



## REPORT TO COUNCIL

### STANDING COMMITTEE OF COUNCIL ON CITY FINANCE AND SERVICES

**JULY 24, 2024**

A meeting of the Standing Committee of Council on City Finance and Services was held on Wednesday, July 24, 2024, at 9:32 am, in the Council Chamber, Third Floor, City Hall. This Council meeting was convened in person and via electronic means as authorized by the Part 14 of the *Procedure By-law*.

**PRESENT:** Councillor Rebecca Bligh\*, Chair  
Councillor Christine Boyle  
Councillor Adriane Carr  
Councillor Lisa Dominato  
Councillor Pete Fry\*  
Councillor Mike Klassen  
Councillor Sarah Kirby-Yung\*  
Councillor Peter Meiszner  
Councillor Brian Montague\*  
Councillor Lenny Zhou, Vice Chair

**ABSENT:** Mayor Ken Sim (Leave of Absence – Civic Business)

**CITY MANAGER'S OFFICE:** Paul Mochrie, City Manager

**CITY CLERK'S OFFICE:** Lesley Matthews, Deputy City Clerk  
Olivia Kam, 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 team members who work hard every day to help make our city an incredible place to live, work, and play.

### **PROCLAMATION - 80th Anniversary of the Sister-City Relationship Between Vancouver and Odesa, Ukraine**

The Acting Mayor proclaimed August 14, 2024, as the 80th Anniversary of the Vancouver-Odesa Sister City Partnership and invited Honorary Consul General Mir Huculak, guests from the

Ukrainian Canadian Congress and members of the Ukrainian community to accept the Proclamation.

### **MATTERS ADOPTED ON CONSENT**

MOVED by Councillor Meiszner  
SECONDED by Councillor Klassen

THAT the Committee recommend to Council

THAT Council adopt Reports 2 and 4 on consent.

CARRIED UNANIMOUSLY

### **PRESENTATIONS**

#### **1. 2024 Annual Directors' Update on Transportation, Public Space and Street Use**

The Director of Transportation and Director of Public Space and Street Use provided a presentation and responded to questions.

\* \* \* \* \*

*During questions to staff, it was*

*MOVED by Councillor Dominato  
SECONDED by Councillor Meiszner*

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

*CARRIED UNANIMOUSLY*

*Subsequently, it was*

*MOVED by Councillor Boyle  
SECONDED by Councillor Dominato*

*THAT under section 5.5 of the Procedure By-law, the Committee suspend the rules to permit a third round of questions to staff.*

*CARRIED UNANIMOUSLY AND  
BY THE REQUIRED MAJORITY*

\* \* \* \* \*

## REPORTS

### 1. **Contract Award for Debt Collection Agency Services June 28, 2024**

Staff from Finance and Supply Chain Management responded to questions.

\* \* \* \* \*

*During questions to staff, it was*

*MOVED by Councillor Fry  
SECONDED by Councillor Boyle*

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

*CARRIED UNANIMOUSLY*

\* \* \* \* \*

MOVED by Councillor Zhou  
SECONDED by Councillor Dominato

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate an agreement for Debt Collection Services with Gatestones & Co. Inc. for an estimated total contract value of \$2,032,965.00 over the initial five-year term, with the City holding two of two-year options to extend (the "Agreement"), for total of \$3,591,571.00 plus applicable taxes over the potential nine-year term. The services will be funded from within the City's 2024 Operating Budget.
- B. THAT Council delegate its authority to execute the Agreement to the City's Director of Legal Services, Chief Procurement Officer, and General Manager of Finance & Supply Chain Management.

No legal rights or obligations will be created by Council's approval of A and B above unless and until the City executes and delivers the Agreement.

CARRIED UNANIMOUSLY (Vote No. 10167)

### 2. **Contract Award for Supply and Delivery of Junction Boxes and Vaults June 28, 2024**

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate an agreement for the Supply and Delivery of Junction Box and Vaults with Delta Irrigation Products LTD DBA Delta

HD Conduit ("Delta HD Conduit") for an estimated total contract value of \$1,861,347.61 plus applicable taxes over an initial three-year term (the "Agreement"), with the City holding three two-year options to extend the Agreement, for a total value of \$5,584,042.83 plus applicable taxes over the potential nine-year term.

- B. THAT Council delegate its authority to execute the Agreement to the City's Director of Legal Services, Chief Procurement Officer, and General Manager of Engineering Services.

No legal rights or obligations will be created by Council's approval of A and B above unless and until the City executes and delivers the Agreement.

ADOPTED ON CONSENT (Vote No. 10175)

**3. Contract Award for Consultant for Expo Deck Deconstruction  
June 24, 2024**

Staff from Engineering Services responded to questions.

MOVED by Councillor Kirby-Yung  
SECONDED by Councillor Meiszner

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate an agreement for a consultant for design and contract administration services for the deconstruction of City's portion of the Expo Deck structure with Advisian (Worley Canada Services Ltd.) for an estimated total contract value of \$4,500,000.00 over the initial nine (9) year term and the one (1) year possible unilateral extension terms (the "Agreement"). The initial award value is \$1,235,534.86 for the Initial Design Phase of Deconstruction which will be funded from Expo Deck Deconstruction Program (CPG-00009) and the Structures Seawall Rehabilitation Program (CPM-00052). The remaining cost for finalizing the design, contract administration and construction support will be funded through future capital plans as they are approved by Council.
- B. THAT Council delegate its authority to execute the Agreement to the City's Director of Legal Services, Chief Procurement Officer, and General Manager of the Engineering Department.

No legal rights or obligations will be created by Council's approval of A and B above unless and until the City executes and delivers the Agreement.

CARRIED UNANIMOUSLY (Vote No. 10168)

**4. Contract Award for Provision of Mobile Parking Payment System  
June 11, 2024**

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate an agreement for the Provision of Mobile Parking Payment System with HotSpot Parking Inc. (a subsidiary of Arcadis N.V.) for an estimated contract value of approximately \$6,100,000 over the initial five (5)-year term, and an estimated contract value for the entire potential ten (10)-year term including all possible five (5) unilateral one (1)-year extension terms (the "Agreement") of approximately \$12,200,000, which will be funded from the annual operating budget for contract services.
- B. THAT Council delegate its authority to execute the Agreement to the City's Director of Legal Services, Chief Procurement Officer, and General Manager of Engineering Services.

No legal rights or obligations will be created by Council's approval of A and B above unless and until the City executes and delivers the Agreement.

ADOPTED ON CONSENT (Vote No. 10176)

**5. Debenture Program 2024  
June 25, 2024**

MOVED by Councillor Kirby-Yung  
SECONDED by Councillor Dominato

THAT the Committee recommend to Council

- A. THAT Council authorize the issuance of up to \$125 million of City of Vancouver debentures, utilizing borrowing authorities approved as part of the Capital Budgets between 2019 and 2023 as follows:

<u>Borrowing authorities from the 2019-2022 Capital Plan:</u>	
Street and bridge infrastructure	\$ 3,684,487
Street lighting, traffic signals and communications systems	\$ 7,779,320
Maintenance of community and civic facilities	\$ 12,120,000
Renovations of community and civic facilities	\$ 10,727,899
Maintenance and renovations of parks	\$ 5,758,250
Replacement of existing community facilities	\$ 31,812,850
Replacement of existing civic facilities	\$ 1,550,000
Subtotal 2019-2022 Capital Plan:	\$ 73,432,806
<u>Borrowing authorities from the 2023-2026 Capital Plan:</u>	
Street and bridge infrastructure	\$ 42,000,000
Core operating technology	\$ 9,567,194
Subtotal 2023-2026 Capital Plan:	\$ 51,567,194
Total	<u>\$ 125,000,000</u>

- B. THAT, until the borrowing authorities established pursuant to A above are exercised, the Deputy Director of Finance be empowered to act and instruct the City's bank syndicate to proceed with the issuance of the debentures, and to set the interest rate, price, and other terms and conditions on which the debentures will be issued by the City.

It should be noted that once the Deputy Director of Finance instructs the bank syndicate to offer the debentures in the public market, Council will be required to enact the appropriate borrowing by-law to authorize issuance of the debentures.

CARRIED UNANIMOUSLY (Vote No. 10169)  
(Councillor Montague absent for the vote)

### COUNCIL MEMBERS' MOTIONS

#### 1. Installing Means Prevention Fencing on the Granville Street Bridge

\* \* \* \* \*

*At this point in the proceedings, it was*

*MOVED by Councillor Fry  
SECONDED by Councillor Boyle*

*THAT the Committee extend the meeting past noon in order to complete Council Members' Motion 1. Installing Means Prevention Fencing on the Granville Street Bridge.*

CARRIED UNANIMOUSLY  
(Councillor Montague absent for the vote)

\* \* \* \* \*

The Committee heard from four speakers who spoke in support of the motion.

MOVED by Councillor Boyle  
SECONDED by Councillor Dominato

THAT the Committee recommend to Council

#### WHEREAS

1. The Granville Bridge runs directly over Granville Island, which has seen 21 suicide incidents, including 6 fatalities, since 2019, with marked increases in individuals with suicide-related activity since 2019, requiring rescue or response from local mariners<sup>1</sup> and/or Granville Island security;

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<sup>1</sup> Mariners join call for suicide prevention fencing on Vancouver's Granville Bridge (2024, June 11) <https://www.vancouverisawesome.com/local-news/mariners-join-call-for-suicide-prevention-fencing-on-vancouvers-granville-bridge-9065184>

2. The Granville Bridge Connector project is designed to make the Granville bridge safer and more accessible to people walking and rolling. Attracting more pedestrians will require adequate fencing for basic safety, and the minimum standard for pedestrian fencing in hazardous areas is 1.8 metres. Current fencing on Granville Bridge is 1.14 metres<sup>2</sup>, effective suicide prevention fencing height is a minimum of 2.3 metres;
3. Physical barriers on bridges, such as adequate fencing, are the only effective way to stop suicides by jumping from bridges, and are associated with a 93% reduction in suicide deaths per year.<sup>3</sup> Crisis phones on bridges are known to be ineffective deterrents and should be seen as a tool to connect people in distress rather than effective suicide prevention;
4. The installation of suicide barriers on the Burrard Bridge has resulted in zero suicide deaths from that Bridge since 2017;
5. Responding to incidents on bridges without barriers are much more dangerous for both the person in distress and the police, fire, ambulance, and bystanders seeking to help; adding increased pressure on an already high-pressure situation;
6. Rising construction costs suggest that delaying the design and construction of suicide prevention barriers to a later date will cost considerably more than current construction costs;
7. The Capital Plan Mid Term Update, presented to Council on June 26th, includes \$300,000 to support a conceptual design of means prevention fencing on the Granville Bridge, to provide greater certainty on the project cost and scope. Council committing funds to implement the project would help to secure matching funds from senior levels of government.

THEREFORE BE IT RESOLVED

- A. THAT Council commit to installing means prevention fencing as part of the Granville Street Connector construction.
- B. THAT Council commit to fully funding this means prevention fencing as an indication of the City's commitment to the project and intention to preserve the lives of individuals in mental health crisis, and direct staff to seek senior government funding and support;

FURTHER THAT Council direct staff to reallocate funds as part of the next capital plan reallocation update.

amended

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<sup>2</sup> Hemmer et al. *Interventions to reduce suicides at suicide hotspots: a systematic review and meta-analysis* (2017) [https://www.thelancet.com/journals/lancet/article/PIIS2215-0366\(15\)00266-7/fulltext](https://www.thelancet.com/journals/lancet/article/PIIS2215-0366(15)00266-7/fulltext)

<sup>3</sup> Interventions to Prevent Suicide from Bridges (2018). <https://novascotia.cmha.ca/wp-content/uploads/2018/06/Interventions-to-Prevent-Suicides-from-Bridges.pdf>

AMENDMENT MOVED by Councillor Dominato  
SECONDED by Councillor Zhou

THAT B be amended as follows:

- In THAT, add the words “at minimum, a third of the project costs”, after the words “commit to fully funding”;
- In THAT, delete the words “and support” and replace with the words “to match the contribution of the City to this project”;
- In FURTHER THAT, delete the word “reallocate”, and replace with “include”;
- In FURTHER THAT, delete the words “as part of”, and replace with “for this project within”;
- In FURTHER THAT, delete the words “next capital plan reallocation update”, and replace with “2027-2030 Capital Plan”.

FURTHER THAT the following clause be added as C:

THAT Council endorse the resolution entitled “Including Means Prevention Fencing within the National Suicide Prevention Action Plan”, to the Federation of Canadian Municipalities.

## RESOLUTION

### **Including Means Prevention Fencing Within the National Suicide Prevention Action Plan**

WHEREAS, Physical barriers on bridges, such as adequate fencing, are the only effective way to stop suicides by jumping from bridges, and are associated with a 93% reduction in suicide deaths per year, and responding to incidents on bridges without barriers are much more dangerous for both the person in distress and the police, fire, ambulance, and bystanders seeking to help; and

WHEREAS, Rising construction costs suggest that delaying the design and construction of suicide prevention barriers to a later date will cost considerably more than current construction costs; now therefore be it

RESOLVED, That the Federation of Canadian Municipalities advocate that the federal government include municipal infrastructure funding to help municipalities with the costs of adding life-saving suicide means prevention barriers to existing bridges in Canada, as part of the Means Prevention mandate in the National Suicide Prevention Action Plan 2024-2027.

amended

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

THAT the following clause be added as D:

THAT Council direct staff to identify any other opportunities for reallocation that may arise within the 2023 - 2026 Capital Plan.



CARRIED UNANIMOUSLY (Vote No. 10170)  
(Councillors Kirby-Yung and Montague absent for the vote)

The amendment to the amendment having carried unanimously, the Committee agreed to separate the vote on the components of the amendment as amended. Subsequently, the amendment as amended was put with B having CARRIED (Vote No. 10171) with Councillors Boyle, Carr and Fry opposed and Councillors Kirby-Yung and Montague absent for the vote and C and D having CARRIED UNANIMOUSLY (Vote No. 10172) with Councillors Kirby-Yung and Montague absent for the vote.

\* \* \* \* \*

*During discussion, Chair Bligh relinquished the Chair to Vice-Chair Zhou in order to provide comments and resumed the role of Chair once finished.*

\* \* \* \* \*

The amendment as amended having carried, the Committee agreed to separate the vote on the components of the motion as amended. Subsequently, the motion as amended was put with A, C and D having CARRIED UNANIMOUSLY (Vote No. 10173) with Councillors Kirby-Yung and Montague absent for the vote and B having CARRIED (Vote No. 10174) with Councillors Carr and Fry opposed, Councillor Boyle abstaining from the vote and Councillors Kirby-Yung and Montague absent for the vote.

## FINAL MOTION AS APPROVED

### WHEREAS

1. The Granville Bridge runs directly over Granville Island, which has seen 21 suicide incidents, including 6 fatalities, since 2019, with marked increases in individuals with suicide-related activity since 2019, requiring rescue or response from local mariners<sup>4</sup> and/or Granville Island security;
2. The Granville Bridge Connector project is designed to make the Granville bridge safer and more accessible to people walking and rolling. Attracting more pedestrians will require adequate fencing for basic safety, and the minimum standard for pedestrian fencing in hazardous areas is 1.8 metres. Current fencing on Granville Bridge is 1.14 metres<sup>5</sup>, effective suicide prevention fencing height is a minimum of 2.3 metres;
3. Physical barriers on bridges, such as adequate fencing, are the only effective way to stop suicides by jumping from bridges, and are associated with a 93%

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<sup>4</sup> Mariners join call for suicide prevention fencing on Vancouver's Granville Bridge (2024, June 11) <https://www.vancouverisawesome.com/local-news/mariners-join-call-for-suicide-prevention-fencing-on-vancouvers-granville-bridge-9065184>

<sup>5</sup> Hemmer et al. *Interventions to reduce suicides at suicide hotspots: a systematic review and meta-analysis* (2017) [https://www.thelancet.com/journals/lancet/article/PIIS2215-0366\(15\)00266-7/fulltext](https://www.thelancet.com/journals/lancet/article/PIIS2215-0366(15)00266-7/fulltext)

reduction in suicide deaths per year.<sup>6</sup> Crisis phones on bridges are known to be ineffective deterrents and should be seen as a tool to connect people in distress rather than effective suicide prevention;

4. The installation of suicide barriers on the Burrard Bridge has resulted in zero suicide deaths from that Bridge since 2017;
5. Responding to incidents on bridges without barriers are much more dangerous for both the person in distress and the police, fire, ambulance, and bystanders seeking to help; adding increased pressure on an already high-pressure situation;
6. Rising construction costs suggest that delaying the design and construction of suicide prevention barriers to a later date will cost considerably more than current construction costs;
7. The Capital Plan Mid Term Update, presented to Council on June 26th, includes \$300,000 to support a conceptual design of means prevention fencing on the Granville Bridge, to provide greater certainty on the project cost and scope. Council committing funds to implement the project would help to secure matching funds from senior levels of government.

**THEREFORE BE IT RESOLVED**

- A. THAT Council commit to installing means prevention fencing as part of the Granville Street Connector construction.
- B. THAT Council commit to fully funding, at minimum, a third of the project costs for this means prevention fencing as an indication of the City's commitment to the project and intention to preserve the lives of individuals in mental health crisis, and direct staff to seek senior government funding to match the contribution of the City to this project;

FURTHER THAT Council direct staff to include funds for this project within the 2027 - 2030 Capital Plan.

- C. THAT Council endorse the resolution entitled "Including Means Prevention Fencing within the National Suicide Prevention Action Plan", to the Federation of Canadian Municipalities.
- D. THAT Council direct staff to identify any other opportunities for reallocation that may arise within the 2023 - 2026 Capital Plan.

**RESOLUTION**

**Including Means Prevention Fencing Within the National Suicide Prevention Action Plan**

WHEREAS, Physical barriers on bridges, such as adequate fencing, are the only effective way to stop suicides by jumping from bridges, and are associated with a 93%

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<sup>6</sup> Interventions to Prevent Suicide from Bridges (2018). <https://novascotia.cmha.ca/wp-content/uploads/2018/06/Interventions-to-Prevent-Suicides-from-Bridges.pdf>

reduction in suicide deaths per year, and responding to incidents on bridges without barriers are much more dangerous for both the person in distress and the police, fire, ambulance, and bystanders seeking to help; and

WHEREAS, Rising construction costs suggest that delaying the design and construction of suicide prevention barriers to a later date will cost considerably more than current construction costs; now therefore be it

RESOLVED, That the Federation of Canadian Municipalities advocate that the federal government include municipal infrastructure funding to help municipalities with the costs of adding life-saving suicide means prevention barriers to existing bridges in Canada, as part of the Means Prevention mandate in the National Suicide Prevention Action Plan 2024-2027.

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*The Committee recessed at 12:22 pm and reconvened at 1:26 pm.*

\* \* \* \* \*

## **2. Taking Urgent Action to Boost Street Capacity and Speed up Transit Service for Vancouverites**

The Committee heard from 35 speakers who spoke in support of the motion and one speaker who spoke in opposition to the motion.

MOVED by Councillor Boyle

SECONDED by Councillor Dominato

THAT the Committee recommend to Council

WHEREAS

1. In November 2023, City Council unanimously committed to addressing delay and overcrowding on transit by investing in cost-effective transit priority measures<sup>7</sup>. Since November, ridership and overcrowding have continued to grow resulting in bus riders throughout Metro Vancouver spending over 28,000 hours stuck in traffic every weekday;
2. Crucial bus routes in Vancouver are getting slower, increasing operating costs and diverting resources away from addressing crowding despite Vancouver being more reliant on buses than almost any other city in Canada or the US, having the second highest ridership per capita<sup>8</sup>;

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<sup>7</sup> *Advancing Rapid Transit and Priority RapidBus upgrade Projects in Vancouver to Support Complete Communities, Livability and Growth* (2023) <https://council.vancouver.ca/20231004/documents/a2.pdf>

<sup>8</sup> Freemark, Yohan (@yfreemark) (2024) <https://x.com/yfreemark/status/1785796351051051432>

3. Dedicated bus lanes are a quick and inexpensive solution allowing the City to quickly increase the capacity of the transportation system to quadruple the carrying capacity of a single travel lane<sup>9</sup>, as demonstrated during the 2010 Olympics<sup>10</sup>;
4. Slow transit travel times are one of the top reasons Metro Vancouver residents choose to drive. Transit priority projects across the Lower Mainland have consistently resulted in 5-35% reductions in travel time<sup>11</sup>, a difference significant enough to typically increase ridership by 4% to 6%<sup>12</sup>;
5. Transit delays do not impact everyone equally. 24% of households in Vancouver have no car access at all. This number is much higher among those with lower income, recent immigrants, and certain visible minority groups<sup>13</sup>. South Vancouver is one of the most diverse parts of the region<sup>14</sup> and is one of the most reliant on public transit<sup>15</sup>;
6. The demand for transit will continue increasing in the coming years, with the City population expected to grow by about 1% (approximately 7,000 people)<sup>16</sup> annually. In addition to projected population growth, the 2026 FIFA World Cup will necessitate infrastructure to support moving hundreds of thousands of additional people over the 2-week tournament;
7. In order to reach the City's commitments of 2/3 of trips being made on foot, bike or transit by 2030 outlined in Transportation 2040<sup>17</sup>, a mode shift of approximately 2% per year away from personal motor vehicles to walking, cycling, or transit is required;
8. Offset Bus Lanes can be implemented<sup>18</sup> where bus lanes run through commercial zones. This preserves space for loading, parking, and patios in the curbside lane, improving transit while also supporting local businesses;
9. TransLink has identified eight corridors in Vancouver as top priorities<sup>19</sup> for bus lane improvements. Funding available for this work is currently being left on the

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<sup>9</sup> National Association of City Transportation Officials, *Transit Street Design Guide: Designing to Move People* (2016) <https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people/>

<sup>10</sup> Host City Olympic Transportation Plan (2009) <https://www.cbc.ca/bc/news/bc-090311-vanoc-olympic-transportation-plan-maps.pdf>

<sup>11</sup> Translink. 2023 *Bus Speed and Reliability Report*. Pg. 60-61 (2024) <https://view.publitas.com/translink/bus-speed-and-reliability-report-2023/page/60-61>

<sup>12</sup> Victoria Transit Policy Institute. *When are Bus Lanes Warranted?* (2016) <https://www.vtppi.org/blw.pdf>

<sup>13</sup> City of Vancouver. 2022 *Vancouver Transportation Fall Survey Final Report*. (2023) <https://vancouver.ca/files/cov/2022-transportation-survey-report.pdf>

<sup>14</sup> CensusMapper. *Visible Minority* (2022) <https://censusmapper.ca/maps/3604#11/49.1783/-122.9525>  
<https://censusmapper.ca/maps/3719#10/49.2432/-123.1252>

<sup>16</sup> <https://metrovancover.org/services/regional-planning/Documents/metro-vancouver-growth-projections-tables.pdf>

<sup>17</sup> [https://vancouver.ca/files/cov/Transportation\\_2040\\_Plan\\_as\\_adopted\\_by\\_Council.pdf](https://vancouver.ca/files/cov/Transportation_2040_Plan_as_adopted_by_Council.pdf)

<sup>18</sup> National Association of City Transportation Officials, *Transit Street Design Guide: Offset Bus Lanes* (2016) <https://nacto.org/publication/transit-street-design-guide/transit-streets/two-way-streets/offset-bus-lane-street/>

<sup>19</sup> Translink. *Translink Identifies 20 Corridors that need bus priority*. (2024) <https://www.translink.ca/news/2024/april/translink%20identifies%20%20corridors%20that%20need%20bus%20priority>

table. These solutions are an excellent investment, with most projects paying for themselves within 10 years and many within 2 years<sup>20</sup>.

THEREFORE BE IT RESOLVED

A. THAT the City of Vancouver work with TransLink to design and implement dedicated bus lanes, as outlined in TransLink's 2024 Bus Speed and Reliability Report<sup>21</sup>, along the eight priority corridors in Vancouver<sup>22</sup>, including along the routes where ongoing speed and reliability planning work was initiated by the motion "Advancing Rapid Transit and Priority RapidBus upgrade Projects in Vancouver to Support Complete Communities, Livability and Growth" passed in 2023:

- a. Southeast Marine Drive
- b. 49th Avenue
- c. Hastings Street
- d. Main Street / Kingsway

As well as the four additional TransLink top priority routes not covered in the previous motion:

- e. Broadway
- f. King Edward Avenue
- g. West 4th Avenue
- h. Downtown to the Ironworkers Memorial Bridge (Powell, Cordova, and others)

FURTHER THAT the City of Vancouver commit to completing the above improvements at a rate of at least 2 corridors per year beginning in 2025; and that the City work together with TransLink to determine the optimal order;

AND FURTHER THAT where new proposed bus lanes would run through commercial areas, City staff work with TransLink and local Business Improvement Associations (BIAs) to address concerns and maintain loading access and patio space where that is a BIA priority.

- B. THAT Council direct the City Manager to allocate sufficient planning and engineering resources to access additional TransLink funding for implementing these transit priority measures.
- C. THAT Council request the Mayor write a letter to the Province advocating for automated bus lane enforcement within the City of Vancouver.

amended

<sup>20</sup> Translink. 2023 *Bus Speed and Reliability Report*. Pg. 60-61 (2024)

<sup>21</sup> Translink. 2023 *Bus Speed and Reliability Report*. Appendix B (2024)

<sup>22</sup> <https://www.translink.ca/news/2024/april/translink%20identifies%20%20corridors%20that%20need%20bus%20priority>

AMENDMENT MOVED by Councillor Kirby-Yung  
SECONDED by Councillor Zhou

THAT A be amended as follows:

- In THAT, delete the word “eight”, before the words “priority corridors in Vancouver”, and replace with “nine”;
- In THAT, add the words “and resulting from”, after the words “planning work was initiated by”.
- In THAT, add the phrase “and the subsequent approval and achieved funding from TransLink of \$11 million for bus-priority corridors in the City’s current Action Plan which is on-track to achieve five completed corridors by 2026 at a rate of at least 2 corridors per year:” to the end of the clause;
- In THAT, add “Granville Street” to the list of priority corridors;
- In THAT, add the words “with consideration to the work underway to complete a Great Street” after “Broadway” in the additional TransLink top priority routes list;
- In THAT, add the words “in alignment with previous Council direction on May 10, 2023 to engage with Translink on the potential of changing Cordova Street to a two-way street to support traffic flow in the area and complement a more pedestrian-friendly Gastown” after “Downtown to the Ironworkers Memorial Bridge (Powell, Cordova, and others) in the additional TransLink top priority routes list;
- In FURTHER THAT, delete the word “commit” and replace with the words “to follow through on”;
- In FURTHER THAT, add the words “achieving four completed corridors by 2026” after the words “for the above improvements”;
- In FURTHER THAT, delete the words “beginning in 2025”;
- In FURTHER THAT, add the words “of the next four routes”, after the words “optimal order”.

FURTHER THAT the following clause be added as D:

THAT Council direct staff to utilize the TransLink Speed and Reliability Report in its medium-term public transit planning for Vancouver.

CARRIED UNANIMOUSLY (Vote No. 10177)  
(Councillor Montague absent for the vote)

The amendment having carried unanimously, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 10178) with Councillor Montague absent for the vote.

## FINAL MOTION AS APPROVED

### WHEREAS

1. In November 2023, City Council unanimously committed to addressing delay and overcrowding on transit by investing in cost-effective transit priority measures<sup>23</sup>. Since November, ridership and overcrowding have continued to grow resulting in bus riders throughout Metro Vancouver spending over 28,000 hours stuck in traffic every weekday;
2. Crucial bus routes in Vancouver are getting slower, increasing operating costs and diverting resources away from addressing crowding despite Vancouver being more reliant on buses than almost any other city in Canada or the US, having the second highest ridership per capita<sup>24</sup>;
3. Dedicated bus lanes are a quick and inexpensive solution allowing the City to quickly increase the capacity of the transportation system to quadruple the carrying capacity of a single travel lane<sup>25</sup>, as demonstrated during the 2010 Olympics<sup>26</sup>;
4. Slow transit travel times are one of the top reasons Metro Vancouver residents choose to drive. Transit priority projects across the Lower Mainland have consistently resulted in 5-35% reductions in travel time<sup>27</sup>, a difference significant enough to typically increase ridership by 4% to 6%<sup>28</sup>;
5. Transit delays do not impact everyone equally. 24% of households in Vancouver have no car access at all. This number is much higher among those with lower income, recent immigrants, and certain visible minority groups<sup>29</sup>. South Vancouver is one of the most diverse parts of the region<sup>30</sup> and is one of the most reliant on public transit<sup>31</sup>;
6. The demand for transit will continue increasing in the coming years, with the City population expected to grow by about 1% (approximately 7,000 people)<sup>32</sup> annually. In addition to projected population growth, the 2026 FIFA World Cup will necessitate infrastructure to support moving hundreds of thousands of additional people over the 2-week tournament;

<sup>23</sup> *Advancing Rapid Transit and Priority RapidBus upgrade Projects in Vancouver to Support Complete Communities, Livability and Growth* (2023) <https://council.vancouver.ca/20231004/documents/a2.pdf>

<sup>24</sup> Freemark, Yohan (@yfreemark) (2024) <https://x.com/yfreemark/status/1785796351051051432>

<sup>25</sup> National Association of City Transportation Officials, *Transit Street Design Guide: Designing to Move People* (2016) <https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people/>

<sup>26</sup> Host City Olympic Transportation Plan (2009) <https://www.cbc.ca/bc/news/bc-090311-vanoc-olympic-transportation-plan-maps.pdf>

<sup>27</sup> Translink. *2023 Bus Speed and Reliability Report*. Pg. 60-61 (2024) <https://view.publitas.com/translink/bus-speed-and-reliability-report-2023/page/60-61>

<sup>28</sup> Victoria Transit Policy Institute. *When are Bus Lanes Warranted?* (2016) <https://www.vtppi.org/blw.pdf>

<sup>29</sup> City of Vancouver. *2022 Vancouver Transportation Fall Survey Final Report*. (2023) <https://vancouver.ca/files/cov/2022-transportation-survey-report.pdf>

<sup>30</sup> CensusMapper. *Visible Minority* (2022) <https://censusmapper.ca/maps/3604#11/49.1783/-122.9525>

<sup>31</sup> <https://censusmapper.ca/maps/3719#10/49.2432/-123.1252>

<sup>32</sup> <https://metrovancover.org/services/regional-planning/Documents/metro-vancouver-growth-projections-tables.pdf>

7. In order to reach the City's commitments of 2/3 of trips being made on foot, bike or transit by 2030 outlined in Transportation 2040<sup>33</sup>, a mode shift of approximately 2% per year away from personal motor vehicles to walking, cycling, or transit is required;
8. Offset Bus Lanes can be implemented<sup>34</sup> where bus lanes run through commercial zones. This preserves space for loading, parking, and patios in the curbside lane, improving transit while also supporting local businesses;
9. TransLink has identified eight corridors in Vancouver as top priorities<sup>35</sup> for bus lane improvements. Funding available for this work is currently being left on the table. These solutions are an excellent investment, with most projects paying for themselves within 10 years and many within 2 years<sup>36</sup>.

THEREFORE BE IT RESOLVED

- A. THAT the City of Vancouver work with TransLink to design and implement dedicated bus lanes, as outlined in TransLink's 2024 Bus Speed and Reliability Report, along the nine priority corridors in Vancouver, including along the routes where ongoing speed and reliability planning work was initiated by and resulting from the motion "Advancing Rapid Transit and Priority RapidBus upgrade Projects in Vancouver to Support Complete Communities, Livability and Growth" passed in 2023, and the subsequent approval and achieved funding from TransLink of \$11 million for bus-priority corridors in the City's current Action Plan which is on-track to achieve five completed corridors by 2026 at a rate of at least 2 corridors per year:

- a) Granville Street
- b) Southeast Marine Drive
- c) 49th Avenue
- d) Hastings Street
- e) Main Street / Kingsway

As well as the four additional TransLink top priority routes not covered in the previous motion:

- f) Broadway, with consideration to the work underway to complete a Great Street
- g) King Edward Avenue
- h) West 4th Avenue
- i) Downtown to the Ironworkers Memorial Bridge (Powell, Cordova, and others), in alignment with previous Council direction on May 10, 2023, to engage with Translink on the potential of changing Cordova Street to a

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<sup>33</sup> [https://vancouver.ca/files/cov/Transportation\\_2040\\_Plan\\_as\\_adopted\\_by\\_Council.pdf](https://vancouver.ca/files/cov/Transportation_2040_Plan_as_adopted_by_Council.pdf)

<sup>34</sup> National Association of City Transportation Officials, *Transit Street Design Guide: Offset Bus Lanes* (2016) <https://nacto.org/publication/transit-street-design-guide/transit-streets/two-way-streets/offset-bus-lane-street/>

<sup>35</sup> Translink. *Translink Identifies 20 Corridors that need bus priority*. (2024) <https://www.translink.ca/news/2024/april/translink%20identifies%2020%20corridors%20that%20need%20bus%20priority>

<sup>36</sup> Translink. *2023 Bus Speed and Reliability Report*. Pg. 60-61 (2024)



two-way street to support traffic flow in the area and complement a more pedestrian-friendly Gastown.

FURTHER THAT the City of Vancouver follow through on completing the established timeline for the above improvements, achieving four completed corridors by 2026, at a rate of at least 2 corridors per year; and that the City work together with TransLink to determine the optimal order of the next four routes;

AND FURTHER THAT where new proposed bus lanes would run through commercial areas, City staff work with TransLink and local Business Improvement Associations (BIAs) to address concerns and maintain loading access and patio space where that is a BIA priority.

- B. THAT Council direct the City Manager to allocate sufficient planning and engineering resources to access additional TransLink funding for implementing these transit priority measures.
- C. THAT Council request the Mayor write a letter to the Province advocating for automated bus lane enforcement within the City of Vancouver.
- D. THAT Council direct staff to utilize the TransLink Speed and Reliability Report in its medium-term public transit planning for Vancouver.

**3. Closing the Gap: Investing in the City of Vancouver's Food System to Increase Food Access and Support a Resilient, Equitable, and Sustainable Food System for All**

The Committee heard from ten speakers who spoke in support of the motion.

MOVED by Councillor Carr  
SECONDED by Councillor Kirby-Yung

THAT the Committee recommend to Council

WHEREAS

1. Household food insecurity<sup>37</sup> is when a household worries about or lacks the financial means to buy nutritious, safe, and personally acceptable foods;
2. While food insecurity and income/poverty largely remain the jurisdiction of senior levels of government, municipal government nonetheless has an important role to play in supporting a resilient, equitable, accessible, and sustainable food system for all Vancouver residents;
3. Food insecurity remains a persistent and growing problem in the region with the 2023 estimates for British Columbia (BC) being the highest in almost 20 years of

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<sup>37</sup> [2023-10-05\\_HouseholdFoodInsecurityReport.pdf \(bccdc.ca\)](#)

monitoring. In 2023, 21.8% of people are living in food insecure households in BC<sup>38</sup> (6.2% marginally food insecure, 9.8% moderately food insecure, 5.8% severely food insecure). This represents a significant increase in food insecurity from 16.8% of BC households in 2022. Rising pressures have contributed to increasing food insecurity, including housing affordability, inflation, and climate-related impacts to our food supply;

4. Food insecurity is closely tied to structural inequities, racism, discrimination, and colonialism, and certain populations are disproportionately impacted by food insecurity:
  - Indigenous population aged 15 years and over in BC: **39.2%**
  - Recent immigrants (10 years or less) aged 15 years and over in BC: **24.9%**
  - Children under the age of 18 in BC: **28.8%**;
5. The 2023 Metro Vancouver Living Wage for Families BC<sup>39</sup> report outlined that a third of two-parent families in Metro Vancouver have total family incomes below the living wage family income (32%). In addition, food is the second-most expensive item in the living wage family budget and one of the fastest growing, dwarfed only by the costs of shelter. Food prices in BC are increasing nearly twice as fast as general inflation, as indicated by the Consumer Price Index for food. Food costs rose by 6.1% since last year, adding an extra \$68 per month to the family budget;
6. The negative impacts of food insecurity on people's physical and social well-being have been well documented. Research findings demonstrate the associations between food insecurity and adverse health and well-being outcomes in child, youth, adult, and senior populations. Children in food insecure households have an increased likelihood of various adverse physical health, development, social, and academic outcomes. Among adults and seniors, household food insecurity is linked with poorer dietary intake, diabetes management, cognitive health, and mental health outcomes;
7. We have a rising food insecurity problem; and we also have a broken food system. In Canada, 58% of the food produced<sup>40</sup> (35.5 million tonnes) is lost and wasted annually; and 32% of this food (valued at about \$49.46 billion) is edible and could be redirected to support people in our communities. In Canada, only 4% of surplus edible food is rescued<sup>41</sup> and redistributed. In addition, food waste represents a critical environmental challenge: 6-8% of global greenhouse gas emissions are the result of food loss and waste; and 56.5 million tonnes of CO<sub>2</sub>e emissions are created annually in Canada due to food loss and waste;
8. While food insecurity is the inadequate or insecure access to food due to financial constraints (an income/poverty problem), community and social service organizations in Vancouver have nonetheless been instrumental in addressing

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<sup>38</sup> [In 2023, 21.8% of people are living in food insecure households in BC](#)

<sup>39</sup> [2023 Metro Vancouver Living Wage for Families BC](#)

<sup>40</sup> [58% of the food produced](#)

<sup>41</sup> [only 4% of surplus edible food is rescued](#)

complex food systems challenges and rising food insecurity in the city, demonstrating remarkable resilience and innovation in expanding food access and sustainability initiatives amidst increasing demand for food systems support. Many organizations have pivoted or expanded their food services (especially during COVID-19) to meet community needs; but most of the emergency funding has decreased/ended, even though the demand for food programs remains elevated. In this context, food donations from businesses have played a crucial role in mitigating food insecurity (and reducing food waste), allowing organizations with limited budgets and capacity to meet the rising demand for food program and services. As outlined in the City of Vancouver Map of Free and Low-Cost Food Programs<sup>42</sup>, **79 food programs are currently available to Vancouver residents** in need of food services, and the City of Vancouver gratefully acknowledges the ongoing support provided by these organizations;

9. This mismatch between community needs and nonprofits' capacity to meet those needs has been documented. Findings from the 2024 State of BC's Non-Profit Sector report<sup>43</sup> outlined that 76% of BC nonprofits surveyed reported an increased demand for overall services, but 31% reported their capacity to respond to community needs had decreased;
10. An array of community-led and nonprofit organizations are advancing food security, addressing the impacts of food insecurity, and reclaiming Indigenous food sovereignty. A selection of the food systems initiatives in the City of Vancouver include:
  - The **Vancouver Neighbourhood Food Networks (VNFN)**<sup>44</sup> are a network of community organizations committed to promoting food security in neighbourhoods across the City of Vancouver (15 networks now exist in Vancouver). VNFN is committed to food equity and access, education, skill building, and advocacy, particularly for community members who are struggling economically. This work is based on the principle that all members of society have the right to quality food. VNFN provides a space for networks to collaborate, share best practices and advocate for food equity and justice, ecologically and culturally sustainable food systems, and community food resilience with a unified voice. In 2023, the VNFN served 47,668 people, distributed 81,693 food boxes and 156,693 meals, and hosted 1,097 food and garden workshops;
  - Several **urban Indigenous food projects** are aiming to reclaim Indigenous food sovereignty and restore Indigenous food systems in the City of Vancouver, including the V6A Garden at the Astoria Hotel, which provides a critical reconnection with land and traditional practice for many living in the Downtown Eastside. Dawn Morrison's work with the Ancestral Foodways Project in Strathcona Park provides a reconceptualization framework for traditional food growing that transcends the scope and scale of the dominant agricultural narrative; and Leona Brown's work with

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<sup>42</sup> [City of Vancouver Map of Free and Low-Cost Food Programs](#)

<sup>43</sup> [2024 State of BC's Non-Profit Sector report](#)

<sup>44</sup> [Vancouver Neighbourhood Food Networks \(VNFN\)](#)

the Vancouver Urban Food Forest Foundation provides another form of ancestral food growing and land stewardship used by Indigenous and Coast Salish Nations since time immemorial;

- The informal **Vancouver Food Recovery Network** provides essential food donations to over 150 community-serving organizations providing food programming, allowing these organizations to tackle the City's most pressing issues: homelessness, substance use, mental health challenges, domestic violence, and systemic racism. Most of these partner organizations specialize in serving low-income people and equity-seeking groups and are challenged with funding and capacity limits; and the Vancouver Food Recovery Network supports their food-related programming, which is part of a broader holistic approach to community development. In 2023, the four largest food recovery organizations in the city (Food Stash Foundation, Vancouver Food Runners, Quest Nonprofit Grocery Markets, and CityReach Care Society) collected and distributed 4.47 million pounds of healthy, edible surplus food (3.72 million equivalent meals) (in-kind value: \$15.72 million), and this mitigated approximately 7.55 million pounds of CO<sub>2</sub>e from the environment. This work also saves the City of Vancouver and businesses money by rerouting their surplus food to the best possible end use;

11. The unique economic, geographic, and demographic characteristics of Vancouver necessitates multi-sector, place-based, and tailored local responses to these challenges, including municipal investments in food systems programming and services. Importantly, place-based initiatives help to increase collaboration across organizations, build trust between communities and organizations, use local strengths to build essential assets, and connect grassroots efforts to the public policy sector. Unfortunately, local organizations are currently stretched beyond capacity to meet the demand from residents experiencing food insecurity and needing food services. In Vancouver Food Runners' 2023 Nonprofit Partner Feedback Survey (completed by 41 organizations operating food programs and providing wraparound social services), the top two challenges to operate their food programs were funding and lack of infrastructure (fridges/freezers);

12. Given rising food insecurity in Vancouver and the pressures on nonprofit organizations to meet community needs, the Vancouver Food Policy Council (with data provided by City of Vancouver staff) has identified several concerning trends in municipal funding for food systems work:

- **Limited funding:** Within the \$2.2 billion City of Vancouver 2024 Operating Budget, only \$700,826 is earmarked for food-focused operating grants. Regular access to food is foundational for good health, mental well-being, and a thriving community, but the City of Vancouver only allocated 0.03% of the 2024 Operating Budget towards food systems initiatives;
- **No increase to food funding over time:** Funding for food systems has remained stagnant, with no increases to address inflation nor rising

community demand: total food systems funding has remained under \$950,000 for the last four years. The \$950,000 represents combined funding for food systems work across Operating and Capital budgets and includes investments through ACCS (Social Policy and Projects) and PDS (Sustainability and Strategic and Long-Range Planning) Most of this funding is variable year to year. The only sources of dedicated food systems funding are the Sustainable Food Systems an school Food grants, which are nested under the Social Policy Grants Operating Budget and totalled \$680,000 in 2024;

- **Demand for food funding is growing:** the Sustainable Food Systems Grant is oversubscribed. In 2022, \$413,588 was requested from organizations, but only \$202,516 was allocated; and many organizations that need funding do not even apply to this grant because they know their chance of receiving funding is so low;
  - **No funding for certain initiatives:** Within the current funding parameters, certain projects remain underfunded or unfunded at the municipal level, particularly Indigenous food sovereignty initiatives and food recovery programs (e.g. Food Stash, Vancouver Food Runners, Quest Nonprofit Grocery Markets, and CityReach Care Society);
13. The City of Vancouver recognizes the importance of regular food access for residents and a sustainable and resilient food system, as several City of Vancouver strategies and action plans highlight the importance of food. As outlined in the City of Vancouver Healthy City Strategy (2015-2018), food plays a powerful role in connecting people, in building strong and resilient communities, and in preventing and managing chronic illnesses;
  14. The Vancouver Food Strategy (2013) includes supporting and enabling community food assets; empowering residents to be involved in community food programming (e.g., volunteering, job skills training, working); and improving Vancouver residents' regular access to healthy food;
  15. With respect to the recent Park Board Local Food Action Plan (2023), objectives include increasing food assets; advancing sustainable local food economies; and engaging and increasing the capacity of Vancouver food networks;
  16. The Vancouver Plan (2022) also highlighted that food is a basic human right and a defining element of day-to-day life for residents, and that food insecurity is higher among equity-denied groups, such as racialized and Indigenous community members. In the Plan, the City of Vancouver has committed to ensuring a just and sustainable food system, with a focus on multiple core elements: improving food access, supporting and strengthening Vancouver's food supply chain, leveraging new development and community infrastructure for food systems work, and addressing climate change. The Vancouver Plan also outlines that the food system is also a major climate change driver, contributing up to one third of global GHG emissions;

17. Investing in food systems is also aligned with City Council's current strategic priorities (2023 – 2026);
  - With respect to “**healthy, inclusive, and equitable**,” improving food access directly puts Vancouverites’ physical and mental health front and centre and alleviates barriers to residents’ well-being and sense of belonging;
  - Directly supporting Indigenous food systems will support **Reconciliation**, advance Indigenous food sovereignty, and nurture a mutually respectful relationship with the local Indigenous Nations (this is also a Call to Action in the City of Vancouver’s UNDRIP Strategy);
  - Supporting initiatives that help to prevent food waste addresses the **climate emergency** and advances circular practices in the food sector. This work also **supports businesses** with reducing their food and hauling costs and helps them to become more sustainable;
  - Investing in a food system that is **vibrant and diverse** also allows for innovation, job creation, and ensures that Vancouver remains a dynamic and engaging city for all;
18. Despite recent 2023 contributions through the BC government (\$200 million to increase food security [including \$30 million for Indigenous food sovereignty], and \$214 million for the Feeding Futures Fund to improve food access for children at school), these funds remain insufficient to achieve universal food access in Vancouver and bridge gaps across socioeconomic backgrounds, underscoring the urgent need for enhanced municipal investment to achieve physical well-being, mental health, emotional resilience, and equity goals;
19. An increase in municipal funding for local food assets and programs would allow the City of Vancouver to align its efforts with the province and improve resource efficiency, service delivery, policy consistency, community well-being, cross-jurisdictional legislative support, and enhanced accountability.

THEREFORE BE IT RESOLVED

THAT Council direct City of Vancouver staff to explore and develop a food systems funding strategy that is in line with City Council’s strategic priorities; examines an increase to Social Operating Grants; and will address the gap between current municipal food systems funding and the need for financial investments that will create a resilient, equitable, sustainable, innovative, and vibrant food system for all Vancouver residents, with particular attention given to:

- Increasing funding for the Sustainable Food Systems Grant;
- Creating an Indigenous Food Systems Grant;
- Creating a funding or contract mechanism specifically for initiatives that recover and redirect food from waste.

amended

AMENDMENT MOVED by Councillor Carr  
SECONDED by Councillor Fry

THAT the following be added as an additional clause:

FURTHER THAT Council direct staff to consider the funding requests contained in this motion as part of the internal review of the Sustainable Food Systems grant stream planned for summer-fall 2024, in anticipation of launching a new set of multi-year grants in Q1 2025.

CARRIED UNANIMOUSLY (Vote No. 10179)  
(Councillor Montague absent for the vote)

AMENDMENT MOVED by Councillor Kirby-Yung  
SECONDED by Councillor Carr

THAT the following clauses be added as new letter:

THAT Council recognizes that the ability to obtain secure, affordable operating space in neighbourhoods across the City is crucial to food driven non-profits and service providers and to ensuring a sustainable food system in Vancouver;

FURTHER THAT Council direct staff to evaluate opportunities in City owned or operated buildings in need areas across the City of below market leases for food driven non-profits in order to support a resilient, geographically distributed, sustainable food system, and to support the financial health and stability of these City benefitting services, and report back to Council by January 2025 with options, considerations and recommendations.

CARRIED UNANIMOUSLY (Vote No. 10180)  
(Councillor Montague absent for the vote)

The amendments having carried unanimously, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 10181) with Councillor Montague absent for the vote.

## **FINAL MOTION AS APPROVED**

WHEREAS

1. Household food insecurity<sup>45</sup> is when a household worries about or lacks the financial means to buy nutritious, safe, and personally acceptable foods;
2. While food insecurity and income/poverty largely remain the jurisdiction of senior levels of government, municipal government nonetheless has an important role to play in supporting a resilient, equitable, accessible, and sustainable food system for all Vancouver residents;

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<sup>45</sup> [2023-10-05\\_HouseholdFoodInsecurityReport.pdf \(bccdc.ca\)](#)

3. Food insecurity remains a persistent and growing problem in the region with the 2023 estimates for British Columbia (BC) being the highest in almost 20 years of monitoring. In 2023, 21.8% of people are living in food insecure households in BC<sup>46</sup> (6.2% marginally food insecure, 9.8% moderately food insecure, 5.8% severely food insecure). This represents a significant increase in food insecurity from 16.8% of BC households in 2022. Rising pressures have contributed to increasing food insecurity, including housing affordability, inflation, and climate-related impacts to our food supply;
4. Food insecurity is closely tied to structural inequities, racism, discrimination, and colonialism, and certain populations are disproportionately impacted by food insecurity:
  - Indigenous population aged 15 years and over in BC: **39.2%**
  - Recent immigrants (10 years or less) aged 15 years and over in BC: **24.9%**
  - Children under the age of 18 in BC: **28.8%**;
5. The 2023 Metro Vancouver Living Wage for Families BC<sup>47</sup> report outlined that a third of two-parent families in Metro Vancouver have total family incomes below the living wage family income (32%). In addition, food is the second-most expensive item in the living wage family budget and one of the fastest growing, dwarfed only by the costs of shelter. Food prices in BC are increasing nearly twice as fast as general inflation, as indicated by the Consumer Price Index for food. Food costs rose by 6.1% since last year, adding an extra \$68 per month to the family budget;
6. The negative impacts of food insecurity on people's physical and social well-being have been well documented. Research findings demonstrate the associations between food insecurity and adverse health and well-being outcomes in child, youth, adult, and senior populations. Children in food insecure households have an increased likelihood of various adverse physical health, development, social, and academic outcomes. Among adults and seniors, household food insecurity is linked with poorer dietary intake, diabetes management, cognitive health, and mental health outcomes;
7. We have a rising food insecurity problem; and we also have a broken food system. In Canada, 58% of the food produced<sup>48</sup> (35.5 million tonnes) is lost and wasted annually; and 32% of this food (valued at about \$49.46 billion) is edible and could be redirected to support people in our communities. In Canada, only 4% of surplus edible food is rescued<sup>49</sup> and redistributed. In addition, food waste represents a critical environmental challenge: 6-8% of global greenhouse gas emissions are the result of food loss and waste; and 56.5 million tonnes of CO<sub>2</sub>e emissions are created annually in Canada due to food loss and waste;

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<sup>46</sup> [In 2023, 21.8% of people are living in food insecure households in BC](#)

<sup>47</sup> [2023 Metro Vancouver Living Wage for Families BC](#)

<sup>48</sup> [58% of the food produced](#)

<sup>49</sup> [only 4% of surplus edible food is rescued](#)



8. While food insecurity is the inadequate or insecure access to food due to financial constraints (an income/poverty problem), community and social service organizations in Vancouver have nonetheless been instrumental in addressing complex food systems challenges and rising food insecurity in the city, demonstrating remarkable resilience and innovation in expanding food access and sustainability initiatives amidst increasing demand for food systems support. Many organizations have pivoted or expanded their food services (especially during COVID-19) to meet community needs; but most of the emergency funding has decreased/ended, even though the demand for food programs remains elevated. In this context, food donations from businesses have played a crucial role in mitigating food insecurity (and reducing food waste), allowing organizations with limited budgets and capacity to meet the rising demand for food program and services. As outlined in the City of Vancouver Map of Free and Low-Cost Food Programs<sup>50</sup>, **79 food programs are currently available to Vancouver residents** in need of food services, and the City of Vancouver gratefully acknowledges the ongoing support provided by these organizations;
9. This mismatch between community needs and nonprofits' capacity to meet those needs has been documented. Findings from the 2024 State of BC's Non-Profit Sector report<sup>51</sup> outlined that 76% of BC nonprofits surveyed reported an increased demand for overall services, but 31% reported their capacity to respond to community needs had decreased;
10. An array of community-led and nonprofit organizations are advancing food security, addressing the impacts of food insecurity, and reclaiming Indigenous food sovereignty. A selection of the food systems initiatives in the City of Vancouver include:
  - The **Vancouver Neighbourhood Food Networks (VNFN)**<sup>52</sup> are a network of community organizations committed to promoting food security in neighbourhoods across the City of Vancouver (15 networks now exist in Vancouver). VNFN is committed to food equity and access, education, skill building, and advocacy, particularly for community members who are struggling economically. This work is based on the principle that all members of society have the right to quality food. VNFN provides a space for networks to collaborate, share best practices and advocate for food equity and justice, ecologically and culturally sustainable food systems, and community food resilience with a unified voice. In 2023, the VNFN served 47,668 people, distributed 81,693 food boxes and 156,693 meals, and hosted 1,097 food and garden workshops;
  - Several **urban Indigenous food projects** are aiming to reclaim Indigenous food sovereignty and restore Indigenous food systems in the City of Vancouver, including the V6A Garden at the Astoria Hotel, which provides a critical reconnection with land and traditional practice for many living in the Downtown Eastside. Dawn Morrison's work with the Ancestral

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<sup>50</sup> [City of Vancouver Map of Free and Low-Cost Food Programs](#)

<sup>51</sup> [2024 State of BC's Non-Profit Sector report](#)

<sup>52</sup> [Vancouver Neighbourhood Food Networks \(VNFN\)](#)

Foodways Project in Strathcona Park provides a reconceptualization framework for traditional food growing that transcends the scope and scale of the dominant agricultural narrative; and Leona Brown's work with the Vancouver Urban Food Forest Foundation provides another form of ancestral food growing and land stewardship used by Indigenous and Coast Salish Nations since time immemorial;

- The informal **Vancouver Food Recovery Network** provides essential food donations to over 150 community-serving organizations providing food programming, allowing these organizations to tackle the City's most pressing issues: homelessness, substance use, mental health challenges, domestic violence, and systemic racism. Most of these partner organizations specialize in serving low-income people and equity-seeking groups and are challenged with funding and capacity limits; and the Vancouver Food Recovery Network supports their food-related programming, which is part of a broader holistic approach to community development. In 2023, the four largest food recovery organizations in the city (Food Stash Foundation, Vancouver Food Runners, Quest Nonprofit Grocery Markets, and CityReach Care Society) collected and distributed 4.47 million pounds of healthy, edible surplus food (3.72 million equivalent meals) (in-kind value: \$15.72 million), and this mitigated approximately 7.55 million pounds of CO<sub>2</sub>e from the environment. This work also saves the City of Vancouver and businesses money by rerouting their surplus food to the best possible end use;
11. The unique economic, geographic, and demographic characteristics of Vancouver necessitates multi-sector, place-based, and tailored local responses to these challenges, including municipal investments in food systems programming and services. Importantly, place-based initiatives help to increase collaboration across organizations, build trust between communities and organizations, use local strengths to build essential assets, and connect grassroots efforts to the public policy sector. Unfortunately, local organizations are currently stretched beyond capacity to meet the demand from residents experiencing food insecurity and needing food services. In Vancouver Food Runners' 2023 Nonprofit Partner Feedback Survey (completed by 41 organizations operating food programs and providing wraparound social services), the top two challenges to operate their food programs were funding and lack of infrastructure (fridges/freezers);
12. Given rising food insecurity in Vancouver and the pressures on nonprofit organizations to meet community needs, the Vancouver Food Policy Council (with data provided by City of Vancouver staff) has identified several concerning trends in municipal funding for food systems work:
- **Limited funding:** Within the \$2.2 billion City of Vancouver 2024 Operating Budget, only \$700,826 is earmarked for food-focused operating grants. Regular access to food is foundational for good health, mental well-being, and a thriving community, but the City of Vancouver only allocated 0.03% of the 2024 Operating Budget towards food systems

initiatives;

- **No increase to food funding over time:** Funding for food systems has remained stagnant, with no increases to address inflation nor rising community demand: total food systems funding has remained under \$950,000 for the last four years. The \$950,000 represents combined funding for food systems work across Operating and Capital budgets and includes investments through ACCS (Social Policy and Projects) and PDS (Sustainability and Strategic and Long-Range Planning) Most of this funding is variable year to year. The only sources of dedicated food systems funding are the Sustainable Food Systems an school Food grants, which are nested under the Social Policy Grants Operating Budget and totalled \$680,000 in 2024;
  - **Demand for food funding is growing:** the Sustainable Food Systems Grant is oversubscribed. In 2022, \$413,588 was requested from organizations, but only \$202,516 was allocated; and many organizations that need funding do not even apply to this grant because they know their chance of receiving funding is so low;
  - **No funding for certain initiatives:** Within the current funding parameters, certain projects remain underfunded or unfunded at the municipal level, particularly Indigenous food sovereignty initiatives and food recovery programs (e.g. Food Stash, Vancouver Food Runners, Quest Nonprofit Grocery Markets, and CityReach Care Society);
13. The City of Vancouver recognizes the importance of regular food access for residents and a sustainable and resilient food system, as several City of Vancouver strategies and action plans highlight the importance of food. As outlined in the City of Vancouver Healthy City Strategy (2015-2018), food plays a powerful role in connecting people, in building strong and resilient communities, and in preventing and managing chronic illnesses;
  14. The Vancouver Food Strategy (2013) includes supporting and enabling community food assets; empowering residents to be involved in community food programming (e.g., volunteering, job skills training, working); and improving Vancouver residents' regular access to healthy food;
  15. With respect to the recent Park Board Local Food Action Plan (2023), objectives include increasing food assets; advancing sustainable local food economies; and engaging and increasing the capacity of Vancouver food networks;
  16. The Vancouver Plan (2022) also highlighted that food is a basic human right and a defining element of day-to-day life for residents, and that food insecurity is higher among equity-denied groups, such as racialized and Indigenous community members. In the Plan, the City of Vancouver has committed to ensuring a just and sustainable food system, with a focus on multiple core elements: improving food access, supporting and strengthening Vancouver's food supply chain, leveraging new development and community infrastructure for food systems work, and addressing climate change. The Vancouver Plan also

outlines that the food system is also a major climate change driver, contributing up to one third of global GHG emissions;

17. Investing in food systems is also aligned with City Council's current strategic priorities (2023 – 2026);
  - With respect to "**healthy, inclusive, and equitable**," improving food access directly puts Vancouverites' physical and mental health front and centre and alleviates barriers to residents' well-being and sense of belonging;
  - Directly supporting Indigenous food systems will support **Reconciliation**, advance Indigenous food sovereignty, and nurture a mutually respectful relationship with the local Indigenous Nations (this is also a Call to Action in the City of Vancouver's UNDRIP Strategy);
  - Supporting initiatives that help to prevent food waste addresses the **climate emergency** and advances circular practices in the food sector. This work also **supports businesses** with reducing their food and hauling costs and helps them to become more sustainable;
  - Investing in a food system that is **vibrant and diverse** also allows for innovation, job creation, and ensures that Vancouver remains a dynamic and engaging city for all;
18. Despite recent 2023 contributions through the BC government (\$200 million to increase food security [including \$30 million for Indigenous food sovereignty], and \$214 million for the Feeding Futures Fund to improve food access for children at school), these funds remain insufficient to achieve universal food access in Vancouver and bridge gaps across socioeconomic backgrounds, underscoring the urgent need for enhanced municipal investment to achieve physical well-being, mental health, emotional resilience, and equity goals;
19. An increase in municipal funding for local food assets and programs would allow the City of Vancouver to align its efforts with the province and improve resource efficiency, service delivery, policy consistency, community well-being, cross-jurisdictional legislative support, and enhanced accountability.

#### THEREFORE BE IT RESOLVED

- A. THAT Council direct City of Vancouver staff to explore and develop a food systems funding strategy that is in line with City Council's strategic priorities; examines an increase to Social Operating Grants; and will address the gap between current municipal food systems funding and the need for financial investments that will create a resilient, equitable, sustainable, innovative, and vibrant food system for all Vancouver residents, with particular attention given to:
  - Increasing funding for the Sustainable Food Systems Grant;
  - Creating an Indigenous Food Systems Grant;

- Creating a funding or contract mechanism specifically for initiatives that recover and redirect food from waste.

FURTHER THAT Council direct staff to consider the funding requests contained in this motion as part of the internal review of the Sustainable Food Systems grant stream planned for summer-fall 2024, in anticipation of launching a new set of multi-year grants in Q1 2025.

- B. THAT Council recognizes that the ability to obtain secure, affordable operating space in neighbourhoods across the City is crucial to food driven non-profits and service providers and to ensuring a sustainable food system in Vancouver;

FURTHER THAT Council direct staff to evaluate opportunities in City owned or operated buildings in need areas across the City of below market leases for food driven non-profits in order to support a resilient, geographically distributed, sustainable food system, and to support the financial health and stability of these City benefitting services, and report back to Council by January 2025 with options, considerations and recommendations.

\* \* \* \* \*

*Prior to Council Members' Motion 4, Chair Bligh left the meeting and relinquished the Chair to Vice-Chair Zhou for the remainder of the meeting.*

\* \* \* \* \*

#### **4. Scope Review for Improved Governance**

MOVED by Councillor Montague  
SECONDED by Councillor Kirby-Yung

THAT the Committee recommend to Council

##### WHEREAS

1. On October 1, 2019, Council passed a motion directing staff to review the operation of the City's [then] current Code of Conduct Policy and report back with recommendations as to how the Code of Conduct could be improved to better promote and enforce ethical standards. In performing the review, Council directed staff to consider best practices in ethics regimes and ethics regimes implemented in other Canadian jurisdictions;
2. In accordance with the motion passed by Council in October 2019, staff conducted a review of the Code of Conduct in use at the time and reported back at the January 20, 2021, Standing Committee on City Finance and Services meeting with recommendations;
3. Chief among the recommendations presented by staff on January 20, 2021, was the direction for the City Solicitor to bring forward a By-law for enactment entitled

“The Code of Conduct for Council Members and Advisory Board Members (BY-LAW NO. \_\_\_\_\_,” which would serve to create a new Code of Conduct By-Law applicable to Council Members and Advisory Board Members;

4. Additionally, the January 20, 2021, staff report to Council identified several other key recommendations, including (but not limited to):
  - Retaining an independent third party on a set term with a mandate for education, advice, and investigation;
  - Minimizing overlap between the new Code and other applicable legislation;
  - Setting a procedure for regular review of the Code.
5. On February 9, 2021, Council enacted the new Code of Conduct By-law as recommended by staff (BY-LAW NO. 12886);
6. Under section 5.1 of the Code of Conduct By-Law No. 12886, the appointment of an Integrity Commissioner is a defined action, as are the respective duties and responsibilities of the Commissioner, which are set out in section 5.7 of the Code. These duties and responsibilities include:
  - to investigate City Council and Advisory Board member’s Code of Conduct By-Law complaints;
  - to provide advice and recommendations to City Council and Advisory Board members regarding their ethical obligations and responsibilities;
  - to aid the public in their understanding of the Code of Conduct By-Law, the Vancouver Charter, and the Code of Conduct;
7. In March 2021, Council appointed the first ad hoc Integrity Commissioner for the City of Vancouver under the Code of Conduct By-Law and then in January 2022 appointed the first Commissioner for a two-year term;
8. The Code of Conduct requires the Integrity Commissioner to publish an annual report by December 1 of each year that includes a summary of the work of the Integrity Commissioner and any advice or recommendations that the Integrity Commissioner has that might improve the text or operation of the By-law;
9. On December 1, 2022, the Office of the Integrity Commissioner submitted its first Annual Report to the City Manager for the period January 1, 2022 to October 31, 2022;
10. The Integrity Commissioner’s annual report for 2022 identified several recommendations to improve the efficacy of the Code of Conduct By-law. City staff subsequently reviewed these recommendations and, on April 26, 2023 and again on May 10, 2023, presented the results of their review to Council and recommended the adoption of the Integrity Commissioner’s recommendations;

11. On April 26, 2023, and again on May 10, 2023, staff presented their review of the Integrity Commissioner's Annual Report recommendations and recommended the adoption of the Commissioner's recommendations;
12. On May 10, 2023, Council considered and endorsed the staff recommendations drawn from the Annual Report of the Office of the Integrity Commissioner. Council instructed staff to bring forward proposed amendments to the Code of Conduct By-law for the consideration of Council to reflect these recommendations;
13. In October 2023, Council subsequently enacted a By-law to amend the Code of Conduct By-law No. 12886 with amending By-law No. 13793 in accordance with Council's May 2023 direction to staff;
14. In due course, the Office of the Integrity Commissioner submitted its Annual Report for the period November 1, 2022, to October 31, 2023, to the City Manager on December 1, 2023;
15. In accordance with the Code of Conduct requirement for the Integrity Commissioner to provide any advice or recommendations that might improve the text or operation of the By-law, the Integrity Commissioner's 2023 Annual Report notes the following along with a recommended course of action:
  - *“Through the handling of inquiries and complaints to the Office in the last two years, we recognize **that the scope of the Integrity Commissioner's role in providing oversight of the conduct of Council and Advisory Board Members is not always clear.** We recommend this be mitigated through amendments to the Code of Conduct By-law.”;*
16. Carrying out reviews and evaluations of programs, policies, and procedures on an ongoing basis, including external reviews that offer organizations the benefit of outside objectivity and expertise, is a hallmark of good governance best practices and the value of a continuous process of improvement. It is therefore incumbent upon Council to ensure that that the Code of Conduct and the scope of the Integrity Commissioner's role in providing oversight of the conduct of Council and Advisory Board Members is clear and that the text and operation of the By-law effective.

THEREFORE BE IT RESOLVED

THAT Council direct staff to initiate an independent third-party review of the Code of Conduct By-law No. 12886 to ensure that the Code of Conduct and the scope of the Integrity Commissioner Office in providing oversight on the conduct of Council and Advisory Board Members is clear and that the text and operation of the By-law is effective, including but not limited to an examination of the scope, processes, and procedures for receiving and addressing complaints by the Integrity Commissioner;

FURTHER THAT staff be directed to report back to Council for consideration, on or before September 24, 2024, with a list of recommended legal firms or agencies with the relevant expertise to conduct such a review, as well as Terms of Reference to the satisfaction of the City Manager.

amended

\* \* \* \* \*

*At this point in the proceedings, it was*

*MOVED by Councillor Klassen  
SECONDED by Councillor Meiszner*

*THAT the Committee extend the meeting past 5 pm in order to complete the remainder of the agenda.*

*CARRIED UNANIMOUSLY*

\* \* \* \* \*

*During discussion, Vice-Chair Zhou relinquished the Chair to Deputy Mayor Klassen in order to put forward an amendment and resumed the role of Chair following the vote on the amendment.*

\* \* \* \* \*

AMENDMENT MOVED by Councillor Zhou  
SECONDED by Councillor Montague

THAT the following clauses be added as new letter:

THAT, in light of the possibility that some current work by the Integrity Commissioner may be out of scope, and as a best practice when conducting a scope review, Council direct staff to prepare amendments to the Code of Conduct By-law for the consideration of Council that will temporarily pause any new or ongoing investigations by the Integrity Commissioner's Office pending the outcome of the independent review, including amendments that facilitate the free flow of information as necessary to conduct the third-party review;

FURTHER THAT the Integrity Commissioner's Office will continue to receive complaints from the public during the course of the independent review, with assessment to commence following the review's conclusion.

CARRIED (Vote No. 10182)  
(Councillors Boyle and Carr opposed)  
(Councillors Bligh and Fry absent for the vote)



The amendment having carried, the motion as amended was put and CARRIED (Vote No. 10183) with Councillor Carr and Boyle opposed and Councillors Fry and Bligh absent for the vote.

## FINAL MOTION AS APPROVED

### WHEREAS

1. On October 1, 2019, Council passed a motion directing staff to review the operation of the City's [then] current Code of Conduct Policy and report back with recommendations as to how the Code of Conduct could be improved to better promote and enforce ethical standards. In performing the review, Council directed staff to consider best practices in ethics regimes and ethics regimes implemented in other Canadian jurisdictions;
2. In accordance with the motion passed by Council in October 2019, staff conducted a review of the Code of Conduct in use at the time and reported back at the January 20, 2021, Standing Committee on City Finance and Services meeting with recommendations;
3. Chief among the recommendations presented by staff on January 20, 2021, was the direction for the City Solicitor to bring forward a By-law for enactment entitled "The Code of Conduct for Council Members and Advisory Board Members (BY-LAW NO. \_\_\_\_\_)," which would serve to create a new Code of Conduct By-Law applicable to Council Members and Advisory Board Members;
4. Additionally, the January 20, 2021, staff report to Council identified several other key recommendations, including (but not limited to):
  - Retaining an independent third party on a set term with a mandate for education, advice, and investigation;
  - Minimizing overlap between the new Code and other applicable legislation;
  - Setting a procedure for regular review of the Code.
5. On February 9, 2021, Council enacted the new Code of Conduct By-law as recommended by staff (BY-LAW NO. 12886);
6. Under section 5.1 of the Code of Conduct By-Law No. 12886, the appointment of an Integrity Commissioner is a defined action, as are the respective duties and responsibilities of the Commissioner, which are set out in section 5.7 of the Code. These duties and responsibilities include:
  - to investigate City Council and Advisory Board member's Code of Conduct By-Law complaints;
  - to provide advice and recommendations to City Council and Advisory Board members regarding their ethical obligations and responsibilities;

- to aid the public in their understanding of the Code of Conduct By-Law, the Vancouver Charter, and the Code of Conduct;
7. In March 2021, Council appointed the first ad hoc Integrity Commissioner for the City of Vancouver under the Code of Conduct By-Law and then in January 2022 appointed the first Commissioner for a two-year term;
  8. The Code of Conduct requires the Integrity Commissioner to publish an annual report by December 1 of each year that includes a summary of the work of the Integrity Commissioner and any advice or recommendations that the Integrity Commissioner has that might improve the text or operation of the By-law;
  9. On December 1, 2022, the Office of the Integrity Commissioner submitted its first Annual Report to the City Manager for the period January 1, 2022 to October 31, 2022;
  10. The Integrity Commissioner's annual report for 2022 identified several recommendations to improve the efficacy of the Code of Conduct By-law. City staff subsequently reviewed these recommendations and, on April 26, 2023 and again on May 10, 2023, presented the results of their review to Council and recommended the adoption of the Integrity Commissioner's recommendations;
  11. On April 26, 2023, and again on May 10, 2023, staff presented their review of the Integrity Commissioner's Annual Report recommendations and recommended the adoption of the Commissioner's recommendations;
  12. On May 10, 2023, Council considered and endorsed the staff recommendations drawn from the Annual Report of the Office of the Integrity Commissioner. Council instructed staff to bring forward proposed amendments to the Code of Conduct By-law for the consideration of Council to reflect these recommendations;
  13. In October 2023, Council subsequently enacted a By-law to amend the Code of Conduct By-law No. 12886 with amending By-law No. 13793 in accordance with Council's May 2023 direction to staff;
  14. In due course, the Office of the Integrity Commissioner submitted its Annual Report for the period November 1, 2022, to October 31, 2023, to the City Manager on December 1, 2023;
  15. In accordance with the Code of Conduct requirement for the Integrity Commissioner to provide any advice or recommendations that might improve the text or operation of the By-law, the Integrity Commissioner's 2023 Annual Report notes the following along with a recommended course of action:
    - *“Through the handling of inquiries and complaints to the Office in the last two years, we recognize **that the scope of the Integrity Commissioner's role in providing oversight of the conduct of***

***Council and Advisory Board Members is not always clear. We recommend this be mitigated through amendments to the Code of Conduct By-law.”;***

16. Carrying out reviews and evaluations of programs, policies, and procedures on an ongoing basis, including external reviews that offer organizations the benefit of outside objectivity and expertise, is a hallmark of good governance best practices and the value of a continuous process of improvement. It is therefore incumbent upon Council to ensure that that the Code of Conduct and the scope of the Integrity Commissioner’s role in providing oversight of the conduct of Council and Advisory Board Members is clear and that the text and operation of the By-law effective.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to initiate an independent third-party review of the Code of Conduct By-law No. 12886 to ensure that the Code of Conduct and the scope of the Integrity Commissioner Office in providing oversight on the conduct of Council and Advisory Board Members is clear and that the text and operation of the By-law is effective, including but not limited to an examination of the scope, processes, and procedures for receiving and addressing complaints by the Integrity Commissioner;

FURTHER THAT staff be directed to report back to Council for consideration, on or before September 24, 2024, with a list of recommended legal firms or agencies with the relevant expertise to conduct such a review, as well as Terms of Reference to the satisfaction of the City Manager.

- B. THAT, in light of the possibility that some current work by the Integrity Commissioner may be out of scope, and as a best practice when conducting a scope review, Council direct staff to prepare amendments to the Code of Conduct By-law for the consideration of Council that will temporarily pause any new or ongoing investigations by the Integrity Commissioner’s Office pending the outcome of the independent review, including amendments that facilitate the free flow of information as necessary to conduct the third-party review;

FURTHER THAT the Integrity Commissioner’s Office will continue to receive complaints from the public during the course of the independent review, with assessment to commence following the review’s conclusion.

The Committee adjourned at 5:19 pm.

\* \* \* \* \*



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

**JULY 24, 2024**

A meeting of the Council of the City of Vancouver was held on Wednesday, July 24, 2024, at 5:19 pm, in the Council Chamber, Third Floor, City Hall, following the Standing Committee on City Finance and Services meeting, to consider the recommendations and actions of the Committee.

**PRESENT:** Councillor Christine Boyle  
Councillor Adriane Carr  
Councillor Lisa Dominato  
Councillor Pete Fry  
Councillor Sarah Kirby-Yung  
Councillor Mike Klassen  
Councillor Peter Meiszner  
Councillor Brian Montague  
Councillor Lenny Zhou

**ABSENT:** Mayor Ken Sim (Leave of Absence – Civic Business)  
Councillor Rebecca Bligh

**CITY MANAGER'S OFFICE:** Paul Mochrie, City Manager

**CITY CLERK'S OFFICE:** Lesley Matthews, Acting Deputy City Clerk  
Olivia Kam, Meeting Coordinator

**COMMITTEE REPORTS**

Report of Standing Committee on City Finance and Services  
Wednesday, July 24, 2024

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

Presentations:

1. 2024 Annual Directors' Update on Transportation, Public Space and Street Use

Reports:

1. Contract Award for Debt Collection Agency Services
2. Contract Award for Supply and Delivery of Junction Boxes and Vaults
3. Contract Award for Consultant for Expo Deck Deconstruction
4. Contract Award for Provision of Mobile Parking Payment System
5. Debenture Program 2024

Council Members' Motions:

1. Installing Means Prevention Fencing on the Granville Street Bridge
2. Taking Urgent Action to Boost Street Capacity and Speed up Transit Service for Vancouverites
3. Closing the Gap: Investing in the City of Vancouver's Food System to Increase Food Access and Support a Resilient, Equitable, and Sustainable Food System for All
4. Scope Review for Improved Governance

MOVED by Councillor Dominato  
SECONDED by Councillor Carr

THAT the recommendations and actions taken by the Standing Committee on City Finance and Services at its meeting of July 24, 2024, as contained in Presentation 1, Reports 1 through 5 and Council Members' Motions 1 through 4, be approved.

CARRIED UNANIMOUSLY

**URGENT BUSINESS**

MOVED by Zhou  
SECONDED by Meiszner

THAT Councillor Meiszner be granted a Leave of Absence for civic business from meetings on July 26, 2024, from 9 am to 4 pm;

FURTHER THAT Councillor Klassen be granted a Leave of Absence for civic business from meetings on July 25, 2024, from 6 pm to 10 pm.

CARRIED UNANIMOUSLY

MOVED by Councillor Zhou  
SECONDED by Councillor Carr

THAT Councillor Boyle be granted a Leave of Absence for personal reasons from meetings on July 31, 2024.

CARRIED UNANIMOUSLY

**ADJOURNMENT**

MOVED by Councillor Dominato  
SECONDED by Councillor Carr

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

Council adjourned at 5:23 pm.

\* \* \* \* \*