

A better Vancouver, together

Not left. Not right. Out front for a better Vancouver.

"For every decision, we will ask: Does this decision put public interest first? Is it fair? Will it make our city more liveable and affordable? We will stand up for neighbourhoods and quality of life. We will genuinely listen to people and work collaboratively with everyone. We will push for transparency and accountability. We are committed to creating a better Vancouver, together."

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City Council Platform

The citizens of Vancouver have lost trust in City Council. People say they feel left out of decision making, and they are right. The public consultation process of open houses and on-line “Talk Vancouver” input are frustratingly superficial. Power is centralized. Not enough information is shared. Many members of City Hall staff are sheltered from media. Developers’ interests appear to trump citizens’ interests. There are a record number of citizen lawsuits against city planning decisions.

Ensuring the public interest requires a more transparent, collaborative and better-balanced council, not dominated by the power of a majority.

Ensuring the city is well run for all Vancouverites requires a civil service that functions well, sound city infrastructure and thoroughly scrutinized budgets.

Your Vancouver Green Council Team will work for:

Transparency and accountability at City Hall

- Public disclosure of lobbying activities by organizations and developers by requiring full disclosure of City Councillors’ and City Managers’ appointment schedules.
- City Ombudsperson to investigate citizen complaints, with a goal to resolve issues and reduce the number of citizen law suits against the city.
- Review the in-camera process of decision making to ensure that it’s not overused and all relevant information is made public in a timely way, especially regarding public hearings.
- Detailed line-by-line operating budgets like the city’s capital budget, and the federal, provincial and Metro Vancouver operating budgets.
- Faster, more thorough responses to Freedom of Information requests. In 2014 Vancouver ranked as the slowest city in Canada for FOI responses.
- No more last minute reports. Require three-week advance distribution of all reports to Council, as San Francisco requires, to enable public and media scrutiny.
- More open data files on land use planning, including how much growth is possible under current zoning.
- Searchable database of Council voting records.

Better access to Council

- Hold public hearings in neighbourhoods affected by Council decisions.
- Schedule evening meetings of Council to offer people with daytime jobs the chance to speak to issues.
- Reduce the size of the City's Communication Office and use those funds to provide assistants to Councillors to respond to citizen inquiries, complaints and requests.

A collaborative Council and City

- Create a culture of collaboration instead of partisanship on City Council.
- Revamp public consultation. Make "open houses" interactive. Require community collaboration in decision making. Incorporate processes as we had in the 1990s where residents voted on options for their neighbourhoods.
- Provide support to neighbourhood representatives to genuinely involve the public in city decisions, like the Community Vision Implementation Committees that were funded in Vancouver until 2010, and Portland's Office of Neighbourhood Involvement where neighbourhood associations are supported with staff, resources and recognition in order to collaboratively work on land use and planning issues.
- Restore community information that appeared on the City's former website, for instance community profiles and committee reports that were removed with the city's website redesign.
- Record and consolidate the voting records of elected city officials as part of a commitment to open data and transparency.

An independent, happy civil service

- Allow Councillors and media direct access to city hall staff.
- Ensure the independence of the City Clerk in setting Council agendas.
- Engage an independent civic auditor, similar to the Parliamentary Budget Officer, to monitor municipal budgeting in the public interest.
- Review the impacts of budgetary "efficiencies" on city staff and implement bottom-up suggestions to improve efficiency and job satisfaction.
- Require exit interviews of staff leaving City employment; report findings in camera to Council.

A City Council independent of developer donations

- Advocate to prohibit political donations from developers and out-of-country donors.
- Advocate to limit election campaign spending.
- Establish rules for voluntary compliance of civic parties on campaign finance reform until the Vancouver Charter is changed.

A city budget that makes sense

- Assess cumulative impacts of development on infrastructure and city services and ensure there are adequate funds to upgrade and expand public amenities to meet growth, including community centres, childcare facilities, firehalls, parks, pools and libraries.
- Ensure there are adequate timelines and funds to maintain, upgrade and replace the city's basic infrastructure, including sewers, waterworks, sidewalks, roads and city buildings, especially in light of risks related to earthquakes and global warming.
- Modestly increase development fees to more adequately service growth.

One-third of Vancouver households and one-half of renters spend more than 30 percent of their income on housing – more than what government deems to be affordable. In September 2014, single-family homes hit record high prices. Many families have no choice but to buy in the suburbs, including more than three-quarters of our police officers and firefighters. Many businesses are losing talented young employees who leave because of housing prices. Vancouver has a housing crisis and it affects us all.

Vancouver is predominantly a city of renters: 55 percent of households city-wide are renters. But not all rental housing is affordable. Our city ignored the real need for affordability when, in December of 2013, a definition of affordable rental rates was pushed through including \$1,443 a month for a studio apartment – an amount higher than the average market rate, and well beyond the means of most Vancouver renters whose average annual income of \$35,000 means they should pay no more than \$875 a month for a studio suite (BC Housing, CMHC).

There were more housing starts in Vancouver in 2013 than in any of the last 40 years. But replacing older affordable apartments with expensive new apartments, building high-end luxury condos for investors, and tearing down sound older homes to make way for seasonally-occupied “monster” houses doesn’t solve the affordability problem. A study by Andy Yan of Bing Thom architects revealed that 23 percent of condos in Coal Harbour are vacant much of the year.

Our priority is on policies that deliver and protect affordable homes for the people who live and work in Vancouver rather than policies that deliver commodity products for investors or part-time residents.

Your Vancouver Council Green Team will work to:

Protect renters and re-define “affordable” to reflect real financial conditions

- Adopt the standard definition of affordability used by our provincial and federal governments: a household spending no more than 30 percent of gross income on housing.
- Base affordable rental rates on median renters incomes for city-subsidized projects. Impose penalties if actual rents of Rental 100 and other city-subsidized rental housing projects exceed proposed rents.
- Protect apartment renters from “reno-victions”. Strengthen the “Rate of Change Bylaw” and require that all residents in buildings being renovated or demolished have housing relocation plans for comparable or better accommodation at a comparable or lower rent before the building or demolition permit is issued.
- Expand the Rate of Change bylaws to include all rental housing buildings in all zones.

Protect existing affordable housing

- Develop a specific plan to protect existing affordable housing. Base it on an annually updated inventory of rental housing stock. Put an annual limit on apartment building demolitions, as suggested in the 2009 Coriolis report on risks to Vancouver's rental housing.
- Use zoning to protect older affordable housing. Exempt purpose-built apartment buildings from area-wide upzoning and interim upzoning; allow increased redevelopment density only if there is building retention and, as was done in Kitsilano, reduce outright density allowed for developments in single-family home districts and tie increased density to retention of older character homes.
- Offer property tax rebate for an older rental building equivalent to the owner's investment in energy retrofits and upgrades.
- Support housing co-ops by quickly resolving land lease extensions for False Creek co-ops and facilitating loans for renovations of housing co-ops, through the Vancouver Affordable Housing Agency or a new community-based financing agency as called for by the Mayor's Task Force on Housing Affordability.

Pursue new strategies

- Empower the new Vancouver Affordable Housing Agency (VAHA) to:
 - Build, own, manage, rent and sell housing, on its own or through the Property Endowment Fund, and in partnership with non-profit agencies like the Vancouver Community Housing Land Trust. Ensure city assets are transparently managed with public and council oversight.
 - Require developers of housing projects to supply at cost a fair proportion (about 10 percent) of the housing they build or provide cash in lieu to VAHA. Apply this to projects of 10 units or more.
 - Offer VAHA housing for sale or rent to people who work in the city, especially workers of moderate to lower income who currently commute, and prioritizing those in emergency-related services (e.g. fire and police services; engineering and water works; and health care).
- Exact an employee housing levy on large new commercial developments, as is done in Whistler and as enabled by the provincial government, and use these funds to build or buy affordable housing.
- Establish a community-based financing agency, as called for by the Mayor's Task Force on Housing Affordability, funded by unions, pension funds, foundations, religious organizations and others to offer low-interest loans for affordable housing construction and to renovate and upgrade older affordable housing.
- Work with neighbourhoods to allow renovation of single-family homes to add an additional non-strata rental suite to the three units currently allowed on a single-family residential property (main home, basement suite, laneway home) for up to a total of four non-strata rental suites. This could help retain character homes and increase seniors and family housing in residential neighbourhoods. Lobby senior governments to give capital gains tax exemptions for these units as long as the owner occupies one of the non-strata units as their principle residence.

- Examine the emerging “tiny house” movement and how other North American cities are developing solutions to housing affordability through small footprint housing and micro-communities, particularly for single- or two-person households.
- Encourage other affordability measures such as wood-frame multi-unit housing construction (typically 25% lower cost than concrete construction), no minimum parking requirements (typically saving \$30,000 to \$40,000 per parking stall) and more modest inside finishing, as long as the reduced building costs result in equivalent reductions in housing prices.
- Work with experts and the Province to develop a reliable method to identify seasonally occupied or vacant housing and assess what policies could be established to encourage full occupancy, including establishing a “vacant” housing levy, with revenues going into Vancouver’s Affordable Housing Fund.
- Investigate the effects of global capital on our local housing market. With the growth of luxury home sales fuelled largely by the perception that Vancouver is a “safe” place to invest, consider an incremental tax on luxury housing, to be applied towards the creation of new affordable housing and thereby maintain the social order and livability that make Vancouver a “safe” investment.
- Extract commitments from senior governments in advance of the 2015 federal election to develop and fund a National Housing Strategy to meet Canadians’ affordable housing needs, including funds to build, renovate and maintain affordable housing such as co-ops, and reinstatement of the RRAP (Residential Rehabilitation Assistance Program) with its original mandate to provide grants to individual homeowners for energy and other essential housing upgrades.

We believe that Vancouver should be a model city of compassion and inclusivity, starting with taking care of our most vulnerable citizens. We stand firm against prejudice and violence, and support every effort to ensure peoples' safety and to celebrate our diversity.

Housing is a human right. Although shelters are just a stop gap measure, they must be upgraded for peoples' health, safety and well-being. No Single Resident Occupancy dwelling (SRO) should be so decrepit that people would rather sleep on the street. We believe that everyone deserves permanent, decent housing to enable a healthy, dignified life.

Despite years of political promises to end homelessness, the 2014 Homeless Count found almost double the number of our fellow citizens living on our streets as in 2013. In 2007, 67 percent of SRO units rented at the shelter rate of \$375 a month. The 2013 survey of SRO rooms by Carnegie Community Action Project found only 4 percent (126 rooms) renting at shelter rate.

It's a problem that SRO hotels in the Downtown Eastside (DTES) are being bought by developers who are upgrading them to rent to students and others who can afford higher rents of \$850 or more a month. In an area where the average income is only \$13,691, these "reno-victions" leave people homeless. It's also a problem that our city's definition of social housing – with the exception of the Oppenheimer District in the DTES – doesn't require any units to rent at \$375 a month.

Your Vancouver Green Council Team will work for:

Social and supportive housing to fully meet people's needs

- Re-define social housing to match the true need.
- Identify and acquire more city-owned properties to develop for social housing.
- Require compliance with the city's 20 percent social housing inclusionary zoning policy and extend the policy to new housing developments or substantial renovations over 10 units and conversions to condominiums.
- Press for commitments from the federal government and federal parties in advance of the 2015 federal election to partner with Vancouver to reach the goal of building 2,900 units of supportive housing, 5,000 units of social housing and upgrading or replacing 5,000 SROs (as outlined in Vancouver's Housing and Homelessness Strategy, 2011-2021)

Decent shelters

- Increase city inspections of shelters for health and safety.
- Work with shelter providers to improve conditions, provide security for belongings, and ensure sufficient, appropriate shelters for women, families, youth and seniors.

- Consider enabling intentional shelter communities like Portland's Dignity Village and the Opportunity Village in Eugene, Oregon, where living conditions are far healthier than in shelters, SROs and on the street.

Upgrading SROs for low-income residents

- Strengthen the SRA (Single Room Accommodation) Bylaw. Tie the definition of SROs to renters on social assistance at rates they can afford. Ensure upgrades resulting in rent increases that displace low income tenants be considered conversions, requiring city approval and payment of a penalty to the City's Affordable Housing Fund.
- Consider a temporary moratorium on SRO conversions, as Chicago did in June 2014, to give time to create a robust SRO protection plan.
- Fast-track SRO renovations. Seek and prioritize funding sufficient to upgrade the 1,500 SROs currently in poor condition (31 percent of all SROs).
- Attach conditions to the city's grants to non-profit societies of \$5,000 per SRO to upgrade the unit to include private bathroom and cooking facility that the rent on the unit not be increased.
- Ask the provincial government to provide tax benefits for upgrading private SROs by their owners if there is a guarantee of no rent increase.
- Enforce the city's Standards of Maintenance Bylaw so that buildings do not deteriorate. Apply Section 23 of the Standards of Maintenance Bylaw to do the necessary work on the building without evicting the tenants.
- Require that SRO management be under a non-profit society as a condition of the licence if a private owner is not managing an SRO building properly.
- Require stronger tenant relocation plans in the SRA Bylaw: Require the owner to arrange comparable or better accommodation at a comparable or better rent for residents long-term (not just during renovation, as required in the SRA Bylaw) if the rooms are converted unless the residents are given first right of refusal to re-rent the rooms after renovation at the same rent. Add penalties into the SRA Bylaw for non-compliance with tenant relocation plan requirements.

Tackle the root causes of poverty and homelessness

- Expand partnerships with VanCity, the Vancouver Foundation and other institutions to increase year-round social enterprise jobs for those with employment barriers like Mission Possible's Clean Streets project and the Recycling Hub co-venture of United We Can and Recycling Alternatives.
- Strongly advocate with senior governments to tackle root causes of poverty and homelessness by:
 - Increasing funding to build new social and supportive housing.
 - Increasing addiction treatment, health and mental health programs for the homeless and hard-to-house including the Chez Soi program.

- Supporting programs to assist youth transitioning out of care.
- Immediately increasing welfare and social assistance rates, shelter housing allowances and rent supplements in advance of instituting a guaranteed livable income.

A safe and inclusive city

- Require SRO hotel policies to ensure the safety of women, youth and seniors.
- Support initiatives that increase the safety of public places.
- Incorporate safety-promoting urban design practices in policies and bylaws such as lively streets, no roll-down shutters, safer night lighting.
- Continue building relations and reconciliation with First Nations including ways to acknowledge Vancouver's location on the traditional unceded territories of the Coast Salish First Nations, such as re-naming of places and streets.
- Support initiatives that make Vancouver a more welcoming city for new immigrants.
- Support Vancouver being a "Sanctuary City" for refugees.
- Nurture place-based strategies to build healthy communities especially in inner-city neighbourhoods and to design our city with children in mind, like the Harlem Children's Zone.
- Create urban design guidelines to combat loneliness and promote good health.

A fair and compassionate city

- Advocate for a \$10/day childcare plan as recommended by the Coalition of Child Care Advocates of BC.
- Adopt a Living Wage policy, like New Westminster did in 2011, to make Vancouver a Living Wage Employer requiring all companies contracted or subcontracted to provide services on city property pay their employees a living wage as calculated by the Living Wage for Families Campaign.
- Adopt a Fair Wage Policy, like Burnaby and Toronto, promoting equality for workers by ensuring City contractors and sub-contractors are paid at least equal or greater wages to comparable City employees.
- Support initiatives that celebrate our city's diversity and encourage compassion and non-violence.
- Work to affirm Vancouver as a Compassionate City, as part of the global initiative to increase compassion through local initiatives, policies and projects - and formally sign the Charter of Compassion.
- Initiate actions to build volunteerism and community spirit, such as Calgary's program, "Do Three Things for Calgary".
- Advocate for increases to welfare rates.

For many Vancouverites, development will be the ballot issue in the upcoming civic election: too much, too high. The Rize in Mt. Pleasant, 1401 Comox in the West End, high-rises in Grandview-Woodland, the massive Oakridge redevelopment, the demolition of thousands of character family homes: these are vote-determining issues.

At the heart of peoples' concerns about development are fundamental questions about what kind of city we're aiming for; the need to genuinely involve citizens in planning; how to protect the unique neighbourhoods and heritage features that define Vancouver; and how best to fund and expand public services and amenities to keep pace with growth.

These kinds of questions are normally answered in a city's Official Community Plan (OCP). But, Vancouver hasn't developed a comprehensive OCP since 1929; it has just cobbled together policies and local area plans. A CityPlan process that started in the 1990s was never completed. Our zoning map gets updated by controversial spot rezoning or by neighbourhood plans that are disconnected from each other and unable to modify citywide objectives.

Spot rezoning is a poor way to plan. Driven by developers, it has resulted in Vancouver having more high rises per capita than any other city in the world, and a recent rate of growth that is estimated by the Coalition of Vancouver Neighbourhoods to be five times faster than our official growth strategy has projected.

We need to genuinely engage citizens in creating a new and comprehensive Official Community Plan that determines what growth rate is reasonable, what kind of city we want, and how to best maintain our city's livability. We need to look at options such as the more evenly distributed low-rise development that research by UBC's Urban Design Program shows can easily accommodate population increase. We need to figure out different ways to finance growth and public amenities than negotiating community amenity contributions in exchange for increased density: a process that has pitted citizens against citizens. There are better ways.

Your Vancouver Green Council Team will work to:

- Produce a new Official Community Plan, with a "livable city" instead of a "growth strategy" as its goal. The new plan must include growth management and affordable housing strategies that are tied to a transportation strategy that serves all areas of the city equitably and sustainably. It should build on best practices employed in Vancouver's CityPlan process, incorporate already-developed "neighbourhood visions", and result in a comprehensively updated zoning map to curtail spot rezoning which is fuelling speculative investment and development.
- Revamp our planning process to genuinely engage citizens. Establish and fund representative Neighbourhood Councils, like Portland, Oregon that engage in planning and land use decisions from the start, and co-create community development and transportation projects in a collaborative, bottom-up not -down process.

- Bring planning to communities. Introduce conveniently timed public hearings to the neighbourhoods they affect.
- Improve the process for public notifications. Current protocols limit official notification to several blocks adjacent to a proposed development, even if the development is very large.
- Ensure more transparency in negotiations between the city's planning department and developers.
- Re-focus the city's planning department on prioritizing good urban design and genuine collaboration with local citizens over development revenue.
- Expand public amenities and services to match population growth. Require cumulative impact assessment of development projects on public services for every neighbourhood and require service agreements for large developments like Oakridge.
- Protect Vancouver's character homes and neighbourhoods. Change zoning in single family (RS) zones hard-hit with the loss of older homes to zoning similar to Kitsilano that reduced the outright allowable density and only allowed increased density if a character home is protected. Consider defining character homes differently for different neighbourhoods – for example, homes older than 1950 for Upper Kitsilano.
- Protect heritage buildings and historic areas such as Gastown, Chinatown and First Shaughnessy by quickly updating the Heritage Registry and revitalizing the Heritage Bank.
- Protect heritage by changing building code and zoning bylaws to encourage heritage retention and alleviate onerous costs associated with heritage retention/renovation.
- Change how we finance growth and services. Establish a process involving experts and citizens to evaluate different options. Pursue changes to the Vancouver Charter to broaden the services that Development Cost Levies (DCLs) can fund. Standardize rather than negotiate Community Amenity Contributions (CACs).
- Establish new urban design guidelines for livability in terms of people's mental and physical health, for placemaking and to combat social isolation.

In the 21st century, every city will be challenged to reduce greenhouse gas emissions. Our goal must be to plan for a walkable, cyclable and low-carbon transit-friendly city. Zero emission vehicles, reducing congestion, more complete local neighbourhoods, and a world-class citywide transit system – just as Vancouver had 100 years ago – are all part of the solution.

The economy and livability of every city depends on a robust transportation system that enables people and goods to arrive at their destinations safely and efficiently. This means ensuring that different modes of transportation – walking, cycling, cars, trucks and transit – work well together and our streets and sidewalks are well maintained. Instead we're seeing growing congestion and conflicts that impact our quality of life and our economy. The rules of the road and the rules of the sidewalk need to be better enforced.

More importantly, a transportation strategy must be tied to and support a comprehensive, citizen-driven, city-wide plan.

Building a \$3-billion, 9-km subway along Broadway to UBC (which, according to Metro Vancouver and city plans, will necessitate high density development and city financing) will not solve Vancouver's congestion problems nor meet all our transit needs. Citizens should be offered access to transit that is convenient and that supports the quality of their neighbourhoods. For the same \$3 billion we could provide frequent and pollution-free transit to every corner of the city, and accomplish this in a fraction of the time.

Vancouver has set a goal for 2040 that two-thirds of city trips will be by walking, cycling and transit. Twenty major cities, including New York, London, Paris, Tokyo, Shanghai, Delhi, Stockholm, Copenhagen and Amsterdam, have already exceeded that goal. We can do better. We need a transit system where all residents can access transit within a five-minute walk and where all neighbourhoods are complete and walkable.

The Green Party supports the City of Vancouver's transportation policy priorities focused on transit, walking and cycling and the goal of zero traffic fatalities.

Your Green Council Team will work to improve:

Congestion and Safety

- Measure congestion and develop a plan to reduce it. The best way to reduce congestion is to invest in transit, walking and cycling.
- Look at shifting city construction to weekends and off-peak traffic hours, and minimizing land closures, especially in rush hours, by the construction industry.
- Better synchronize walking and cycling control signals with vehicle traffic signals.
- Investigate shifting delivery of goods and garbage pick up to off-peak traffic hours, as we did during the 2010 Olympic games.

Transit

- Engage citizens in formulating a transit plan for our whole city, including what kind of rapid transit to UBC makes most sense. For instance, is it a Broadway subway, LRT (light rail) and/or more rapid-bus service along multiple routes?
- Do not fund public transit with development levies, an idea included in our city's Transportation 2040 Plan and in Translink's plans. This would lead to high-density development, inflated land values and diversion of development levies from the community services they now fund. Better solutions are to use carbon funds and a bigger share of the federal gas tax and infrastructure funds.
- Strongly lobby that Translink be restructured with an accountable board and sustainable funding formula and that senior governments to fund and fast-track more transit that is more affordable, safe and convenient for riders, with more routes and frequency of service throughout our city, including more rapid-bus service along multiple routes to UBC. Ideally everyone should be able to access transit within a five-minute walk.
- Support a transit referendum if the question is HOW we fund transit not whether we fund major transit investment.
- Plan for a zero-carbon transit system now. Urge Translink to retain our electric trolley system and, at minimum, shift from diesel to compressed natural gas but, preferably, to hybrid and electric.
- Add more bus lanes other priority measures and smart transportation systems to increase the efficiency of transit and reduce congestion.
- Protect the safety of transit drivers and passengers: urge Translink to work with the Vancouver Police Department to improve protocols.

Walking and cycling

- Aim to be a more walkable city. That means making walking easier and safer: planning more complete neighbourhoods; repairing sidewalks and keeping the bikes off them; improving crosswalks and repainting lines; and, where possible, separating walking and cycling paths and controlling speeds on shared paths to minimize conflicts and injuries. Lobby the provincial government to amend the Motor Vehicle Act to allow the City to establish neighbourhood reduced speed limits.
- Complete Vancouver's cycling network using neighbourhood-based decision making and collaboration with the cycling community to choose and design routes, considering public health, safety, equity and the economy and to achieve a network of neighbourhood greenways and traffic calmed residential streets suitable for all modes of personal transportation. Build bike routes around existing functional traffic hierarchy: where possible, encourage bike routes and infrastructure on designated collectors and high streets like Main or Commercial or 4th; consider bike routes off designated high capacity arterials like Broadway or Clark to ease congestion, facilitate faster, more efficient public transit, and reduce cyclists' exposure to dangerous particulate matter and nanotoxics (especially diesel particulate matter).

- Improve cycling safety by getting more people cycling. Cities with higher numbers of cyclists have reduced injury rates. Encourage the Vancouver School Board to include bike safety education in our schools. Work with the Vancouver Police Department (VPD), ICBC and the cycling community to develop a comprehensive bike safety and responsibilities manual and education program. Conduct regular “route” checks to reduce reckless cyclists along busy streets, the seawall and AAA bike routes.
- Improve cycling convenience. Enhance safe and secure bike lock-up and increase the number of city bike racks. Improve the cost and efficiency by which retailers can request bike racks, and develop minimum standards for the number of public bike racks relative to retail. Expand community programs like Build a Bicyclist that teach bike repair and provide bikes for low-income households and new immigrants.
- Address bike theft, which is now more prevalent than auto theft, by enhancing and expanding the VPD’s bait bike program.
- Support the public bike share program and minimize competition with bike rental businesses.
- Support more active transportation-related street parties and events, in collaboration with communities and BIAs, including car-free days and events similar to Portland’s Sunday Parkways which features street activations, music and food along a “discovery route”.
- Work with Tourism Vancouver to promote Vancouver as a walking, cycling tourism destination.

Cars, trucks and other forms of transportation

- Support zero-emission (electric) vehicles: allow free parking for electric vehicles (cars, scooters and motorcycles) in city parking lots and city street parking.
- Create free parking zones for motorcycles and scooters near street intersections.
- Support the taxi industry as an alternative in the mix of transportation choices that reduce vehicles on our roads. Support alternatives to car ownership such as car-sharing.
- Investigate scheduling and routing of heavy commercial traffic away from the urban core at peak traffic hours. Investigate non-residential area night deliveries with Port Metro Vancouver, wholesalers and commercial haulers.
- Ensure that any consideration of removing the Georgia/Dunsmuir Viaducts is synchronized with a complete East False Creek Flats plan. New traffic management considerations must involve collaboration with local residents, community gardeners, businesses and other stakeholders and enhance movement of people, goods and services while enhancing livability. The delivery of a promised park for northeast False Creek should not be dependent on whether or not viaducts are removed.
- Require full disclosure on the transportation of hazardous goods and fossil fuel products through Vancouver. Investigate ways to reduce and eliminate these shipments.
- Lobby for a seat for the City of Vancouver on Port Metro Vancouver.

The Green Party of Vancouver is focused on a robust and resilient local economy by supporting small business, strengthening tourism and our creative economy, and diversifying green sector jobs. We want to keep local dollars in our city and neighbourhood shopping districts strong.

Vancouver has a complex economy including self-employed people, neighbourhood shopping districts, hi-tech and film industries, manufacturing and trade, tourism, corporate headquarters, education and the cultural sector. Our overall economic health depends on the health of each sector.

Vancouver's overall unemployment rate of 5.7 percent may be better than the Canadian average, but it masks unreported unemployment, underemployment, youth employment, and the closure of many long-time independent family-owned businesses, such as Little Nest on Commercial Drive.

Keeping our local economy strong takes effort beyond the baseline of keeping city infrastructure, transportation and services well maintained. It takes focussed planning; reducing red tape for small businesses; protecting our industrial land base and expanding green manufacturing; and protecting the natural environment and quality of life that attract tourists to visit and businesses to locate here.

To make our city-wide economy more robust, Vancouver Green City Councillor Adriane Carr has championed changes to commercial land tax assessments to ensure they are fairer for small businesses; amended policy to ensure priority spending for public art is on local artists; added the need for adequate fibre-optic cables to our city's digital strategy; and fought for a robust film industry and for local independent theatres like the Ridge and Hollywood.

Knowing how important our natural environment is to our thriving tourism industry and as a "second paycheque" that attracts companies and talent, the Green Party is fighting Kinder Morgan's plans to expand its pipeline and shipments of bitumen along our shoreline.

Your Vancouver Green Council Team will work for:

Local, independent small business and BIAs

- Investigate how many long-term independent businesses have closed and develop a strategy to keep existing ones going, such as changing the taxation mill rate for independent small businesses with strong community ties that have been doing business for years.
- Reduce red tape and time in the permitting process. Provide interim "field review" permits for renovation work in order to expedite the permitting process and get businesses back open quickly. This would avoid the costly delays caused by waiting for individual department inspectors while upgrading work is underway. Lower the thresholds and complexity of permits for simple upgrade work.

- Regularly consult with BIAs (Business Improvement Associations) to solve permitting issues and improve programs such as the food cart program and recycling. Lobby the provincial government to streamline the BIA renewal process to be less onerous, yet still responsive to the local business members and larger community.
- Promote “shop local” campaigns.
- Support self-employment by permitting non-industrial, non-commercial home-based self-employment in single-family zones.
- Consider a graduated business license tax (tying the tax rate to revenues) as a means to alleviate the tax burden on smaller independent businesses.
- Prioritize local procurement policies for City departments.

A city-wide creative economy

- Work collaboratively with arts groups, neighbourhoods and citizens to create a Culture 2050 Plan – a long-term vision of where Vancouver will be by 2050 as a city of culture. Protect and enhance the arts and creative culture; ensure accessible affordable studio and gallery space; prioritize local procurement for public art.
- Support the location of creative production city wide, including culture precincts in local area plans. Ensure the provision of fibre-optic cables to a variety of districts.
- Work with BIAs and neighbourhoods to identify locations for more live/work studios for artists.
- Continue to lobby for senior government support for the BC film industry.

Diversifying green sector jobs

- Create new jobs in energy conservation: Use the city's recently created Local Entrepreneur Venture Capital Fund and Incubator Fund to attract investment and create new jobs in the sustainability and energy conservation sector, for example manufacturing modular homes, solar technologies and energy-efficient Passive House components such as windows.
- Expand the wholesale food hub in the area of False Creek Flats to include public markets, such as a fish market.
- Change zoning to allow commercial organic urban farming in residential districts.

Strengthening tourism

- Work with neighbouring municipalities to extend visitor stays.
- Request that the Provincial Government allow Vancouver to introduce a tax, similar to the hotel tax, on AirBnB as San Francisco and Portland have done, with revenues going to the city's Affordable Housing Fund.
- Work closely with Tourism Vancouver to implement the Vancouver Tourism Master Plan, including plans to expand culinary, creative, cycling, health, nature and LGBTQ tourism.
- Support First Nations tourism and establishment of an Aboriginal Culture Centre.
- Advocate for improved Amtrak connectivity north to Vancouver.

Enhance Granville Island

- Work with the federal government to enhance the Granville Island Trust and ensure there is sufficient and timely investment in the repair of buildings and upgrading of roads on the island. Advocate for affordable rents for tenants and small businesses. Genuinely engage the public in how best to utilize the Emily Carr University of Art and Design buildings after the university moves.

Expanding youth employment and low-entry jobs

- Create new summer student jobs and training programs in a variety of city departments, including the outdoor maintenance of parks and green spaces.
- Increase support for year-round social enterprise jobs in partnership with VanCity and other institutions for those with employment barriers, such as Mission Possible's Clean Streets project and the Recycling Hub co-venture of United We Can and Recycling Alternatives.

Vancouver is aiming to be the world's greenest city and we're busy winning international awards to prove it. But awards don't paint the whole picture, like the underlying fact that Vancouver ranks high on the global list of green cities not because of any new city initiative but because our electricity comes from hydroelectric sources instead of fossil fuels.

We need to be honest and transparent in assessing our green city actions. Can we really meet our goal to reduce greenhouse gas emissions by 33 percent below 2007 levels by 2020 when we've only reduced them by 6 percent since 2007? Can we realistically require all new building construction to be carbon neutral starting in 2020 when our building code still only requires "solar readiness"?

We need metrics: Vancouver's greenest city reports need to present net changes. For example, we need to report on the loss of home gardens, not just new garden plots so we accurately know whether we're becoming more food self-sufficient. We need to report on the loss of big trees, not just how many young trees we've planted, and report on the impacts of congestion, not just the number of new electric vehicle charging stations. It's the net result of all of our actions that determines our progress.

The Vancouver Green Team believes it's better if we stop trying to be "the greenest city" along with the distraction of trying to prove it, and focus on becoming a genuine green city.

A genuine green city is a sustainable city that meets the needs of the present generation without sacrificing the needs of future generations. It means producing our own food and energy from renewable sources so that we're as self-sufficient as possible. It means reducing, re-using and recycling our wastes so they don't pollute our air, water and soil. It means rapidly reducing our greenhouse gas emissions to avoid catastrophic climate change.

Our work to be a genuine green city must be integrated into all of our city's transportation, planning and housing policies. Densification is not genuinely green if we're still building energy-inefficient highrises, or if our failure to build sufficient affordable housing means people have to commute from the suburbs, or if we're allowing three older solidly-built homes and their gardens per day to be bulldozed to make way for resource-consuming monster homes.

As a Vancouver Green City Councillor, Adriane Carr made sure goals to reduce greenhouse gasses were highlighted in Vancouver's Transportation 2040 plan. She argued to get long-term security for community gardens. She pushed Council to take a strong stand against Kinder Morgan's plans to ship more bitumen from our harbour. She's advocated for more support for emergency preparedness because ensuring we're prepared for emergencies is part of being genuinely green: protecting people and our environment and meeting the challenges that threaten the safety and security of our future.

Your Council Green Team will work for:

A 2050 green city action plan focused on key targets

- Match our climate goal to international targets. Scientists and governments around the world have already set clear targets for greenhouse gas reductions in order to avoid catastrophic climate change: 80 percent below 1990 levels by 2050.
- Focus on the most critical actions to achieve sustainability: Growing more of our own food, producing our own energy from renewable sources, reducing our wastes and carbon emissions, maintaining a healthy natural environment.
- Establish accurate baselines and measure net changes. Calculate our full ecological footprint (our draw on resources and environmental impact both within and beyond our city limits) so we accurately know the changes needed to be more sustainable. Include air travel emissions, as Seattle does.

Producing our own energy

- Maximize solar energy production. Bulk order solar PVC (photo-voltaic cells) for residents and businesses, as Cowichan has just done. In our building code, require solar hot water systems, which reduce water-heating requirements year round.
- Make the City of Vancouver a solar energy leader. Refit city buildings with solar voltaic cells and thermal solar panels so that we become a net generator of renewable energy.
- Create urban design guidelines for planning solar-friendly new development.
- Launch a competition to design a multi-home solar housing project. Designate a city property as the site.

Truly tackling global warming

- Ramp up energy requirements in our Building Code to meet the current target of all new construction being carbon neutral by 2020. Increase from the current EnerGuide 80 standard to Passive House standards of EnerGuide 88 or better.
- Ramp up requirements for electric vehicles in our Building Code but make sure the measures are practical. Revise the 2014 Code to practical standards for EV charging stations. Increase the requirement for EV-ready parking stalls, currently at 20 percent of stalls.
- Offer property tax incentives for out-of-pocket renovation costs that convert existing buildings to zero net energy, just as we do for renovations that preserve heritage buildings.
- Pursue establishing a Vancouver Carbon Fund (similar to Saanich), that could enable individuals, companies and institutions to donate an equivalent to purchasing GhG offsets, with the money used exclusively for grants and loans to retrofit older buildings for energy efficiency.

- Continue to fight Kinder Morgan's plans to expand its pipeline and shipments of bitumen out of Vancouver. We can't be an oil port and be a genuine green city.
- Switch faster in our own city operations to electric or non-fossil-fuel equipment, for example, to maintain our city's parks and green space.
- Calculate actual congestion and reduce it as a means of reducing greenhouse gas emissions.
- Make comparative data available on the energy efficiency of different forms of construction as part of all reference reports for redevelopment applications.

Food self-sufficiency

- Develop a specific plan to increase urban agriculture, and collaborate with institutions such as Kwantlen College that are setting up pilot urban agriculture projects.
- Provide long-term security for community gardens.
- Allow organic urban agriculture in residential zones.
- Inventory all food production, including backyard gardens, and report annually on net changes to food production in the city.
- Ban the use of GMO plants and seeds, as they contribute to bee colony collapse.

Zero waste and waste diversion

- Reduce, re-use and recycle wastes, placing an emphasis on waste diversion. Request that the provincial government change the Vancouver Charter to allow us to ban plastic bags and Styrofoam containers.
- Reduce demolition waste by pursuing increases in demolition fees and dump fees and expand policies that require deconstruction to apply to all buildings.
- Engage youth in educational efforts that teach people how to reduce waste, potentially through a new city summer youth employment program.
- Encourage the BC government to restore higher deposit fees on recyclable containers. Pursue the suggestion raised by Councillor Adriane Carr of placing a deposit fee on cigarettes to encourage their recycling.
- Don't pursue waste-to-energy garbage incineration.

Park Board Platform

Better parks, together

Vancouver parks and recreation facilities have been neglected and need to be made a priority again. People and community groups have been marginalized. It's time for change. That includes putting community centres back where they belong – at the centre of our neighbourhoods – by giving them the independence to make planning decisions that reflect community needs and values. We need to clearly define decision-making processes and roles to better include the community. Since parks have become the backyards for many people, they should be maintained to enhance and enliven their urban experience. When the Vancouver Parks and Recreation Board works together with the community, our neighbourhoods become more liveable. Our existing parklands are precious and limited. Adding or replacing parkland is expensive so working together is key in this time of growth.

Your Vancouver Green Park Board candidates will work for:

Community-driven planning

Residents know what they want from their parks and recreation facilities. Community centre associations know best what their members want in programming. A stronger partnership between the Park Board and community organizations reflecting these values needs to be established. This can be achieved by:

- Including community groups in all decision making.
- Regarding community centre associations as partners, not adversaries.
- Working with community stakeholders, including community centre associations, to develop better programming as well as a fair and equitable recreation system.

Accessible, safe public spaces for everyone

The need – and the desire – for more public spaces will continue to increase as Vancouver densifies. To ensure a healthy city, our citizens need great public spaces, so our priorities will be:

- Ensuring that changes to existing park space are supported by adjacent communities.
- Building public park spaces that meet the long-term needs of the area.
- Maintaining and enhancing parks and gardens with universal access.
- Expansion of park and recreational facilities that is proportional to population growth.
- Working with City Council to bring the amount of public spaces back to historical standards.
- Re-emphasizing community facilities vs. destination facilities.

Strengthening stakeholder communication

The Park Board must work with others to enhance our recreational experiences, and that means better communication with stakeholders to build better relationships. We will focus on:

- Participatory processes for determining priority funding for community facilities.
- Scheduled meetings with community groups to build communication channels.
- Working with Vancouver School Board to maximize fields and facilities.
- Partnering with sports and community organizations to prioritize field maintenance.

Maximizing facility usage with a stronger digital strategy

The Park Board should be using new technologies to make easy access to all facilities available to everyone. Coordination of availability and bookings can be achieved by:

- Building an overall parks app that has the functionality of the current VanGolf app. Such an app will allow easy access to information; locate programming; and book facilities.
- Creating a network of connected facilities to increase information and data flow.
- Engaging park user database to provide feedback on community needs and decisions.

Green initiatives: zero waste, local food systems and access to nature

The Park Board needs to become a leader in green initiatives in Vancouver. We can improve our Park Board practices to become both a role model and an educational model for the community by:

- Increasing education on waste diversion with a leading zero-waste program.
- Introducing more local products into our food supply streams for parks facilities.
- Introducing an animal-waste composting program for our local dog parks.
- Creating a “no net loss of green space” policy regarding changes to our city parks.
- Working on stream day-lighting and seek salmon-safe certification for all parks.

Parks that focus on natural features

Vancouver's natural beauty is worth protecting. Our children not only need places to play, but also places to enjoy and explore nature. We all need places of tranquil refuge from our busy lives, and this can be achieved by:

- Preserving all green open space in a form as natural as possible for future generations.
- Creating policies to end the continuing erosion of parks by commercial enterprise.
- Increasing the planting of native species in all parks and public spaces.
- Using natural materials to build new children's playgrounds.
- Working with urban planners to develop parks that need less maintenance.

Revitalized facility and park infrastructure

For too long our recreational facilities have been neglected: neighbourhood outdoor pools have been closed; community centres have deteriorated due to poor upkeep; and too little money has been reinvested when there was no choice but to upgrade. Many community centres need to be replaced but no money has been allocated in the City's Capital Plans. We can't afford to lose what we have, so we will:

- Create a long-term budget and financing plan for continued facility maintenance.
- Ensure transparency on all expansions and upgrades to facilities.
- Work to maximize mixed use of facilities by partnering with non-profits and other civic organizations.
- Ensure long-term planning includes capital expenditures to replace aging community centre infrastructure.

School Board Platform

Better schools, together

Students are at the centre of schools, and schools are the hearts of our communities. With every decision, your Vancouver Green School Trustees will ensure we are creating inclusive schools that meet every student's needs and support our most vulnerable students. We will take a long-term approach to public education planning as part of community building, standing up for financial and environmental sustainability. We will work to create a better education for all students to enable them to succeed in a rapidly changing world. As well, we will listen to students, parents, staff and the local community, working collaboratively to create a better Vancouver, together.

Your Vancouver Green School Trustees will work for:

Fully funded public schools

A fully funded public education system is the best investment we can make to create a better future for Vancouver. Provincial funding for Vancouver's schools has been cut every year since 2002. For instance, the 2014-15 Vancouver School Board budget alone has been underfunded by \$54.3 million. When compared to service levels in 2002, that means the loss of 520 entry-level teachers and \$14.7 million in supplies and services. To work toward fully funded public schools we will:

- Advocate for full funding from the province for Vancouver's schools. Basic building operations funding should be stable and not based on enrolment numbers.
- Work to build schools where urgently needed, especially downtown, to eliminate the unfair school entry lottery system. These schools are urgently needed: International Village, Coal Harbour, Olympic Village, East Fraserlands elementary schools and the expansion of King George Secondary.

Inclusive schools to support vulnerable students

Vancouver has a diverse student population, which is a key strength of our public education system. The Vancouver School Board is projected to have a budget shortfall of \$27 million in 2015-16. During this time of critical budget cuts, we will prioritize programs that support our most vulnerable students so that all students can feel safe, welcome and ready to learn. So we will:

- Seek opportunities to increase the affordability of as well as access to hot lunch and breakfast programs, instrument rentals, field trips and supply fees for students living in poverty who fall outside designated inner city schools.
- Protect and enhance the English Language Learner and Multicultural Liaison programs so students and families can succeed in Vancouver schools.

- Seek increased federal funding and local opportunities to help reduce cultural and learning barriers for First Nations students.
- Fully implement the updated Sexual Orientation and Gender Identities Policy, and monitor its implementation and success at every school; upgrade the LGBTQ support worker to full time.
- Protect and enhance SACY, the substance use prevention initiative in all schools.

Schools as the heart of the community

All families should feel confident that their neighbourhood school is an excellent choice. Schools can be much more than buildings where students learn during the day – they should be places that bring the community together. Our priorities will be to:

- Improve communication between the School Board and parents. Review how the VSB website is meeting parents' needs and provide clearer notice of upcoming issues, School Board decisions and voting records.
- Plan for more childcare space in new and seismically upgraded schools.
- Repurpose surplus space in under-capacity schools for community use and consider establishing more community schools.
- Not sell school property in order to keep schools within walking distance and retain the land for future community use.
- Investigate making space for public art installations at new schools.

Safe schools for everyone

Every student has the right to be safe at school. School safety includes a sense of security and well-being as well as physical and mental health. Working collaboratively with students, parents and partner organizations we will make our schools safer by:

- Working with the provincial government to jumpstart capital funding to speed up seismic upgrades since 49 Vancouver schools – or nearly half – have been designated as high seismic risk.
- Ensuring students have safe routes to walk and bike to all schools. We will work collaboratively with partner organizations on traffic calming and teaching students pedestrian and bike safety.
- Strengthening emotional well-being through better anti-bullying, mental health and online safety programs

Financial sustainability and transparency

Financial sustainability will provide stability and improve services to students. Taxpayers, including parents, want to see budget details and understand how provincial funding is spent in our schools so they know that funds are spent wisely. For these reasons, your Vancouver Green School trustees will:

- Increase transparency with clearer and more detailed reporting.
- Develop a strategy with the province to allow the VSB's carbon taxes to be used to make our schools energy efficient, instead of sending our public school dollars to subsidize private industry elsewhere.
- Create an online rental system to increase community access and rental revenue, since too many fields and rooms sit empty too much of the time. We will also collaborate with Vancouver Board of Parks and Recreation to create a central booking system.
- Use more school parking lots to generate revenue outside of school hours.

Healthy schools

A healthy student is more likely to achieve success in school. We must protect and improve the health of our students by:

- Developing a plan to make sure all school cafeterias and breakfast/lunch programs provide affordable, healthy and nutritious food. Right now, not all schools are following the BC guidelines for food and beverage sales.
- Promoting walking and biking to school to improve healthy living and academic achievement.
- Reviewing chemicals used in our schools and eliminating any that could harm students and staff.

Genuine green schools

We must work towards making our schools environmentally sustainable. Living in a city like Vancouver, we also need to enhance opportunities for students to learn about and experience our natural environment. To make our schools genuinely green, your Vancouver Green Trustees will:

- Continue to improve recycling programs and focus on zero waste implementation.
- Encourage opportunities for students to build skills for the future in technology, innovation, gardening, food production and problem solving since students will be working in a world with jobs that haven't been invented yet.
- Work with partner organizations, such as the Park Board, to expand programs that get students out in nature.
- Strive to protect, restore and improve heritage buildings when implementing seismic upgrades.
- Advocate for building new schools and upgrading older ones for the long term by considering energy use, sustainability and student well-being, not just capital costs.

