priorities do not target drug possession for personal therapeutic or recreational use, except in cases of street disorder or another substantive criminal offence:

*"Historically, the VPD adopted a very low level of enforcement directed at 'narcotic in possession' (NIP) offences, as well as liquor offences... In response to community complaints, as well as a strategic commitment to reduce street disorder... enforcement strategy is based primarily on the behaviour and location of a person in possession of or using a psychoactive substance.";*⁷

10. In 2015, faced with a similar proliferation of unregulated, yet well used retail shops selling CDSA-prohibited products, the City of Vancouver introduced the Medical Marijuana Related Uses (MMRU) framework. The unique license starting cost was \$33,000/ year (2015) to operate a retail cannabis store and included provisions and conditions for public safety including prohibiting sales to minors, and distancing from youth and vulnerable population-serving facilities.

The framework leveraged the City's powers of licensing, zoning, and land use to ensure availability of MMRU services sufficient to meet local needs and that business was conducted appropriately in the context of health, safety, and the public interest. The comprehensive City of Vancouver MMRU framework⁸ was rendered redundant and discontinued when cannabis was legalized in 2018, but the authority and ability to license and regulate dispensaries was described thus:

"The Vancouver Charter accords Council the authority to regulate land use and businesses such as retail shops (S. 272). The City has no authority to regulate the sale of controlled substances such as marijuana; accordingly, this report recommends land use and business regulations, and does not seek to regulate the product itself.";

11. A subsequent BC Supreme Court decision (Hinkson, 2018) on MMRU reaffirmed the City's authority over land use and ability to regulate street front cannabis

⁶ Toronto mushroom dispensaries remain open despite being illegal
<https://toronto.citynews.ca/2023/07/18/toronto-mushroom-dispensaries-remain-open-despite-being-illegal/>

⁷ Vancouver Police Department Drug Policy | uploaded 2021
<https://vpd.ca/wp-content/uploads/2021/06/vpd-policy-drug.pdf>

⁸ City of Vancouver | Regulation of Retail Dealers – Medical Marijuana-Related Uses (2015)
<https://council.vancouver.ca/20150428/documents/rr1.pdf>

sales, even as they were federally illegal;⁹

12. Other recent and relevant Council authority and previous decisions germane to the sale of psilocybin and entheogens, and in response to the toxic drug crisis, include:
 - a) In 2003, late Vancouver Mayor, Phillip Owen, challenged the prevailing view of drug addiction as a criminal activity and championed a health informed harm reduction approach through supervised injection services;
 - b) In December 2018, Council approved the Mayor's Overdose Emergency Task Force recommendations¹⁰ which recognized the City has a limited but essential role to play in responding to the overdose crisis related to creating supportive built environments, including safe places and spaces, and partnering with all levels of government on drug policy reform;
 - c) In June 2019, Council approved the motion Cannabis as an Alternative to Opiates and More Dangerous Drugs on the Downtown Eastside;¹¹
 - d) In September 2019, Vancouver City Council rejected a motion to proactively prohibit the sale of psilocybin in Vancouver,¹² and in part informed by an interest in protecting the therapeutic use of psilocybin for opioid use disorder treatment;
 - e) In November 2020, Vancouver City Council unanimously resolved to ask the federal government to decriminalize simple possession of illicit drugs in Vancouver with an exemption from the CDSA under the provision of Section 56(1);¹³

⁹ Business in Vancouver | B.C. Supreme Court orders unlicensed Vancouver cannabis stores to close <https://www.biv.com/news/retail-manufacturing/bc-supreme-court-orders-unlicensed-vancouver-cannabis-stores-close-8254733>

¹⁰ Stewart | Mayor's Overdose Emergency Task Force - Recommendations for Immediate Action on the Overdose Crisis - December 2018 <https://council.vancouver.ca/20181220/documents/spec1.pdf>

¹¹ Bligh | Cannabis as an Alternative to Opiates and More Dangerous Drugs on the Downtown Eastside - June 2019 <https://council.vancouver.ca/20190626/documents/cfsc20190626min.pdf>

¹² De Genova | Deterring and Preventing the Distribution and Sale of Psilocybin Mushrooms and/or Other Illicit or Controlled Drugs Unlawfully Sold in the City of Vancouver - September 2019 <https://council.vancouver.ca/20190911/documents/pspc5.pdf>

¹³ City of Vancouver | Decriminalizing simple possession of illicit drugs in Vancouver - November 2020 <https://vancouver.ca/people-programs/decriminalizing-simple-possession-of-illicit-drugs-in-vancouver.aspx>

13. The Vancouver License By-law 4450 Section 4(12) states that “*the issuance by the City of a licence is not a representation of any kind that a business is compliant with any federal, provincial or other laws, including bylaws.*”;¹⁴
14. Since the City has no authority to regulate the legal sale of entheogens, but has clear jurisdiction in the area of running a business and appropriate land use decisions, the City could consider:
 - a) Creating conditions and a framework to manage and promote public safety, best practices, appropriate operations and land use;
 - b) Ignoring the issue of unlicensed and unregulated entheogen retailers altogether; or
 - c) Enforcing via by-law authority against unlicensed and unregulated retailers, driving the trade and consumption of entheogens to a less safe, less visible underground market;
15. When Vancouver became the first Canadian city to regulate marijuana dispensaries in 2015, there was significant pushback from Health Canada and the federal government.¹⁵ Nevertheless, experts like chief medical health officer for Vancouver Coastal Health, Dr. Patricia Daly defended the move as reducing potential harms and VPD Chief Constable clarifying that shutting down dispensaries was a low priority;¹⁶ and
16. There were 138 overdose deaths in Vancouver in 2015, when Vancouver pioneered the MMRU Framework. In 2023, there were 644 deaths in Vancouver and as of 2024, over nine per week.

THEREFORE BE IT RESOLVED

- A. THAT Council is committed to public safety, including harm reduction for people who use drugs, and recognizes that a regulated market of safe supply mushrooms and entheogens can be considered a form of harm reduction:
 - a. as a substitute for more harmful drugs (e.g. alcohol, tobacco, prescription opiates and some illegal drugs such as heroin or cocaine); and

¹⁴ City of Vancouver | Business By-law 4450
<https://bylaws.vancouver.ca/4450c.PDF>

¹⁵ City News | Vancouver first city in Canada to regulate cannabis dispensaries
<https://toronto.citynews.ca/2015/06/24/vancouver-becomes-first-in-canada-to-regulate-medical-marijuana-dispensaries/>

¹⁶ Canadian Medical Association Journal | Dispensaries: the Wild West of Vancouver
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4527928/>

- b. as a means to reduce the rates of opioid overdose deaths and opioid-related morbidity.
 - B. THAT Council direct staff to examine and report back with jurisprudence and the legal context necessary, including relevant local by-laws, licensing, zoning, and development policies to apply a retail framework to regulate business licenses for retailers of entheogens like psilocybin, peyote, mescaline, ayahuasca, and kratom.
 - C. THAT Council direct staff to examine the Medical Marijuana Related Uses (MMRU) framework of 2015-2018 and report back with a framework and cost-recovery model for licensing that could be applied to entheogens, to achieve a careful balance between ensuring adequate availability for those in need and ensuring community health, safety, security, aesthetics, equity, and enjoyment of property, with considerations to include:
 - a. education and advocacy with a focus on harm reduction, safe, and responsible consumption;
 - b. best practices for retail operations, security, and public safety;
 - c. distancing from youth and youth-serving facilities; and
 - d. attention to the store location, exterior and premise including signage, displays, and public visibility;
- FURTHER THAT Council direct staff to present alternate considerations for entheogen dispensaries including ignoring the issue altogether, and the pros and cons of actively prohibiting entheogenic retailers in the City of Vancouver.
- D. THAT the Mayor on behalf of Council write the Federal and Provincial Ministers of Health and Public Safety respectively, advising the proliferation of, and public desire for access to entheogens; and the necessity of an evidence-based harm reduction approach that considers expanding safe, accessible, and appropriately regulated supply for people who use them.

LOST (Vote No. 09904)

(Councillors Dominato, Kirby-Yung, Klassen, Montague and Zhou opposed)

(Councillors Bligh and Boyle absent for the vote)

3. Revisiting and Refreshing Vancouver's Commitment to Safer Slower Streets

The Committee heard from 11 speakers who spoke in support of the motion, and one speaker who spoke to other matters of the motion.

MOVED by Councillor Fry

SECONDED by Councillor Dominato

THAT the Committee recommend to Council

WHEREAS

1. Vancouver has a relatively small footprint, gentle topography, low pollution rates, a mild climate, and an extensive network (close to 80%) of local roads without a centre line. Vancouver also has a high cost of living that is further compounded by transportation expenses. These factors, combined with a healthy outdoor-loving population, a cultural imperative to embrace sustainability, and bolstered by government investments in supportive infrastructure and transportation demand management position Vancouver to be a global leader in intra-city active transportation;
2. Active transportation is human-powered mobility like walking, biking, or rolling. In recent years active transportation has been significantly enhanced by low-power personal (micro)mobility devices such as electric-assist e-bikes, e-scooters, and e-skateboards, share platforms, and multi-modal opportunities for first-and-last kilometre active transportation with transit;
3. Active transportation allows mobility choice and equity for youth, tourists, people with limited mobility, low income, or without a driver's licence. Active transportation can support lower absenteeism and decrease lost productivity due to traffic congestion;
4. *Transportation 2040*¹⁷ (approved 2012) set strategies and targets to ensure that by 2040 at least two-thirds of all trips are by active transportation and transit, and there are zero traffic-related fatalities. To reach these goals, the City must:
 - a. Invest in constructing and maintaining public infrastructure like streets, sidewalks, bikeways and public spaces;
 - b. Encourage supportive infrastructure in private development through policies and guidelines;
 - c. Manage street use through rules and regulations; and
 - d. Empower residents to make sustainable transportation choices;
5. Evidence suggests that safety and perceptions of safety are determinants of increasing active transportation mode share. To meet that objective and *Transportation 2040*, in 2016 Vancouver developed a *Vision Zero Transportation Safety Action Plan* with a goal to have zero traffic related fatalities and serious injuries;¹⁸
6. *Vision Zero* highlights the probability of pedestrian survival is about 90% if struck by a motor vehicle travelling at 30 km/h, but survival is reduced to 20% if struck

¹⁷ City of Vancouver | Transportation 2040
<https://vancouver.ca/files/cov/transportation-2040-plan.pdf>

¹⁸ City of Vancouver | Vision Zero Transportation Safety Action Plan
<https://vancouver.ca/streets-transportation/transportation-safety.aspx>

by a motor vehicle travelling at 50 km/h. Accordingly, lower speed limits are more compatible with active transportation, and healthier, equitable communities;

7. Unanimously approved by Vancouver City Council in 2019, the resolution *Safer Slower Streets: 30 km/h Residential Street Pilot*¹⁹ recognized the BC-based Road Safety Law Reform Group recommendation that, “A default provincial speed limit of 30 km/h for Local Streets (no centre line, less than 1,000 vehicles/day) should be included in the *Motor Vehicle Act*, with municipalities enabled to increase speed limits on local streets in a case by-case basis by by-law and posted signage.”; and the conventional understanding at the time that a blanket speed limit reduction for local streets would require significant signage costs for the City (notably, a sign on every block of every street). The motion resolved to:
 - a. Direct staff to identify a local street, area, or areas within the city to pilot a 30 kilometre per hour speed limit demonstration project; and
 - b. Submit a resolution, subsequently passed, at UBCM that called on the Minister of Transportation and Infrastructure (MoTI) to consider an amendment to the *Motor Vehicle Act* (MVA) that would allow incorporated municipalities to institute blanket speed zones in residential areas;
8. Following the City of Vancouver-led UBCM Resolution²⁰ requesting blanket speed reductions, the MVA was amended in 2019 to allow speed reduction Pilot Projects. Notably, Part 13 (304-305)²¹ of the MVA prescribes a “Three-year time limit for regulations for pilot projects under this Part.” Additionally, the MoTI replied in the following Response Package 306334 - Municipal Speed Limits²²:

“The MVA does not specify the frequency or placement of speed limit signage—it is not necessarily the case that a municipality establishing either a 30 or 40 km/h speed limit on roads within specific geographic areas in the community will need to post speed signs on every block.” (p16. #306334);
9. To facilitate the Pilot Projects under Part 13 and in response to changing transportation mode share and patterns resulting from COVID-19 the City introduced the *Slow Streets Program*²³ to help reshape how we view and use local streets using barriers, signage, and placemaking, and the *Neighbourhood*

¹⁹ City of Vancouver | Council Meeting Minutes May 14, 2019 (p.11)
<https://council.vancouver.ca/20190514/documents/regu20190514min.pdf>

²⁰ UBCM Resolutions Database | B7 Safer Slower Streets: 30 kmh Residential Street Pilot
<https://www.ubcm.ca/convention-resolutions/resolutions/resolutions-database/safer-slower-streets-30-kmh-residential>

²¹ Province of BC | Motor Vehicle Act, Part 13
https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/96318_14

²² Province of BC | Response Package TRA-2023-31570 - Municipal Speed Limits
http://docs.openinfo.gov.bc.ca/Response_Package_TRA-2023-31570.pdf

²³ City of Vancouver | Slow Streets
<https://vancouver.ca/streets-transportation/slow-streets.aspx>

*Traffic Management Program*²⁴ to improve the comfort and safety of people walking, biking, or rolling on local streets, with neighbourhood pilots throughout the city;

10. Polling by Research Co. (June 2022)²⁵ asked what Vancouverites thought of a speed reduction to 30 km/h on select residential streets in the City. 72% thought it was a “good” or “very good” idea (9% were “not sure”);
11. The City of Victoria, in March 2023 announced a reduction of speed limits on all local streets to 30 km/h, phased in by neighbourhood over two years, to affect residential areas, not major or arterial roads;²⁶
12. City Council's *2023-2026 Strategic Priority: Vibrant Vancouver*²⁷ builds on safer slower street work and incorporates many active transportation fundamentals that are aligned with safer, slower streets including:
 - a. Expanding Vancouver's greenways and AAA active-mobility lanes;
 - b. Transforming 11% of neighbourhood streets for community use;
 - c. Expanding the School Active Travel Program;
 - d. Building out Vancouver's micro-mobility network; and
 - e. Incorporating zero traffic-related fatalities goal into all transportation planning/projects.

Additionally, 2022 Vancouver election campaign commitments aligned with safer, slower streets include making Vancouver the most accessible city in the world, neighbourhood traffic planning to enhance safety, and neighbourhood designs to ensure delivery of a “15-minute city” where services and amenities can be accessed by walking, reducing reliance on motorized vehicles;²⁸

13. Recent Council-approved expansion of electric kick scooter use and sharing²⁹ is expected to add significantly more active transportation road users, and increase demand for safer roadways, streets, and infrastructure. While the by-law and

²⁴ City of Vancouver | Neighbourhood Traffic Management Program
<https://vancouver.ca/streets-transportation/neighbourhood-traffic-management-program.aspx>

²⁵ Research Co. | Speed Limits in British Columbia, June 2022
https://researchco.ca/wp-content/uploads/2022/06/Tables_Limits_BC_10Jun2022.pdf

²⁶ City of Victoria | Lower Speed Limits
<https://www.victoria.ca/getting-around/driving/lower-speed-limits>

²⁷ City of Vancouver | Vibrant Vancouver, Strategic Priorities 2023-2026
<https://vancouver.ca/files/cov/strategic-priorities-2023-2026.pdf>

²⁸ ABC Vancouver | The ABC Plan for A Better City
<https://abcvancouver.ca/platform/>

²⁹ City of Vancouver | Shared Electric Kick Scooter Pilot By-Law Amendments – RTS 16171
<https://council.vancouver.ca/20240312/documents/phea4RR.pdf>

policy changes allow micromobility devices to travel on major roadways (instead of adjacent sidewalks) at posted speeds of 50 km/h it should be noted that the International Transport Forum (ITF) defines micromobility as speeds less than 45 km/h. In reality most e-scooter drivers travel at speeds typically between 20-30 km/h.

The International Transport Forum further notes that “motor vehicles are involved in about 80% of crashes that result in the death of bicycle or e-scooter riders” suggesting cities “Reallocate road and parking space to micromobility users, cyclists and pedestrians” and advocating “Speed limits for all motor vehicles should be no higher than 30 km/h where motorised vehicles and vulnerable road users share the same space.”

“30 km/h is the maximum limit recommended for cars in city streets to reduce the risk of death or serious injury from a collision of cars with pedestrians and other vulnerable road users. Limiting cars, motorised two-wheelers and micromobility to the same low speeds on streets with mixed motorised and non-motorised traffic is a logical approach.”³⁰ and

14. Vancouver is faced with projected and actual growth in active mobility, driven by a desire for less expensive and more sustainable transportation, reduced parking requirements in new construction, planning for complete communities, pandemic recovery, generational changes in attitudes around driving and automobile ownership, and the rapid growth in inexpensive micromobility devices and regulations to support their safe and accessible use. The imperative to support safe, sustainable, resilient and inclusive active transportation through reduced speed limits on the vast network of local streets is crucial to meeting the City’s climate, sustainable development, and transportation goals.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to report back with analysis of benefits to slower, safer streets –specifically, 30 km/h maximum speed limits in residential areas on local streets without a centre line—as a means to enhance safety, support mixed mode use, including micromobility and active transportation, in order to foster healthier, equitable communities.
- B. THAT Council direct staff to provide clarity on interpretation of the *Motor Vehicle Act* speed limit reduction sign-frequency requirements versus previous assumptions of a per block necessity, considering the recent Ministry of Transportation and Infrastructure response package, and analysis of Victoria’s 30 km/h local street speed limit initiative and roll out, and as potentially pertains to local implementation;

FURTHER THAT Council direct staff to report back with phasing options to:

³⁰ International Transport Forum | Micromobility, Equity and Sustainability
<https://www.itf-oecd.org/sites/default/files/docs/micromobility-equity-sustainability.pdf>

- a. Initiate a blanket city-wide 30km/h speed reduction, with speed limit signs on expressways, arterial and collector roads; or
- b. Scale the number and frequency of Neighbourhood Slow Zones, with a proposed target and timeline for implementing 30km/h limits on local streets city-wide;

AND FURTHER THAT Council direct staff to report back with funding options for consideration and potential partnerships including but not limited to Translink, Insurance Corporation of British Columbia (ICBC), Minister of Transportation and Infrastructure (MoTI), and BC Active Transportation Infrastructure Program, Union of BC Municipalities (UBCM), Federation of Canadian Municipalities (FCM), and Canada's Active Transportation Fund.

- C. THAT Council direct staff to bring forward for consideration a strategy to reduce motor vehicle traffic on designated Local Street Bikeways – designated non-AAA streets with mixed motorised and non-motorised traffic- by implementing filters to further enhance safe multi modal routes, improve feelings of safety, and reduce opportunities for collisions between active transport users and motorists, including but not limited to:
 - a. Physical interventions like barriers, bollards, chicanes, roundabouts, and speed humps;
 - b. Traffic interventions like one ways for motor vehicles, reallocating street parking, and prohibiting motorists turning onto Local Street Bikeways from arterial and collector roads;
 - c. Placemaking interventions like signage, intersection repair, landscaping, and public realms for people; and
 - d. Where and if applicable, consider and present opportunities to upgrade intersections on non-AAA Local Street Bikeways with highest levels of serious injuries or conflict.

amended

AMENDMENT MOVED by Councillor Dominato
SECONDED by Councillor Zhou

THAT A be amended as follows:

- Delete the words “report back with analysis of benefits to slower, safer streets – specifically, 30 km/h maximum”, and replace with the words “bring forward recommendations to reduce the”;
- Add the words “to 30 km/h, including, but not limited to, introducing a City by-law”, after the words “centre line”;

FURTHER THAT B be amended as follows:

- In FURTHER THAT (a), delete the words “reduction with speed limit signs on expressways, arterial and collector roads”, and replace with the words “limit on local streets in residential areas without a centre line, or as otherwise marked”;
- In FURTHER THAT (b), add the words “in residential areas”, after the word “limits”; and
- In FURTHER THAT (b), delete the words “city-wide”, and replace with the words “without a centre line”;

AND FURTHER THAT C be amended as follows:

- Add the word “engineering”, before the word “staff”;
- Delete the words “bring forward for consideration a strategy”, and replace with the words “explore additional ways”;
- Add the words “the speed of”, after the word “reduce”;
- Add the word “modal”, after the word “implementing”;
- In (a), add the words “and traffic calming measures”, after the word “interventions”;
- In (a), add the phrase “that do not compromise emergency vehicle access (i.e., police, fire, ambulance), HandyDART access, seniors and accessibility access, etc., in consultation with emergency service providers”.

CARRIED UNANIMOUSLY (Vote No. 09905)
(Councillor Bligh absent for the vote)

In order to participate in debate on the amendment on Motion 3 - Revisiting and Refreshing Vancouver's Commitment to Safer Slower Streets, Chair Klassen relinquished the Chair to Acting Mayor Fry, and resumed the Chair once finished.

The amendment having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 09906) with Councillor Bligh absent for the vote.

FINAL MOTION AS APPROVED

WHEREAS

1. Vancouver has a relatively small footprint, gentle topography, low pollution rates, a mild climate, and an extensive network (close to 80%) of local roads without a centre line. Vancouver also has a high cost of living that is further compounded by transportation expenses. These factors, combined with a healthy outdoor-loving population, a cultural imperative to embrace sustainability, and bolstered by government investments in supportive infrastructure and transportation demand management position Vancouver to be a global leader in intra-city active transportation;
2. Active transportation is human-powered mobility like walking, biking, or rolling. In recent years active transportation has been significantly enhanced by low-power personal (micro)mobility devices such as electric-assist e-bikes, e-scooters, and

- e-skateboards, share platforms, and multi-modal opportunities for first-and-last kilometre active transportation with transit;
3. Active transportation allows mobility choice and equity for youth, tourists, people with limited mobility, low income, or without a driver's licence. Active transportation can support lower absenteeism and decrease lost productivity due to traffic congestion;
 4. *Transportation 2040*³¹ (approved 2012) set strategies and targets to ensure that by 2040 at least two-thirds of all trips are by active transportation and transit, and there are zero traffic-related fatalities. To reach these goals, the City must:
 - a. Invest in constructing and maintaining public infrastructure like streets, sidewalks, bikeways and public spaces;
 - b. Encourage supportive infrastructure in private development through policies and guidelines;
 - c. Manage street use through rules and regulations; and
 - d. Empower residents to make sustainable transportation choices;
 5. Evidence suggests that safety and perceptions of safety are determinants of increasing active transportation mode share. To meet that objective and *Transportation 2040*, in 2016 Vancouver developed a *Vision Zero Transportation Safety Action Plan* with a goal to have zero traffic related fatalities and serious injuries;³²
 6. *Vision Zero* highlights the probability of pedestrian survival is about 90% if struck by a motor vehicle travelling at 30 km/h, but survival is reduced to 20% if struck by a motor vehicle travelling at 50 km/h. Accordingly, lower speed limits are more compatible with active transportation, and healthier, equitable communities;
 7. Unanimously approved by Vancouver City Council in 2019, the resolution *Safer Slower Streets: 30 km/h Residential Street Pilot*³³ recognized the BC-based Road Safety Law Reform Group recommendation that, "A default provincial speed limit of 30 km/h for Local Streets (no centre line, less than 1,000 vehicles/day) should be included in the *Motor Vehicle Act*, with municipalities enabled to increase speed limits on local streets in a case by-case basis by by-law and posted signage."; and the conventional understanding at the time that a blanket speed limit reduction for local streets would require significant signage costs for the City (notably, a sign on every block of every street). The motion resolved to:

³¹ City of Vancouver | Transportation 2040
<https://vancouver.ca/files/cov/transportation-2040-plan.pdf>

³² City of Vancouver | Vision Zero Transportation Safety Action Plan
<https://vancouver.ca/streets-transportation/transportation-safety.aspx>

³³ City of Vancouver | Council Meeting Minutes May 14, 2019 (p.11)
<https://council.vancouver.ca/20190514/documents/regu20190514min.pdf>

- a. Direct staff to identify a local street, area, or areas within the city to pilot a 30 kilometre per hour speed limit demonstration project; and
 - b. Submit a resolution, subsequently passed, at UBCM that called on the Minister of Transportation and Infrastructure (MoTI) to consider an amendment to the *Motor Vehicle Act* (MVA) that would allow incorporated municipalities to institute blanket speed zones in residential areas;
8. Following the City of Vancouver-led UBCM Resolution³⁴ requesting blanket speed reductions, the MVA was amended in 2019 to allow speed reduction Pilot Projects. Notably, Part 13 (304-305)³⁵ of the MVA prescribes a “Three-year time limit for regulations for pilot projects under this Part.” Additionally, the MoTI replied in the following Response Package 306334 - Municipal Speed Limits³⁶:
- “The MVA does not specify the frequency or placement of speed limit signage—it is not necessarily the case that a municipality establishing either a 30 or 40 km/h speed limit on roads within specific geographic areas in the community will need to post speed signs on every block.” (p16. #306334);*
9. To facilitate the Pilot Projects under Part 13 and in response to changing transportation mode share and patterns resulting from COVID-19 the City introduced the *Slow Streets Program*³⁷ to help reshape how we view and use local streets using barriers, signage, and placemaking, and the *Neighbourhood Traffic Management Program*³⁸ to improve the comfort and safety of people walking, biking, or rolling on local streets, with neighbourhood pilots throughout the city;
10. Polling by Research Co. (June 2022)³⁹ asked what Vancouverites thought of a speed reduction to 30 km/h on select residential streets in the City. 72% thought it was a “good” or “very good” idea (9% were “not sure”);
11. The City of Victoria, in March 2023 announced a reduction of speed limits on all local streets to 30 km/h, phased in by neighbourhood over two years, to affect residential areas, not major or arterial roads;⁴⁰

³⁴ UBCM Resolutions Database | B7 Safer Slower Streets: 30 kmh Residential Street Pilot
<https://www.ubcm.ca/convention-resolutions/resolutions/resolutions-database/safer-slower-streets-30-kmh-residential>

³⁵ Province of BC | Motor Vehicle Act, Part 13
https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/96318_14

³⁶ Province of BC | Response Package TRA-2023-31570 - Municipal Speed Limits
http://docs.openinfo.gov.bc.ca/Response_Package_TRA-2023-31570.pdf

³⁷ City of Vancouver | Slow Streets
<https://vancouver.ca/streets-transportation/slow-streets.aspx>

³⁸ City of Vancouver | Neighbourhood Traffic Management Program
<https://vancouver.ca/streets-transportation/neighbourhood-traffic-management-program.aspx>

³⁹ Research Co. | Speed Limits in British Columbia, June 2022
https://researchco.ca/wp-content/uploads/2022/06/Tables_Limits_BC_10Jun2022.pdf

12. City Council's 2023-2026 Strategic Priority: *Vibrant Vancouver*⁴¹ builds on safer slower street work and incorporates many active transportation fundamentals that are aligned with safer, slower streets including:
- a. Expanding Vancouver's greenways and AAA active-mobility lanes;
 - b. Transforming 11% of neighbourhood streets for community use;
 - c. Expanding the School Active Travel Program;
 - d. Building out Vancouver's micro-mobility network; and
 - e. Incorporating zero traffic-related fatalities goal into all transportation planning/projects.

Additionally, 2022 Vancouver election campaign commitments aligned with safer, slower streets include making Vancouver the most accessible city in the world, neighbourhood traffic planning to enhance safety, and neighbourhood designs to ensure delivery of a "15-minute city" where services and amenities can be accessed by walking, reducing reliance on motorized vehicles;⁴²

13. Recent Council-approved expansion of electric kick scooter use and sharing⁴³ is expected to add significantly more active transportation road users, and increase demand for safer roadways, streets, and infrastructure. While the by-law and policy changes allow micromobility devices to travel on major roadways (instead of adjacent sidewalks) at posted speeds of 50 km/h it should be noted that the International Transport Forum (ITF) defines micromobility as speeds less than 45 km/h. In reality most e-scooter drivers travel at speeds typically between 20-30 km/h.

The International Transport Forum further notes that "motor vehicles are involved in about 80% of crashes that result in the death of bicycle or e-scooter riders" suggesting cities "Reallocate road and parking space to micromobility users, cyclists and pedestrians" and advocating "Speed limits for all motor vehicles should be no higher than 30 km/h where motorised vehicles and vulnerable road users share the same space."

"30 km/h is the maximum limit recommended for cars in city streets to reduce the risk of death or serious injury from a collision of cars with pedestrians and other vulnerable road users. Limiting cars, motorised two-wheelers and micromobility

⁴⁰ City of Victoria | Lower Speed Limits
<https://www.victoria.ca/getting-around/driving/lower-speed-limits>

⁴¹ City of Vancouver | Vibrant Vancouver, Strategic Priorities 2023-2026
<https://vancouver.ca/files/cov/strategic-priorities-2023-2026.pdf>

⁴² ABC Vancouver | The ABC Plan for A Better City
<https://abcvancouver.ca/platform/>

⁴³ City of Vancouver | Shared Electric Kick Scooter Pilot By-Law Amendments – RTS 16171
<https://council.vancouver.ca/20240312/documents/phea4RR.pdf>

to the same low speeds on streets with mixed motorised and non-motorised traffic is a logical approach.”⁴⁴ and

14. Vancouver is faced with projected and actual growth in active mobility, driven by a desire for less expensive and more sustainable transportation, reduced parking requirements in new construction, planning for complete communities, pandemic recovery, generational changes in attitudes around driving and automobile ownership, and the rapid growth in inexpensive micromobility devices and regulations to support their safe and accessible use. The imperative to support safe, sustainable, resilient and inclusive active transportation through reduced speed limits on the vast network of local streets is crucial to meeting the City's climate, sustainable development, and transportation goals.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to bring forward recommendations to reduce the speed limit in residential areas on local streets without a centre line to 30 km/h, including, but not limited to, introducing a City by-law - as a means to enhance safety, support mixed mode use, including micromobility and active transportation, in order to foster healthier, equitable communities;
- B. THAT Council direct staff to provide clarity on interpretation of the *Motor Vehicle Act* speed limit reduction sign-frequency requirements versus previous assumptions of a per block necessity, considering the recent Ministry of Transportation and Infrastructure response package, and analysis of Victoria's 30 km/h local street speed limit initiative and roll out, and as potentially pertains to local implementation;

FURTHER THAT Council direct staff to report back with phasing options to:

- a. Initiate a blanket city-wide 30km/h speed limit on local streets in residential areas without a centre line, or as otherwise marked; or
- b. Scale the number and frequency of Neighbourhood Slow Zones, with a proposed target and timeline for implementing 30km/h limits in residential areas on local streets without a centre line;

AND FURTHER THAT Council direct staff to report back with funding options for consideration and potential partnerships including but not limited to Translink, Insurance Corporation of British Columbia (ICBC), Minister of Transportation and Infrastructure (MoTI), and BC Active Transportation Infrastructure Program, Union of BC Municipalities (UBCM), Federation of Canadian Municipalities (FCM), and Canada's Active Transportation Fund.

- C. THAT Council direct engineering staff to explore additional ways to reduce the speed of motor vehicle traffic on designated Local Street Bikeways – designated non-AAA streets with mixed motorised and non-motorised traffic by

⁴⁴ International Transport Forum | Micromobility, Equity and Sustainability
<https://www.itf-oecd.org/sites/default/files/docs/micromobility-equity-sustainability.pdf>

implementing modal filters to further enhance safe multi modal routes, improve feelings of safety, and reduce opportunities for collisions between active transport users and motorists, including but not limited to:

- a. Physical interventions and traffic calming measures like barriers, bollards, chicanes, roundabouts, and speed humps that do not compromise emergency vehicle access (i.e., police, fire, ambulance), HandyDART access, seniors and accessibility access, etc., in consultation with emergency service providers;
- b. Traffic interventions like one ways for motor vehicles, reallocating street parking, and prohibiting motorists turning onto Local Street Bikeways from arterial and collector roads;
- c. Placemaking interventions like signage, intersection repair, landscaping, and public realms for people; and
- d. Where and if applicable, consider and present opportunities to upgrade intersections on non-AAA Local Street Bikeways with highest levels of serious injuries or conflict.

The Committee adjourned at 4:35 pm.

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

APRIL 10, 2024

A meeting of the Council of the City of Vancouver was held on Wednesday, April 10, 2024, at 4:35 pm, in the Council Chamber, Third Floor, City Hall, following the Standing Committee on Policy and Strategic Priorities meeting, to consider the recommendations and actions of the Committee.

PRESENT: Councillor Pete Fry, Acting Mayor
Councillor Adriane Carr
Councillor Lisa Dominato
Councillor Sarah Kirby-Yung
Councillor Mike Klassen
Councillor Lenny Zhou

ABSENT: Mayor Sim (Leave of Absence - Personal Reasons)
Councillor Rebecca Bligh (Leave of Absence – 3 pm to 10 pm)
Councillor Christine Boyle (Leave of Absence – Personal
Reasons – 11:45 am to 10 pm)
Councillor Meiszner (Leave of Absence – Personal Reasons)
Councillor Brian Montague

CITY MANAGER'S OFFICE: Paul Mochrie, City Manager

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

COMMITTEE REPORTS

Report of Standing Committee on Policy and Strategic Priorities
Wednesday, April 10, 2024

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

Reports:

1. Establishing the City of Vancouver Business and Economy Office
2. Sites for 2024 Alcohol Consumption in Public Plazas Program
3. Mountain View Cemetery – Master Plan Phase 2
4. Residential Laneway Design & Local Improvement Procedure By-Law Updates

Council Members' Motions:

1. Requests for Leaves of Absence

2. Creating a Regulatory Framework for Retail Sales of Psilocybin and Entheogens in Vancouver
3. Revisiting and Refreshing Vancouver's Commitment to Safer Slower Streets

MOVED by Councillor Dominato
SECONDED by Councillor Kirby-Yung

THAT the recommendations and actions taken by the Standing Committee on Policy and Strategic Priorities at its meeting of April 10, 2024, as contained in Report 1 through 4 and Council Members' Motions 1 through 3, be approved.

CARRIED UNANIMOUSLY

URGENT BUSINESS

1. Motion to Seek Table Officer Position with Federation of Canadian Municipalities (FCM) for the Upcoming Years

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Klassen

WHEREAS The Federation of Canadian Municipalities (FCM) represents the interests of member municipalities on policy and program matters that fall within federal jurisdiction;

WHEREAS FCM's Board of Directors is comprised of elected municipal officials from all regions and sizes of communities to form a broad base of support and provide FCM with the united voice required to carry the municipal message to the federal government;

WHEREAS FCM's Annual General Meeting (AGM) will be held in conjunction with the Annual Conference and Trade Show, June 6-9, 2024, followed by the election of FCM's Board of Directors; and

WHEREAS the City of Vancouver Mayor and Councillor Expenses By-law No. 11529 states that Council approves the attendance by Councillors at each annual convention, and attendance by an appointed member of Council at any committee meeting, of the Federation of Canadian Municipalities, as eligible activities.

BE IT RESOLVED that Council of the City of Vancouver endorse Councillor Rebecca Bligh to stand for election on FCM's Board of Directors for the period starting in June 2024 and ending June 2026; and

BE IT FURTHER RESOLVED all costs associated with Councillor Rebecca Bligh attending FCM's Board of Directors meetings be funded through the Councillor's Travel and Training budget.

CARRIED UNANIMOUSLY (Vote No. 09907)

ADJOURNMENT

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Zhou

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

The Council adjourned at 4:39 pm.

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