



REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON CITY FINANCE AND SERVICES

MARCH 12, 2025

A meeting of the Standing Committee of Council on City Finance and Services was held on Wednesday, March 12, 2025, at 9:37 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 Lenny Zhou, Chair
- Mayor Ken Sim
- Councillor Rebecca Bligh
- Councillor Mike Klassen, Vice-Chair
- Councillor Peter Meiszner
- Councillor Lisa Dominato
- Councillor Pete Fry
- Councillor Sarah Kirby-Yung
- Councillor Brian Montague

CITY MANAGER'S OFFICE:

- Paul Mochrie, City Manager
- Armin Amrolia, Deputy City Manager

CITY CLERK'S OFFICE:

- Tina Penney, Deputy City Clerk
- Alyse Stewart, Meeting Coordinator

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.

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Prior to considering matters adopted on consent, Mayor Sim rose to declare a conflict of interest, under Section 145.2(2) of the Vancouver Charter, on Report 4 due to owning property in the area.

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MATTERS ADOPTED ON CONSENT

MOVED by Councillor Dominato
SECONDED by Councillor Klassen

THAT the Committee recommend to Council

THAT Council adopt Reports 1 through 5 on consent.

CARRIED UNANIMOUSLY
(Mayor Sim ineligible to vote on Report 4 due to conflict of interest)

REPORTS

1. 2025 Property Taxation – Targeted Land Assessment Averaging & Development Potential Relief Program March 4, 2025

THAT the Committee recommend to Council

- A. THAT Council approve, in principle, the extension of the pilot development potential relief program (“Pilot DPRP”) in 2025 for eligible Light Industry (Class 5) and Business and Other (Class 6) properties as authorized by s. 374.6 of the *Vancouver Charter*;

FURTHER THAT, for each neighborhood/zoning district, Council approve the percentage of assessed land value, up to a maximum of \$6.5 million for each eligible property, to be taxed at a general purpose tax rate that is 50% lower than the blended rate for Classes 5 and 6 (to be finalized based on the *2025 Revised Assessment Roll*) generally as outlined in Appendix G of the Report dated March 4, 2025, entitled “2025 Property Taxation – Targeted Land Assessment Averaging & Development Relief Program”.

- B. THAT the Director of Legal Services, in consultation with the Director of Finance, be instructed to bring forward for enactment a by-law in accordance with Council’s decision on A above.

- C. THAT Council approve, in principle, the continuation of the targeted 5-year land assessment averaging program (“Targeted Averaging”) in 2025 for the purpose of calculating property taxes for Residential (Class 1), Light Industry (Class 5), and Business and Other (Class 6) properties;

FURTHER THAT, in addition to the standard exclusions as outlined in the annual *Land Assessment Averaging By-law*, Council adopt a “threshold” of 10% above the property class average change for Class 1 and for Classes 5 and 6 (to be finalized based on the *2025 Revised Assessment Roll*) to define eligibility for Targeted Averaging;

FURTHER THAT, applying the averaging formula will not result in:

- i) a year-over-year change in values falling below the Council-adopted “threshold” for eligible Class 1, 5 and 6 properties; and
 - ii) a reduction in values exceeding \$6.5 million for eligible Class 5 and 6 properties.
- D. THAT properties impacted by a Director of Planning-initiated amendment to the *Zoning and Development By-law* or an Official Development Plan, between November 1, 2023 and October 31, 2024, be considered for Targeted Averaging, in accordance with the criteria set out in the annual *Land Assessment Averaging By-law*;
- FURTHER THAT properties whose owners sought additional density or a change in use through rezoning and received approval in principle from Council following a public hearing, whether enacted or not, or through Council-approved policy changes, between November 1, 2022, and October 31, 2024, not be eligible for Targeted Averaging;
- AND FURTHER THAT, subject to A and B above, properties that receive relief under the Pilot DPRP not be eligible for Targeted Averaging in accordance with s. 374.6(6)(b)(iii) of the *Vancouver Charter*.
- E. THAT the Director of Legal Services, in consultation with the Director of Finance, be instructed to bring forward for enactment a by-law in accordance with Appendix H of the Report dated March 4, 2025, entitled “2025 Property Taxation – Targeted Land Assessment Averaging & Development Relief Program” authorizing the use of Targeted Averaging in accordance with Council’s decision on C and D above.
- F. THAT, subject to adoption of the applicable by-law in E above, the Director of Finance be instructed to make appropriate arrangements with BC Assessment for the production of the *2025 Average Assessment Roll* at an estimated cost of ~\$30,000 plus applicable taxes; source of funding to be the 2025 Operating Budget.

ADOPTED ON CONSENT (Vote No. 10587)

**2. Supply and Delivery of Personal Protective Equipment (“PPE”)
February 11, 2025**

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate an agreement for the Supply and Delivery of Personal Protective Equipment with Weber Supply Company Inc. for an estimated total contract value of \$3,136,476 plus applicable taxes over the initial three-year term, with the City holding three two-year options to extend the contract for an estimated total value of \$9,409,430 plus applicable taxes over the potential nine-year term (the “Agreement”), which will be funded from user department’s operating and capital 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 Engineering Services.

ADOPTED ON CONSENT (Vote No. 10588)

**3. 2024 Q4 Quarterly Capital Budget Adjustments and Closeouts
February 25, 2025**

THAT the Committee recommend to Council

- A. THAT Council approve Capital Plan and Capital Budget adjustments as outlined in the Report dated February 25, 2025, entitled “2024 Q4 Quarterly Capital Budget Adjustments and Closeouts” which will result in:
 - i. An increase of \$15.1 million to the 2023-2026 Capital Plan; and
 - ii. An increase of \$40.3 million to the Multi-Year Capital Project Budgets.
- B. THAT, as part of the Capital Budget closeout process, Council approves the closeout of 3 completed projects with surplus/deficit exceeding \$0.2 million, as outlined in Appendix C of the Report dated February 25, 2025, entitled “2024 Q4 Quarterly Capital Budget Adjustments and Closeouts”.

ADOPTED ON CONSENT (Vote No. 10589)

**4. Approval of 2025-26 Business Improvement Area (BIA) Budgets
February 5, 2025**

THAT the Committee recommend to Council

- A. THAT Council approve the 2025-26 fiscal year Business Improvement Area (BIA) Budgets as described in the Report dated February 5, 2025, entitled “Approval of 2025-26 Business Improvement Area (BIA) Budgets”, approve grants to 22 BIAs totaling \$19,519,936 (to be disbursed as outlined in Table 1, column A of the above-noted Report).

- B. THAT Council instruct the Director of Legal Services to bring forward the appropriate rating by-laws to recover the amounts of the grants referenced in A above.

ADOPTED ON CONSENT (Vote No. 10590)
(Mayor Sim ineligible to vote due to a conflict of interest)

**5. Disaster Resilience & Innovation Funding Program Grant Application
February 11, 2025**

THAT the Committee recommend to Council

- A. THAT Council direct staff to submit a funding application for up to \$215,000 for the “Reducing Extreme Heat Risk in Existing Multifamily Buildings Project” through the Provincial Disaster Resilience & Innovation Funding (DRIF) program.
- B. THAT Council endorses the Project scope of work as presented in the Report dated February 11, 2025, entitled “Disaster Resilience & Innovation Funding Program Grant Application”.

ADOPTED ON CONSENT (Vote No. 10591)

COUNCIL MEMBERS’ MOTIONS

**1. Deferring the Collection of Development Cost Levies (DCLs) and Related
Development Charges to Support New Housing and Job Supply**

The Committee heard from one speaker who spoke in support of the motion.

MOVED by Councillor Bligh
SECONDED by Councillor Dominato

THAT the Committee recommend to Council

WHEREAS

1. Uncertain real estate market conditions, highlighted by softening demand along with rising costs (i.e. building material prices, skilled labour shortages, high interest rates, adjustments to local and regional (Metro and TransLink) Development Cost Levies/Charges (DCLs/DCCs), are all factoring into a challenging environment to deliver new housing, particularly rental;
2. Council has recognized the challenging market conditions in both 2023 and 2024 by deferring the City’s annual inflationary DCL rate adjustments, balancing the need to support new housing along with the need to deliver key infrastructure to support new development;
3. The City collects DCLs as well as regional DCCs on behalf of Metro Vancouver and TransLink from new development at the time of building permit issuance;

4. Altering the time of DCL/DCC collection could reduce upfront costs for new development, helping to unlock more housing starts and housing supply that are urgently needed to address the housing crisis;
5. Section 523D(8) of the *Vancouver Charter* generally requires that DCLs be collected when building permits are issued, but section 523D(9) also allows the City to authorize DCL payments in installments;
6. The City of Delta and Metro Vancouver are currently examining deferrals of DCCs to help unlock new housing construction, recognizing that legislation already allows for DCC deferrals based on installments extending out 2 years after building permit issuance; and
7. In addition to DCL deferral, the City can consider other initiatives related to development contributions and form of development charges that can help support development viability.

THEREFORE BE IT RESOLVED THAT Council direct staff to undertake a development viability review, taking into consideration:

- i) current real estate market conditions;
- ii) cumulative impact of local and regional development charges and timing of payment on housing delivery; and
- iii) impact of a development charge deferral program on the City's ability to deliver infrastructure and amenities to support new housing and jobs;

and report back to Council in Q2 2025 with:

- i) development charge deferral recommendations and risk mitigations;
- ii) potential legislative changes to support an optimal deferral program structure; and
- iii) other appropriate measures to help improve development viability;

FURTHER THAT Council direct staff to seek to engage Metro Vancouver, TransLink and the Province to coordinate and align efforts to enhance development viability that is streamlined and straightforward to administer and that ensures regional consistency for new development.

referred

REFERRAL MOVED by Councillor Kirby-Yung
SECONDED by Councillor Meiszner

THAT, recognizing that a staff report addressing considerations and recommendations for deferral of development charges is targeted to come to Council in May, and to align with this work already underway, Council refer the motion entitled "Deferring the Collection of Development Cost Levies (DCLs) and Related Development Charges to Support New Housing and Job Supply", to staff for information with direction to fully consider the following in the upcoming planned report:

- That the City's ability to deliver on community amenities is not compromised given that later fee collection could render amenity and infrastructure delivery more costly due to an escalating and uncertain cost environment;
- The expected impact of the status quo DCL payment deadlines on housing delivery;
- The impacts of fully deferred DCLs vs potential progressive or graduated payment schedules on housing and community amenity delivery;
- The potential impact and considerations of tariffs and supply chain disruptions for housing, critical infrastructure, and community amenity delivery;
- The specific impact of inflationary pressures and cost escalation on building materials; and
- The impact of deferral on the City's capital plan delivery and cash flow.

CARRIED (Vote No. 10583)
(Councillor Fry abstained from the vote)
(Councillors Bligh and Dominato opposed)

2. Sailing Past Gridlock Towers Sustainable Transportation Options

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

MOVED by Councillor Bligh
SECONDED by Councillor Dominato

THAT the Committee recommend to Council

WHEREAS

1. Traffic congestion in downtown Vancouver and on the Lion's Gate Bridge is a persistent issue, driven in part by a lack of regional transportation options, including for drivers heading to the Sunshine Coast and Bowen Island, and other destinations via Horseshoe Bay;
2. The City of Vancouver's Transportation 2040 plan called for infrastructure to realize a future where alternative forms of transportation, such as by passenger ferry, made transportation more convenient, rapid, affordable, and enjoyable, following the example of cities like San Francisco, Seattle, Singapore, Auckland, and Sydney;
3. The Hullo Ferry, which connects Vancouver and Nanaimo, served 400,000 passengers in its first year, diverting as many as 1,000 people daily from City roads;
4. The last decade and COVID-19 have seen many Vancouver residents move to Bowen Island and the Sunshine Coast, but continue to make regular visits to Vancouver, for reasons including employment, friends and family, recreation, and

other interests, deepening the need for connectivity with these communities and expanding Vancouver's role as a regional hub;¹

5. The Greenline Ferry Service is an unsolicited informal proposal for an all-electric passenger ferry service linking downtown Vancouver, Bowen Island, and the Sunshine Coast, a concept that enjoys popular support from across the region;
6. Downtown Vancouver is the ideal terminus for this ferry, offering easy access to key areas of the city, while also providing excellent connectivity to regional public transit services such as the West Coast Express, Skytrain, Seabus, R5 Rapid Bus, and ample intercept parking and ride-hailing services, which could reduce vehicle traffic through downtown, and help alleviate congestion, while softening air and sound pollution and supporting the city's climate goals; and
7. A passenger ferry service, like Greenline, would revolutionize commutes for local residents and transportation for visitors, boosting economic growth and making it easier to explore B.C.'s beautiful southern coast.

THEREFORE BE IT RESOLVED THAT Council direct staff to work with stakeholders, partners, and park board to consider proposals from potential service providers and report back regarding options and feasibility to land an electric passenger ferry service in Downtown Vancouver.

amended

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

THAT under Section 5.4(e) of the Procedure By-law, the Committee be permitted to ask a second round of questions.

CARRIED UNANIMOUSLY

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AMENDMENT MOVED by Councillor Klassen
SECONDED by Councillor Bligh

THAT the motion be amended to read as follows:

¹<https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=sunshine%20coast&DGUIDlist=2021A00055915062,2021A00035929&GENDERlist=1&STATISTIClist=1&HEADERlist=0>

THEREFORE BE IT RESOLVED THAT Council direct staff to engage with key stakeholders, specifically with TransLink (SeaBus terminal) and Cadillac Fairview, as well as Hullo Ferries, which already has dock access (Vancouver Ferry Terminal) adjacent to Downtown Vancouver, to explore and consider proposals from potential ferry service providers regarding options and feasibility to land an electric passenger ferry service in Downtown Vancouver;

FURTHER THAT staff be directed to consult with the Musqueam, Squamish, and Tsleil-Waututh First Nations as the longtime custodians of these lands to hear their perspectives on any proposals;

AND FURTHER THAT staff be directed to report back with recommendations in relation to any proposals that:

- a. take into account convenient existing connections to the Metro Vancouver transportation system, including SkyTrain and bus routes,
- b. take into consideration existing recreational uses such as the Coal Harbour Public Dock so as to not impact on public docking areas.

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Bligh
SECONDED by Councillor Meiszner

THAT the motion be amended to add "c":

- c. Take into consideration the potential use of Harbour Green Dock in consultation with Park Board

CARRIED UNANIMOUSLY (Vote No. 10584)

The amendment to the amendment having carried, the amended amendment was put and CARRIED UNANIMOUSLY (Vote No. 10585). The motion as amended was then put and CARRIED UNANIMOUSLY (Vote No. 10586).

FINAL MOTION AS APPROVED

THEREFORE BE IT RESOLVED THAT Council direct staff to engage with key stakeholders, specifically with TransLink (SeaBus terminal) and Cadillac Fairview, as well as Hullo Ferries, which already has dock access (Vancouver Ferry Terminal) adjacent to Downtown Vancouver, to explore and consider proposals from potential ferry service providers regarding options and feasibility to land an electric passenger ferry service in Downtown Vancouver;

FURTHER THAT staff be directed to consult with the Musqueam, Squamish, and Tsleil-Waututh First Nations as the longtime custodians of these lands to hear their perspectives on any proposals;

AND FURTHER THAT staff be directed to report back with recommendations in relation to any proposals that:

- a. take into account convenient existing connections to the Metro Vancouver transportation system, including SkyTrain and bus routes,
- b. take into consideration existing recreational uses such as the Coal Harbour Public Dock so as to not impact on public docking areas,
- c. Take into consideration the potential use of Harbour Green Dock in consultation with Park Board.

The Committee adjourned at 11:04 am.

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

MARCH 12, 2025

A meeting of the Council of the City of Vancouver was held on Wednesday, March 12, 2025, at 11:06 in the Council Chamber, Third Floor, City Hall, following the Standing Committee on City Finance and Services meeting, to consider the recommendations and actions of the Committee.

PRESENT: Mayor Ken Sim
Councillor Rebecca Bligh
Councillor Lisa Dominato
Councillor Pete Fry
Councillor Sarah Kirby-Yung
Councillor Mike Klassen
Councillor Peter Meiszner
Councillor Brian Montague
Councillor Lenny Zhou

CITY MANAGER'S OFFICE: Paul Mochrie, City Manager

CITY CLERK'S OFFICE: Tina Penney, Deputy City Clerk
Alyse Stewart, Meeting Coordinator

COMMITTEE REPORTS

Report of Standing Committee on City Finance and Services
Wednesday, March 12, 2025

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

Reports:

1. 2025 Property Taxation: Pilot Development Potential Relief Program and Targeted Land Assessment Averaging
2. Contract Award for Supply and Delivery of Personal Protective Equipment ("PPE")
3. 2024 Q4 Quarterly Capital Budget Adjustments and Closeouts
4. Approval of 2025-26 Business Improvement Area (BIA) Budgets
5. Disaster Resilience & Innovation Funding Program Grant Application

Council Members' Motions:

1. Deferring the Collection of Development Cost Levies (DCLs) and Related Development Charges to Support New Housing and Job Supply
2. Sailing Past Gridlock Towards Sustainable Transportation Options

MOVED by Councillor Bligh
SECONDED by Councillor Montague

THAT the recommendations and actions taken by the Standing Committee on City Finance and Services at its meeting of March 12, 2025, as contained in Reports 1 through 5 and Council Members' Motions 1 and 2, be approved.

CARRIED UNANIMOUSLY

BY-LAWS

1. A By-law to Average Land Assessments for 2025

MOVED by Councillor Klassen
SECONDED by Councillor Montague

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

CARRIED UNANIMOUSLY

ADJOURNMENT

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Montague

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

The Council adjourned at 11:08 am.

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