



REVISED AGENDA - COMMITTEE OF THE WHOLE

Thursday, July 26, 2018, 9:00 A.M.

COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE

Located on the traditional territory of the Esquimalt and Songhees People

Pages

A. APPROVAL OF AGENDA

B. CONSENT AGENDA

C. READING OF MINUTES

D. UNFINISHED BUSINESS

E. PRESENTATION

E.1 Victoria Airport Authority- Report to Nominators Presentation

1

A presentation regarding the 2018 annual report to nominators.

F. LAND USE MATTERS

*F.1 Update Report: 1501 Haultain Street - Development Variance Permit
Application No. 00066 (Fernwood)

10

A report providing an update regarding an application to expand and renovate the exterior of the building and construct a third residential storey recommending that the application be forwarded to an Opportunity for Public Comment.

Addendum: Presentation &Correspondence

G. STAFF REPORTS

*G.1 Official Community Plan 5-Year Review

34

A report providing information and recommendations regarding the results of the Official Community Plan (OCP) Annual Reviews for 2017 and 2016.

Addendum: Amended Presentation

G.2 Climate Leadership Plan and Climate Action Program Update

168

A report providing an update and recommending the approval and publishing of the City's Climate Leadership Plan and to continue to work and collaborate with

community stakeholders.

Addendum: Presentation

G.3 Overnight Sheltering and Supports Program 364

A report providing an update on the cost projections and recommending additional funding for the Overnight Sheltering and Supports program.

H. NOTICE OF MOTIONS

I. NEW BUSINESS

I.1 Urban Food Table 368

A Council member motion providing recommendations regarding funding and a revised Terms of Reference for the Urban Food Table.

I.2 Living Wage for Families 371

A Council member motion providing recommendations regarding support for a living wage policy.

Addendum: Correspondence

***I.3 Addenda: Sheltering Prohibition in Reeson Park and Quadra Park 415**

A Council member motion providing recommendations regarding amendments to the Parks Regulation Bylaw to prohibit sheltering in Reeson Park and Quadra Park and working with BC Housing to ensure enough shelter beds are available.

J. ADJOURNMENT OF COMMITTEE OF THE WHOLE



Presentation to City of Victoria

July 26, 2018

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Introduction

Eric Donald

City of Victoria Nominee

- Board Chair
- Chair, Steering Committee
- Ex Officio
 - Airport Consultative Committee
 - Art at the Airport Advisory Committee
 - Audit and Finance Committee
 - Governance Committee
 - Planning and Development Committee





Geoff Dickson

President and Chief Executive Officer



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Economic Impact

					
Impact	Employment		Wages (\$ Millions)	GDP (\$ Millions)	Output (\$ Millions)
	Jobs	FTEs			
Direct	2,800	2,500	\$170	\$230	\$540
Indirect	1,100	1,000	\$60	\$100	\$200
Induced	800	700	\$40	\$90	\$140
Total	4,700	4,200	\$270	\$420	\$880

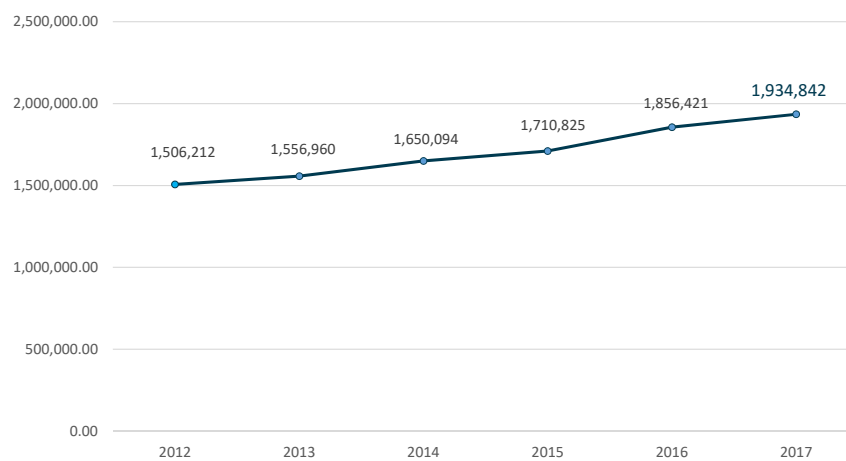
FTEs = Full Time Employees
Induced = Direct and indirect employees spending in the economy



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Annual Passenger Traffic



VICTORIA
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Net Income

	2017	2016	Variance
Revenue	36,141,750	34,266,863	5.5%
Expenses before non-cash items	17,271,162	15,939,834	-8.4%
Net income before non-cash items	18,870,588	18,327,029	3.0%
Deferred capital contribution	1,092,256	187,844	481.5%
Amortization	(8,599,891)	(7,064,386)	-21.7%
Net income	11,362,953	11,450,487	-0.8%

AIR CANADA 

New Air Services Montreal



Photo Credit: Himgur.com



New Air Services Whitehorse



Photo Credit: ImagoBorealis.com



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Flair Airlines Daily Edmonton Service



Photo Credit: Alberta Drone Pilots



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Lower Hold Room Expansion



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Lower Hold Room Expansion



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Lower Hold Room Expansion



Terminal Precinct Pavements



Improved Public Transit



Photo Credit: Times Colonist

- Currently 32 departures to and from YYJ and the McTavish Transit Exchange
- Ten additional BC Transit bus frequencies starting September 2018
- Improvements to routes 83/88

Removal of English Ivy Airport Woods

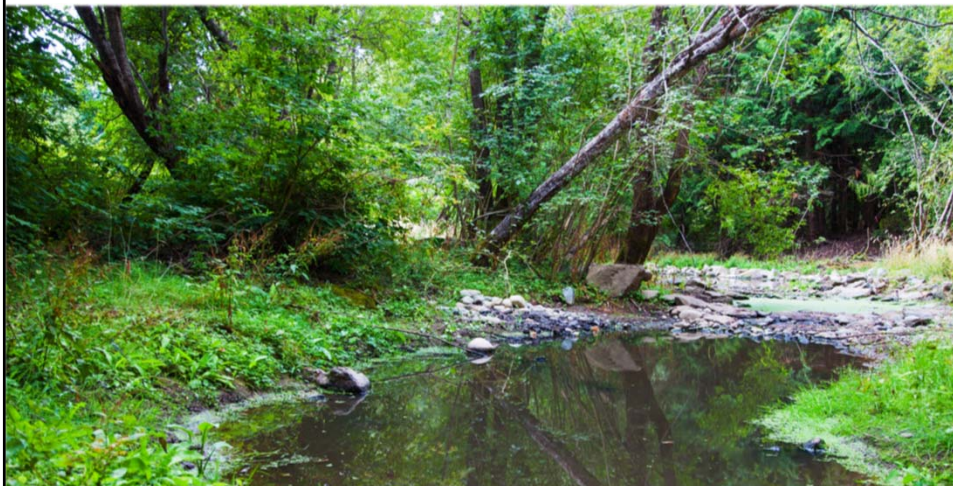


Reay Creek Detention Pond



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Community Environmental Award Ecological Stewardship - Restoration of TenTen Creek



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'Lost Airmen of the Empire' Commemorative Monument



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Vision: To be the best airport anywhere



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Committee of the Whole Report For the Meeting of July 26, 2018

To: Committee of the Whole **Date:** July 12, 2018

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 00066 for 1501 and 1503 Haultain Street

RECOMMENDATION

That, subject to the preparation and execution of legal agreements to secure a transportation demand management program, to the satisfaction of the Director of Sustainable Planning and Community Development, which would include:

- purchase of one car share vehicle
- dedication of a car share parking space onsite
- provision of five car share memberships (one for each residential unit)
- provision of car share usage credits in the amount of \$100 towards each car share membership.
- car share membership for each residential unit
- provision of each resident with a \$400 contribution towards the purchase of a bicycle.

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street, subject to registration of the required legal agreements, to the satisfaction of the City Solicitor, and in accordance with:

1. Plans date stamped July 10, 2018.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. Decrease the front yard setback from 6.00m to 0.22m to building and 0.00m to allow for a canopy projection.
 - ii. Decrease the south side setback from 3.00m to 1.06m for the staircase projection only.
 - iii. Decrease the flanking street setback from 2.40m to 1.67m to building and 0.53m to allow for a canopy projection.
 - iv. Decrease the required number of parking spaces from 14 to 3.
3. Provide a sketch of the proposed gate to be installed adjacent to the staircase on the north side of the building, to the satisfaction of the Director of Sustainable Planning and Community Development.

4. The Development Permit lapsing two years from the date of this resolution.”

EXECUTIVE SUMMARY

The purpose of this report is to present Council with an update regarding the Development Permit with Variance Application for the property located at 1501 and 1503 Haultain Street. The proposal is to expand and renovate the exterior of the building and construct a third residential storey. The variances are related to parking and setbacks.

Council considered the application at the Committee of the Whole meeting on June 28, 2018 and passed the following motion:

“That, subject to the preparation and execution of legal agreements to secure the car share memberships, to the satisfaction of the Director of Sustainable Planning and Community Development, that Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street in accordance with:

1. *Plans date stamped May 22, 2018.*
2. *Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:*
 - i. *Decrease the front yard setback from 6.00m to 0.22m to building and 0.00m to allow for a canopy projection.*
 - ii. *Decrease the south side setback from 3.00m to 1.06m for the staircase projection only.*
 - iii. *Decrease the flanking street setback from 2.40m to 1.67m to building and 0.53m to allow for a canopy projection.*
 - iv. *Decrease the required number of parking spaces from 14 to 3.*
3. *The applicant provide one electric bicycle for use by the residents in the building.*
4. *Label all materials on the elevation plans and provide plans for the proposed gate to be installed adjacent to the staircase on the north side of the building to the satisfaction of the Director of Sustainable Planning and Community Development.*
5. *The Development Permit lapsing two years from the date of this resolution.*
6. *Request that the applicant provide a car share vehicle in a nearby on street parking space.*
7. *The applicant be requested to provide one electric bicycle per unit”*

COMMENTS

At the Committee of the Whole meeting on June 28, 2018, Council requested that the applicant provide a car share vehicle in a nearby on-street parking space. Staff will work with the car share provider to determine where an additional on-street shared parking space is appropriate. The applicant is willing to provide a car share vehicle and register a parking space on-site for a car share vehicle should the one on the street need to be removed in the future. In the meantime, the on-site car share parking space can be used temporarily by visitors or commercial patrons until such time it is needed for a car share vehicle. It cannot, however, be dedicated to a residential unit. The applicant would also provide five car share memberships (one for each residential unit), and car share usage credits in the amount of \$100 per car share membership. The usage credits are an incentive to encourage and introduce new residents to car share.

Council also requested that the applicant provide one electric bicycle per unit. Both staff and the applicant have some concerns related to this request. Staff have concerns with the proposed electric bicycles being retained at the property for use by residents, as well as, concerns about whether pre-purchased electric bikes would represent the best option for all residents given the different heights and biking abilities of different people. Also, the storage of five electric bikes, plus personal bikes, would be a challenge on-site as there is limited space in the building or outside to construct an accessory building for the bikes. Alternatively, the applicant is proposing a monetary contribution of \$400 per dwelling unit toward the purchase of a bicycle. With this option, a tenant can purchase a bike that would be suitable for their biking needs and lifestyle. The applicant is willing to register a legal agreement to secure the above transportation demand management measures.

To improve the accessibility in the proposed bicycle storage facility, the applicant redesigned the space to provide eight horizontal and two vertical bicycle parking spaces (a total of ten Class One bicycle parking spaces). The previous plans proposed all vertical bike racks requiring cyclists to lift their bikes, which can be difficult for some users. The horizontal bike racks are universally accessible and they have been designed in accordance with the proposed bicycle dimensions contained within the draft Zoning Regulation Bylaw.

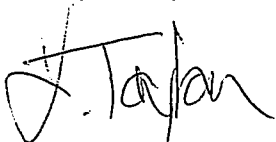
The applicant has labelled all the materials on the elevation plans as requested in Council's motion of June 28, 2018.

The proposed recommendation above reflects the revised transportation demand management program for Council's consideration. Staff recommend for Council's consideration that the Application proceed to an Opportunity for Public Comment.

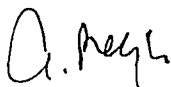
ALTERNATE MOTION

That Council decline Development Variance Permit Application No. 00066 for the property located at 1501 and 1503 Haultain Street.

Respectfully submitted,

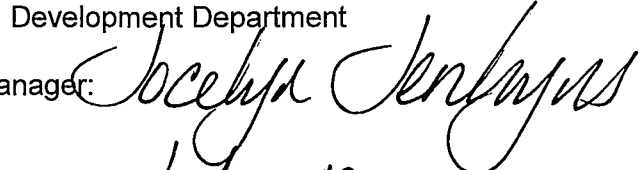


Leanne Taylor
Senior Planner
Development Services Division



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:


Date: July 19, 2018

List of Attachments

- Attachment A: Letter from applicant to Mayor and Council dated July 11, 2018
- Attachment B: Plans date stamped July 10, 2018
- Attachment C: Updated letter from MODO.

Li Sharp
4052 Ebony Place
Victoria, BC V8N 3Y9

July 11, 2018

Mayor & Council
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor and Council,

We have done extensive community consultation. We have received support from the next-door neighbors. Over 60 residents and businesses within a block or two of the redevelopment site have written and signed letters of support. The residents and businesses would like to see revitalization in Haultain Corners. The buildings at the corners are old and deteriorating. The rejuvenation of the building will not only add new life to the corners, but also add much needed housing for the neighborhood.

The development does not exceed the density and height requirements of the current zoning. We are not seeking rezoning, but a development permit application with variances. The development is consistent with the OCP's guidelines for land infill without urban sprawl.

We have made design changes to address the ADP's advice. We will do our best to address any advice the Council might have for the building design.

Community Consultation

I have been canvassing and knocking on doors in the neighborhood. I have listened to the residents' wishes and suggestions.

We will not locate the dental office in the commercial area, in order to address some residents' preference for other businesses, which will be more focused on the local residents. We are open to any business which will benefit the neighborhood. I know the residents who have supported a professional office, will equally support any business which benefits the community. We will work with the community to find a suitable tenant to serve the neighborhood.

Parking Variance and Transportation Demand Management Measures

The two parking spaces affected by the addition to the building will not be totally eliminated, as at least one parking space will be created on Belmont. The benefits of the additional three residential units and commercial space, for much needed housing, will outweigh the compromise in size of the present parking lot.

We have provided more transportation demand management measures to alleviate the parking demands for the neighborhood. In order to encourage the tenants of the residential units to use alternative transportation and reduce car ownership, we will provide the following:

1. A Modo carshare vehicle for the neighborhood residents.
2. A dedicated Modo carshare parking space onsite.
3. A lifetime Modo membership for each residential unit.
4. A \$100 credit for each residential unit for Modo Carshare.
5. Ten enclosed bike parking spaces (60% more than the spaces required).
6. Six class 2 bike parking spaces.
7. Six additional bike parking spaces in the city boulevard.
8. A total of 22 bike parking spaces.
9. \$400 contribution towards the purchase of a bike for each residential unit.

According to the survey of the Transportation and Sustainability Center at the University of California Berkeley, each carshare will remove nine cars to thirteen cars from the street, therefore, more on-street parking will be available. The Modo vehicle will not only serve the tenants of the building, but also all the other residents in the neighborhood.

Parking Demand v. Housing Demand

Haultain street is on the greenway and the proposed all ages and abilities bike route. A bus stop is in front of the building. Sidewalks are present throughout the neighborhood. The building is located within walking distance of Royal Jubilee Hospital, Downtown, and Hillside Mall.

Recently one of the two residential units in the building became available. I received over 70 enquiries about renting the unit. I was shocked and saddened by the number and desperation of the people who were seeking accommodation.

I am sure we can find tenants who would give up their cars to live there, because of the proximity to the core employment areas. When people cannot find or afford a place to live, car ownership will not be a choice but an unaffordable luxury, therefore, car ownership will not be a necessity. It would still be possible to use a car, even though you don't own a car. If the need for a car arose, the residents could access a nearby Modo car.

Supportability of the Parking Variance

These are not luxury condos. This is for regular working families, who would like to choose a green lifestyle and who would choose not to own a car or could not afford a car. The City's multimillion dollar infrastructure for bike lanes will be put into better use for those people who choose to live a green lifestyle. This is consistent with the direction the City has been moving.

I understand that changes could create some anxieties for some residents. However, if we keep the common goal in mind to enhance Haultain Corners, and the community as a whole, we should be able to overcome those anxieties to come out better together at the end.

Last September a parking variance for 12 parking spots was approved for a wine bar to be located at this site, even though there were no transportation demand management measures provided, such as a Modo car, Modo memberships, credits for bikes, and enclosed bicycle parking spaces. Council supported a large parking variance for a wine bar. Now we ask the Council to extend the same support for this development, which will provide three extra residential units and also more transportation demand management measures. The people, who are in urgent need of housing, and the neighborhood residents will appreciate Council's support for the redevelopment. This project will make good use of the City's investment in bike lane infrastructure.

Regards,



Li Sharp



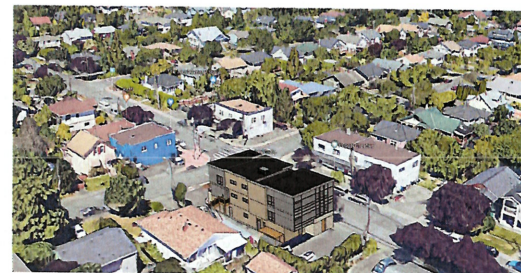
1 STREETScape
A0.0 SCALE: NTS



2 RENDERING
A0.0 SCALE: NTS



3 RENDERING
A0.0 SCALE: NTS



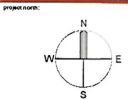
4 STREETScape
A0.0 SCALE: NTS

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City of Victoria

JUL 10 2018

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Development Services Division

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6	REVISIONS TO DP	09 JULY '18
5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 25 APRIL '18	
3	RE SUBMISSION FOR DP	20 MAR '18
2	RE SUBMISSION FOR DP	20 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17
No. Issued / Revisions		Date

alan jowe architect inc.
#118 - 21 Erie Street
Victoria, British Columbia V8V 1A6
1 250.360.2888

PROJECT: ADDITION TO RESIDENTIAL AND COMMERCIAL BUILDING
1501 / 1503 HAULTAIN STREET
VICTORIA BC

STREETScape AND RENDERINGS

project no.:	17-515
date:	06 JULY 2018
checked by:	LOWE
drawn by:	AA

A0.0

PROJECT INFORMATION

LEGAL ADDRESS: LOT 24 BLOCK 15 PLAN 1/P835
SECTION 48 LAND DISTRICT 57

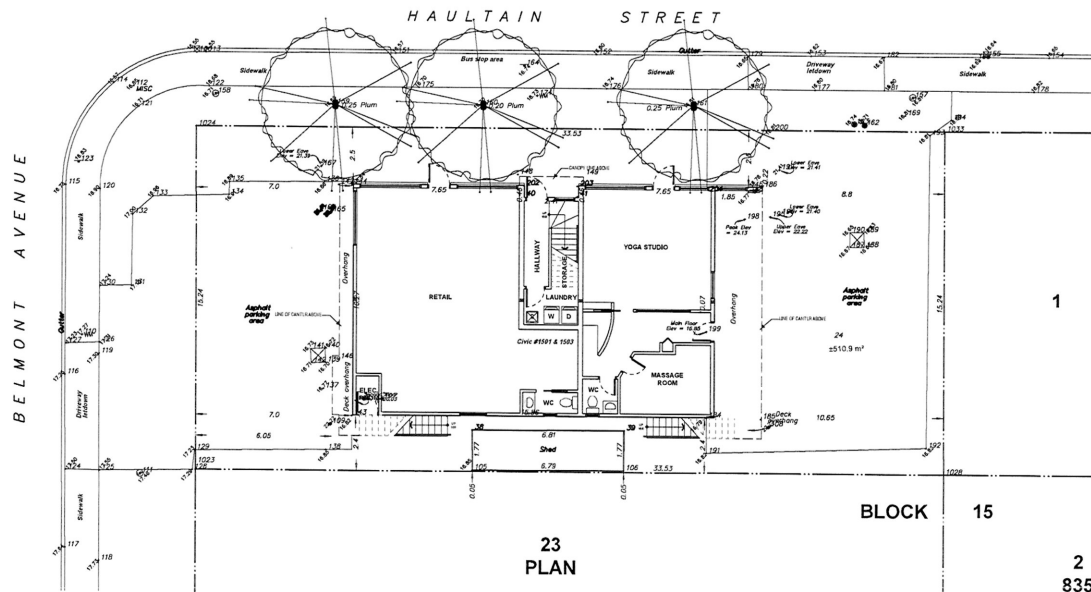
CIVIC ADDRESS: 1501-1503 Haultain St.
VICTORIA, B.C.

ZONING DATA

ZONING: C - 1: Limited Commercial District
SITE AREA: 511 m² (5,500 sq.ft.)
GROUND FLOOR AREA (EXISTING): 156 m² (1,684 s.f.)
SECOND FLOOR AREA (EXISTING): 179 m² (1,928 s.f.)

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1 SITE PLAN EXISTING
SCALE 1:100

Project no. 17-515



Revisions

6	REVISIONS TO DP	09 JULY '16
5	RE SUBMISSION FOR DP	17 MAY '16
4	FOR DESIGN PANEL MEETING 25 APRIL '16	
3	RE SUBMISSION FOR DP	22 MAR '16
2	RE SUBMISSION FOR DP	22 FEB '16
1	FOR DEVELOPMENT PERMIT	12 DEC '17

No. Issued / Revisions Date

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and



Project title

ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING
1501/1503 HAULTAIN STREET

Drawing title

SITE PLAN EXISTING

Project no.: 17-515

Date: 09 JULY 2016 scale: AS NOTED

checked by: LOWE drawn by: AA

Sheets:

A1.0

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City of Victoria

JUL 10 2018

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Development Services Division

AVERAGE GRADE CALCULATIONS
 POINTS A & B: $((16.78 + 16.89) \div 2) \times 25m = 420.57$
 POINTS B & C: $((16.89 + 17.21) \div 2) \times 10m = 170.5$
 POINTS C & D: $((17.21 + 16.79) \div 2) \times 23m = 391$
 POINTS D & A: $((16.79 + 16.78) \div 2) \times 10m = 167.85$
 = 1,150.22

1,150.22 ÷ 68m = 16.91m AVERAGE GRADE

PROJECT INFORMATION

LEGAL ADDRESS: LOT 24 BLOCK 15 PLAN VP835
SECTION 48 LAND DISTRICT 57

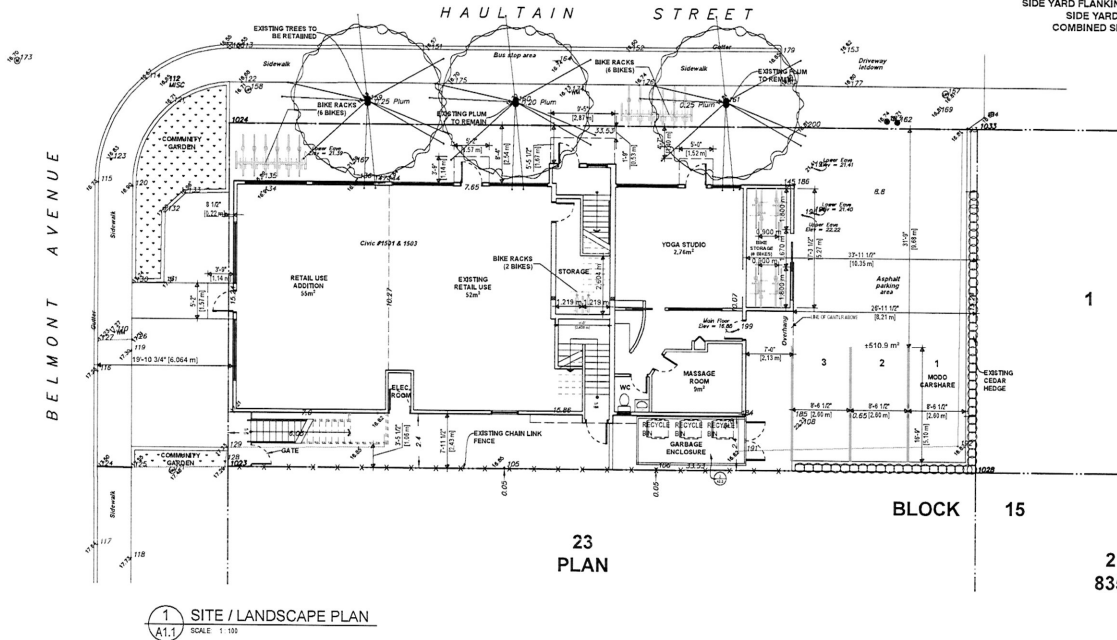
CIVIC ADDRESS: 1501 - 1503 Haultain St.
VICTORIA, B.C.

ZONING DATA

ZONING: C - 1, Limited Commercial District
 SITE AREA: 511 m² (5,500 sq.ft.)
 GROUND FLOOR AREA (EXISTING): 156 m² (1,684 s.f.)
 GROUND FLOOR AREA (PROPOSED): 240 m² (2,581 s.f.)
 SECOND FLOOR AREA (EXISTING): 179 m² (1,928 s.f.)
 SECOND FLOOR AREA (PROPOSED): 234 m² (2,523 s.f.)
 THIRD FLOOR AREA (PROPOSED): 240 m² (2,584 s.f.)
 SPACE FLOOR RATIO: 1.39
 TOTAL FLOOR AREA: 707 m² (7,618 s.f.)
 COMMERCIAL FLOOR AREA: 198 m² (2,134 s.f.)
 SITE COVERAGE %: 49.3%
 OPEN SITE SPACE %: 7.7%
 HEIGHT OF BUILDING: 9.67 m (32'-9")
 NUMBER OF STOREYS: 3
 NUMBER OF PARKING STALLS: 3
 BICYCLE PARKING: 22

BUILDING SETBACKS

FRONT YARD: 6m
 REAR YARD: 2.4m
 SIDE YARD FLANKING STREET: 2.4m
 SIDE YARD INTERIOR: 3m
 COMBINED SIDE YARDS: 5.4m



1 SITE / LANDSCAPE PLAN
A1.1 SCALE 1:100

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 JUL 10 2018

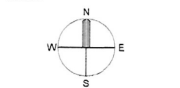
RESIDENTIAL USE DETAILS

TOTAL NUMBER OF UNITS: 5
 UNIT TYPE: 2 BEDROOM AND 3 BEDROOM
 GROUND ORIENTED UNITS: NONE
 MINIMUM UNIT FLOOR AREA: 77 m² (824 s.f.)
 TOTAL RESIDENTIAL FLOOR AREA: 418 m² (4,504 s.f.)

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North Arrow



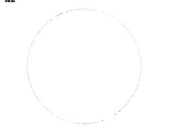
Revisions

No.	Issued / Revisions	Date
6	REVISIONS TO DP	09 JULY '18
5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 25 APRIL '18	
3	RE SUBMISSION FOR DP	22 MAR '18
2	RE SUBMISSION FOR DP	22 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17

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add



unpublished

ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING
1501 / 1503 HAULTAIN STREET
VICTORIA, B.C.

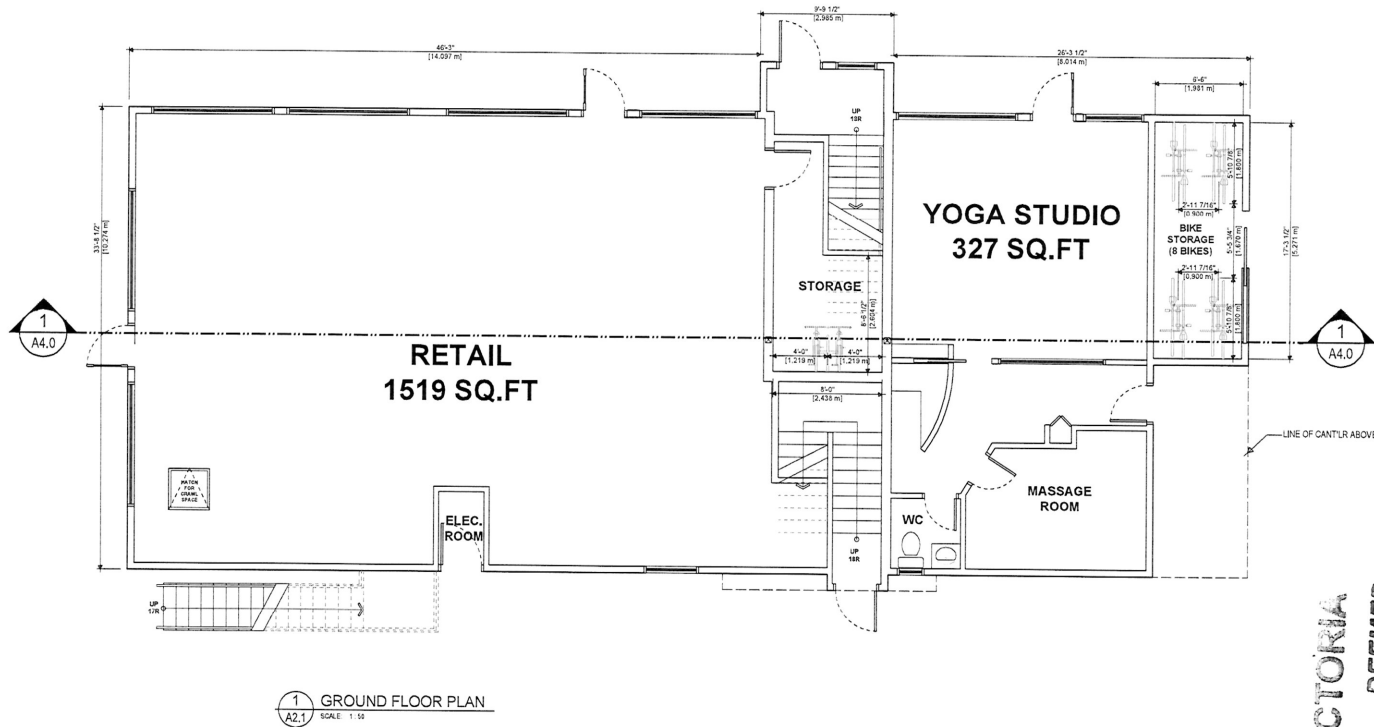
PROPOSED
SITE / LANDSCAPE PLAN

project no.: 17-515

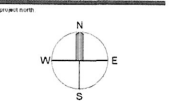
date: 09 JULY 2018 scale: AS NOTED
 checked by: LOWE drawn by: AA

drawn by:

A1.1



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JUL 11 2018
JUL 10 2018



No.	Issued / Revisions	Date
1	FOR DEVELOPMENT PERMIT	12 DEC. '17
2	RE SUBMISSION FOR DP	22 FEB. '18
3	RE SUBMISSION FOR DP	22 MAR. '18
4	FOR DESIGN PANEL MEETING	26 APRIL '18
5	RE SUBMISSION FOR DP	17 MAY '18
6	REVISIONS TO DP	19 JULY '18

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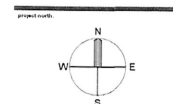
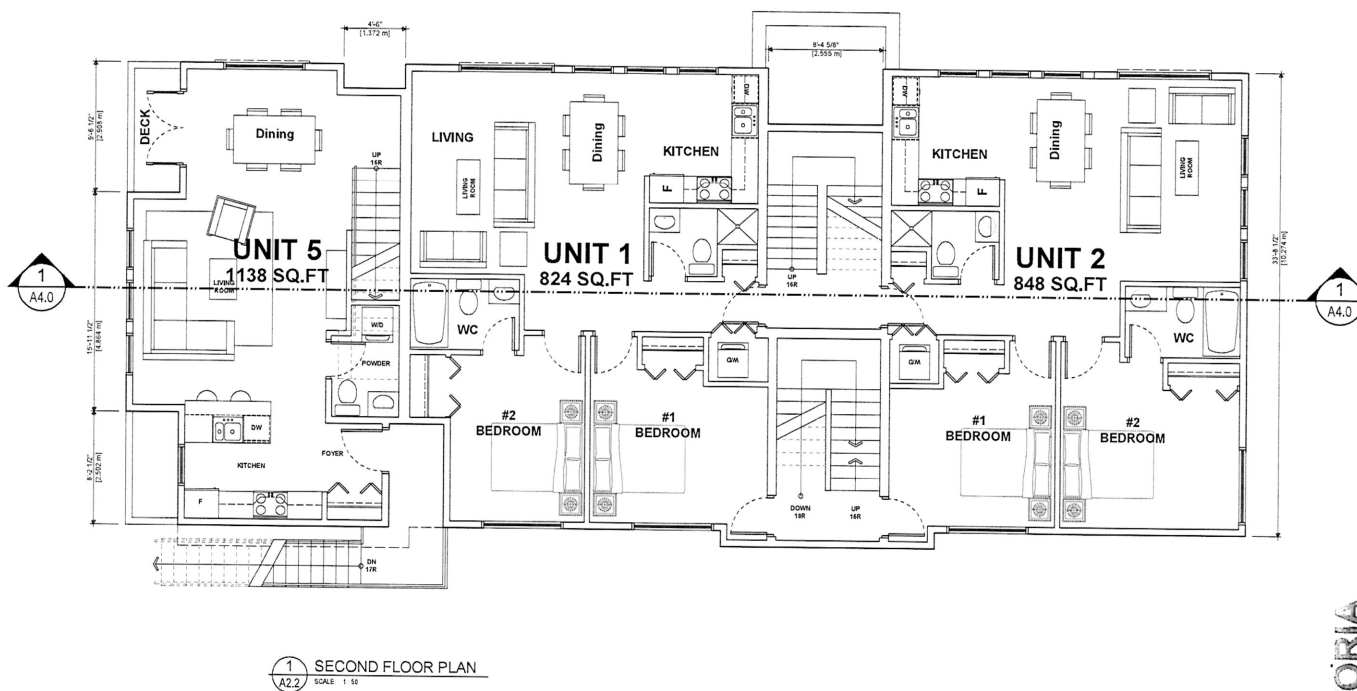


ADDITION TO RESIDENTIAL AND COMMERCIAL BUILDING
1501 / 1503 HAULTAIN STREET
VICTORIA BC

GROUND FLOOR PLAN

project no.:	17-015
date	19 JULY 2018
checked by	LOWE
drawn by	AA-TS

A2.1



No.	Issued / Revisions	Date
6	REVISIONS TO DP	09 JULY '18
5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 29 APRIL '18	
3	RE SUBMISSION FOR DP	20 MAR '18
2	RE SUBMISSION FOR DP	22 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17

alan lowe architect inc.
 #118 - 21 Erie Street
 Victoria, British Columbia V8W 2E8
 250.360.2888

UNDESIGNED
 ADDITION TO RESIDENTIAL
 AND COMMERCIAL
 BUILDING
 1501 / 1503 HAULTAIN STREET
 VICTORIA, BC

SECOND FLOOR PLAN

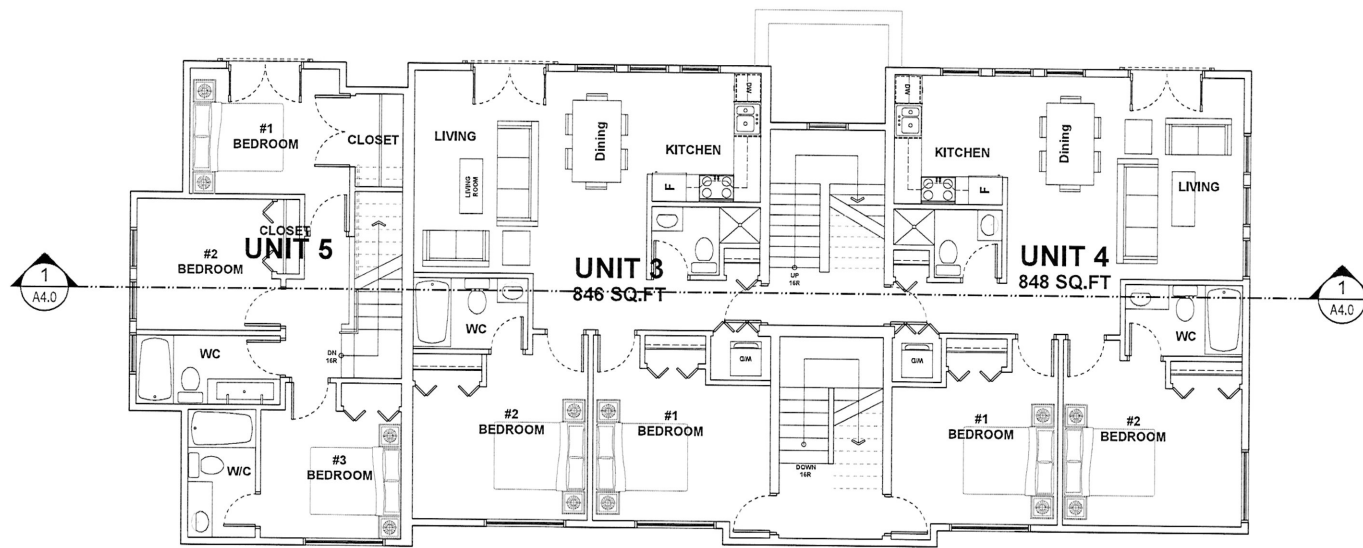
project no.:	17-515
date:	09 JULY 2018
checked by:	LOWE
drawn by:	AA-75

A2.2

CITY OF VICTORIA
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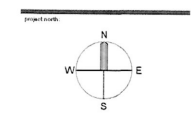
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 JUL 10 2018

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1 THIRD FLOOR PLAN
A2.3 SCALE 1/32

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 DEEMED
 JUL 10 2016



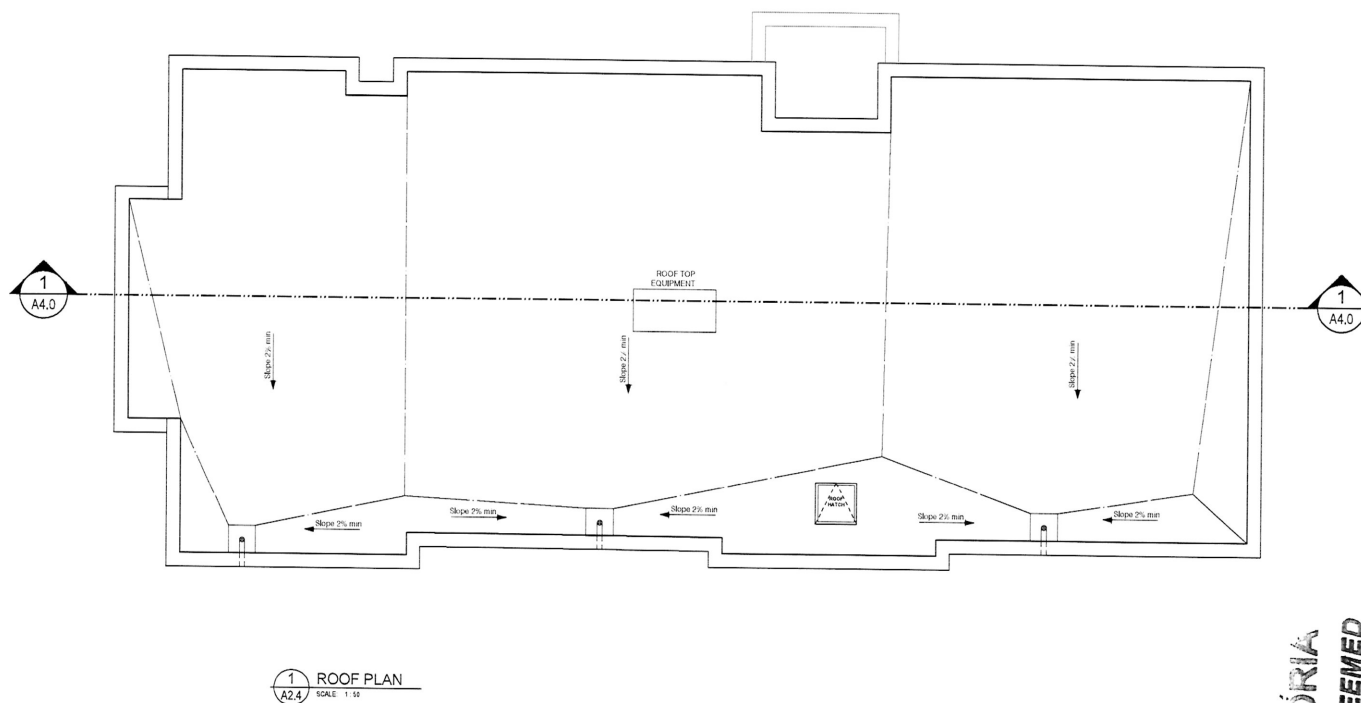
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No.	Date
6	REVISIONS TO DP 09 JULY '16
5	RE SUBMISSION FOR DP 17 MAY '16
4	FOR DESIGN PANEL MEETING 25 APR '16
3	RE SUBMISSION FOR DP 22 MAR '16
2	RE SUBMISSION FOR DP 22 FEB '16
1	FOR DEVELOPMENT PERMIT 12 DEC '17

alan lowe architect inc.
 #119 - 21 Erie Street
 Victoria, British Columbia V8W 2E8
 1 250.360.2888

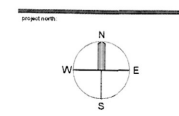
PROJECT:
 ADDITION TO RESIDENTIAL
 AND COMMERCIAL
 BUILDING
 1501 / 1503 HASTINGS STREET
 VICTORIA BC
 DRAWING TITLE:
 THIRD FLOOR PLAN

project no.:	17-515
date:	06 JULY 2016
scale:	AS NOTED
checked by:	LOWE
drawn by:	AA-JS

A2.3



CITY OF VICTORIA
RECEIVED
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JUL 10 2018



Revisions	
No.	Date
6	REVISIONS TO DP 09 JULY '18
5	RE SUBMISSION FOR DP 17 MAY '18
4	FOR DESIGN PANEL MEETING 25 APRIL '18
3	RE SUBMISSION FOR DP 22 MAR '18
2	RE SUBMISSION FOR DP 22 FEB '18
1	FOR DEVELOPMENT PERMIT 12 DEC '17

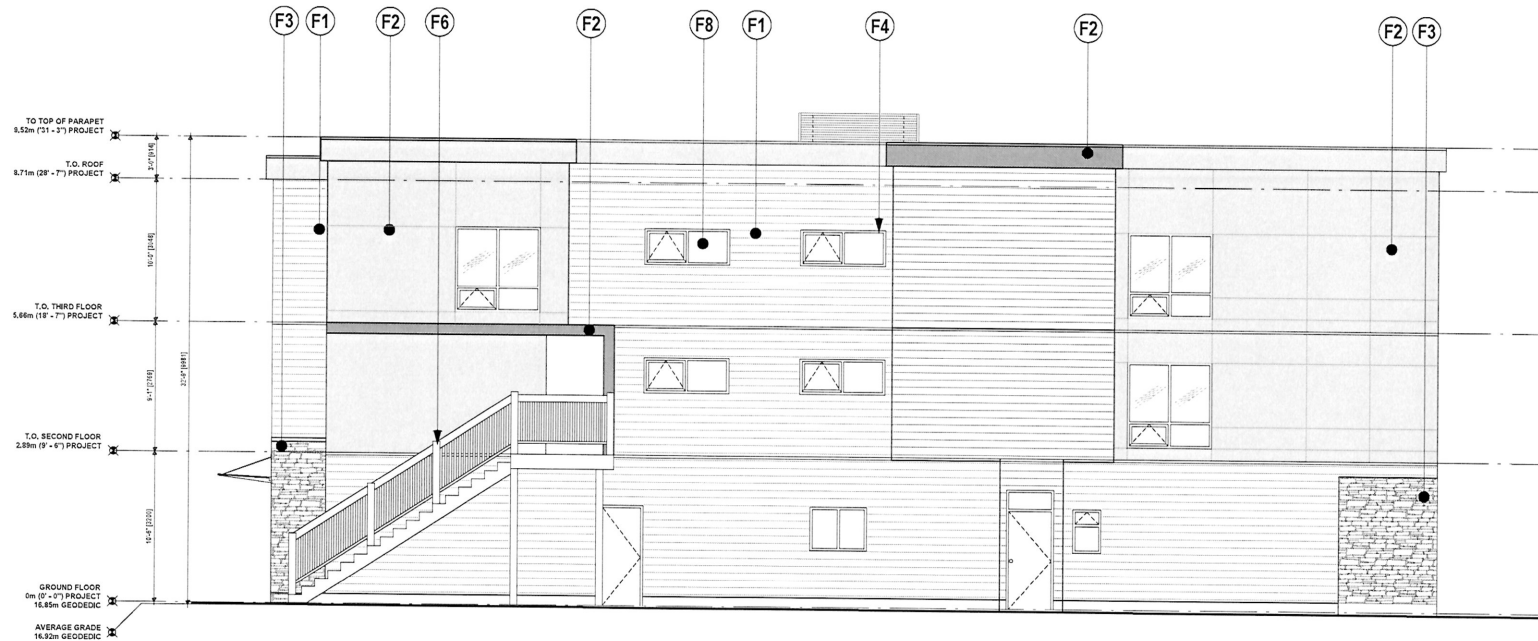
alan lowe architect inc.
 #118 - 21 Erie Street
 Victoria, British Columbia V8W 2E8
 250.360.2888



ADDITION TO RESIDENTIAL AND COMMERCIAL BUILDING
 1011/1503 HAULTAIN STREET
 VICTORIA, BC
ROOF PLAN

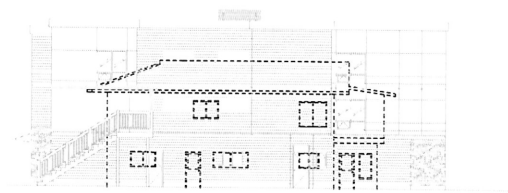
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date:	09 JULY 2018
checked by:	LOWE
drawn by:	AA-15

A2.4

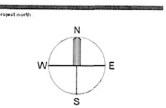
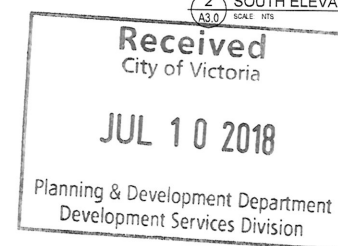


1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR FINISHES & NOTES:	
(F1)	WHITE PLANK - SUPPLY
(F2)	WHITE BOARD - WESTCHESTER GRAY
(F3)	WALL - STONE
(F4)	ALUMINUM WINDOW FRAMES
(F5)	ALUMINUM PARTITION WITH GLASS PANELS
(F6)	ALUMINUM AND GLASS HANDLES
(F7)	GLASS FOR DOORS
(F8)	GLASS FOR WINDOWS

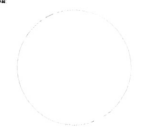


2 SOUTH ELEVATION WINDOW OVERLAY
SCALE: 1/8" = 1'-0"



No.	Issued / Revisions	Date
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5	RE SUBMISSION FOR DP	17 MAY '15
4	FOR DESIGN PANEL MEETING 25 APRIL '15	
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2	RE SUBMISSION FOR DP	20 FEB '15
1	FOR DEVELOPMENT PERMIT	12 DEC '17

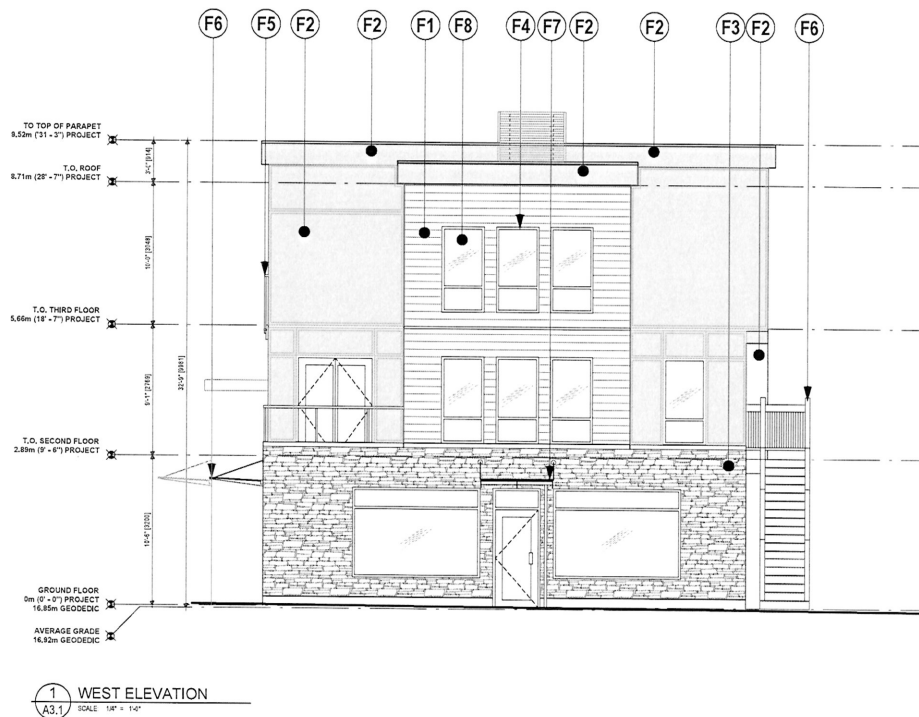
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#118 - 21 Erie Street
Victoria, British Columbia
1 250.360.2688



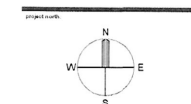
ADDITION TO RESIDENTIAL AND COMMERCIAL BUILDING
1501 / 1503 HAULTAIN STREET
VICTORIA BC
SOUTH ELEVATION

project no.:	17-515
date	09 JULY 2018
scale	AS NOTED
checked by	LOWE
drawn by	AA

A3.0



EXTERIOR FINISHES & NOTES :	
①	PAVEL PLANK (SILVER)
②	HARDY PANEL WEST (WESTER DOW)
③	ACRYLIC STONE
④	ALUM EX W/ WOOD TRIMETS
⑤	ALUM EX W/ WOOD TRIMETS
⑥	ALUM EX W/ WOOD TRIMETS
⑦	GLASS FORT (COPPER)
⑧	GLASS FORT (COPPER)
⑨	GLASS FORT (COPPER)
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REVISIONS	
6	REVISIONS TO DP 09 JULY 15
5	RE SUBMISSION FOR DP 17 MAY 15
4	FOR DESIGN PANEL MEETING 25 APRIL 15
3	RE SUBMISSION FOR DP 22 MAR 15
2	RE SUBMISSION FOR DP 22 FEB 15
1	FOR DEVELOPMENT PERMIT 12 DEC 14
No.	Issued / Revisions
Date	

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Victoria, British Columbia

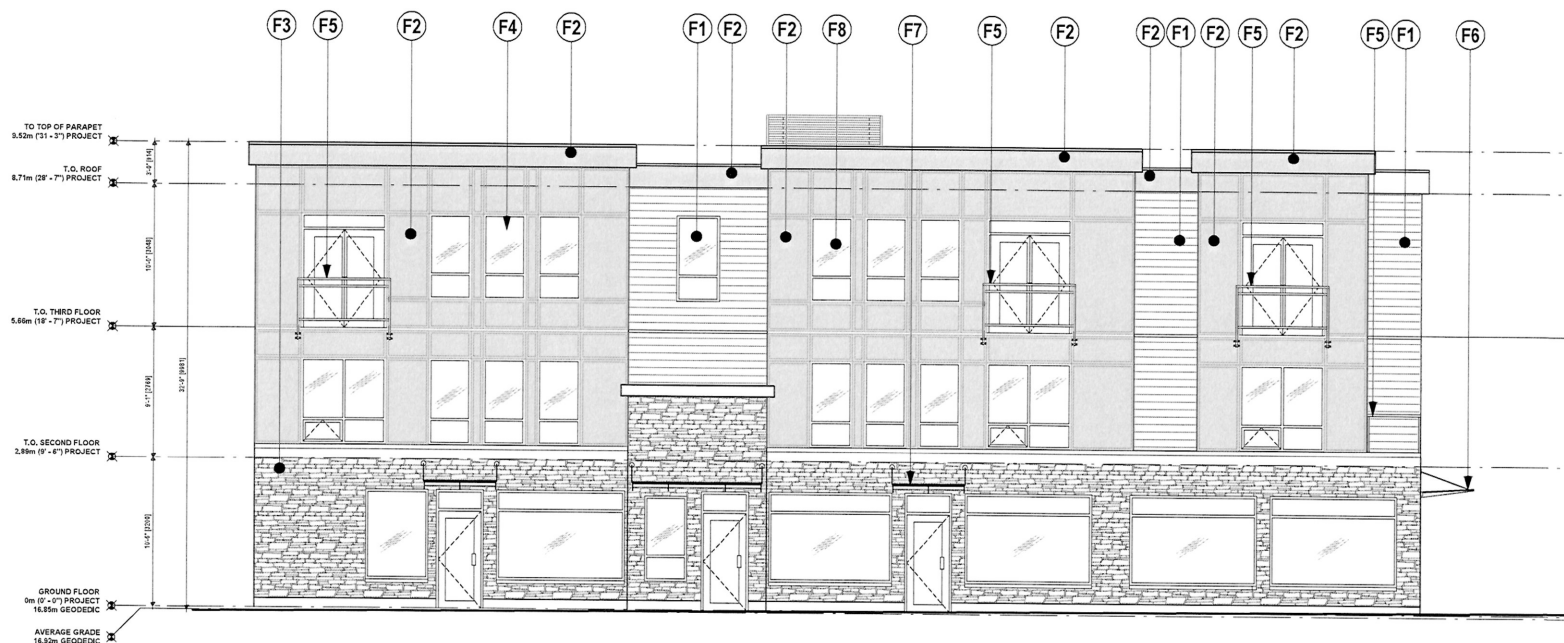
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ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING
1501 / 1503 HAU TAIN STREET
VICTORIA BC
WEST ELEVATION

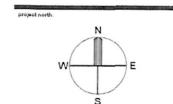
project no.:	17-515
date	09 JULY 2015
scale	AS NOTED
checked by	LOWE
drawn by	AA
sheet no.	

A3.1



1 NORTH ELEVATION
A3.2 SCALE 1/8" = 1'-0"

EXTERIOR FINISHES & NOTES :	
1	WHITE FLAK - BURAP
2	WHITE BOARDS - WESTCHESTER GRAY
3	MODERN STONE
4	ALUMINUM WINDOW FRAMES
5	ALUMINUM WINDOW FRAMES WITH GLASS PANELS
6	ALUMINUM AND GLASS CANOPIES
7	GLASS FOR CANOPIES
8	GLASS TINTED GLASS



No.	Issued / Revisions	Date
6	REVISIONS TO DP	09 JULY '18
5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 20 APRIL '18	
3	RE SUBMISSION FOR DP	20 MAR '18
2	RE SUBMISSION FOR DP	20 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17

alan lowe architect inc.

#118 - 21 Erie Street
Victoria, British Columbia V8A 1S6

1 253.360.2888

lead



ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING
1501 / 1503 HAULTAIN STREET
VICTORIA BC

NORTH ELEVATION

project no. 17-515

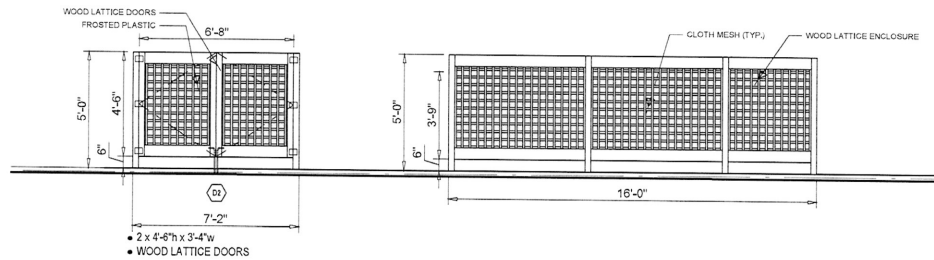
date 09 JULY 2018 scale AS NOTED

checked by LOWE drawn by AA

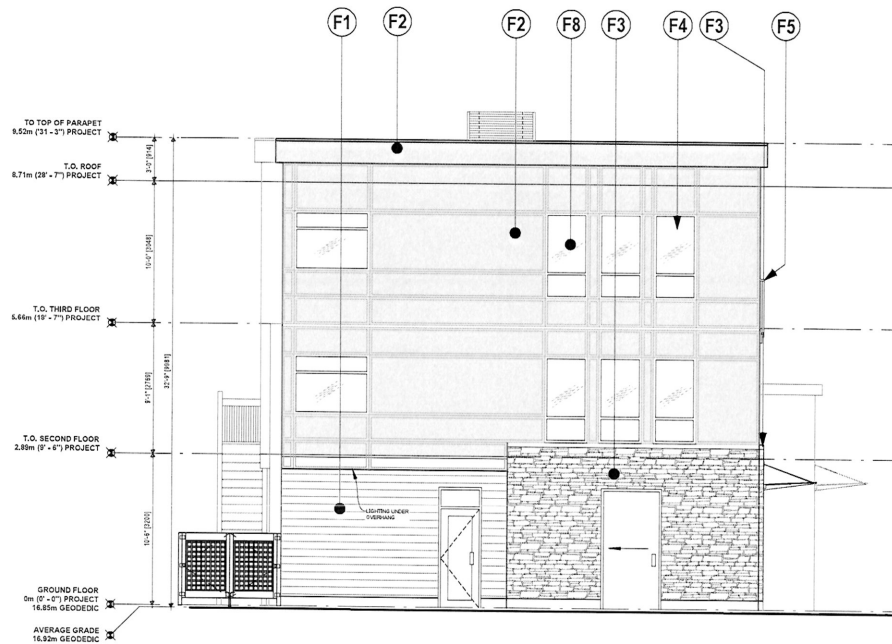
sheet no.

A3.2

Received
City of Victoria
JUL 10 2018
Planning & Development Department
Development Services Division



2 GARBAGE ENCLOSURE DETAIL
A3.3 SCALE: NTS



1 EAST ELEVATION
A3.3 SCALE: 1/8" = 1'-0"

EXTERIOR FINISHES & NOTES:	
1	PAVING PLANKS (BUILT-UP)
2	PAVING BOARD, ALUMINUM CLIP (TYP.)
3	MASONRY CLAY
4	ALUMINUM WINDOW FRAMES
5	ALUMINUM WINDOW WITH GLASS PANELS
6	ALUMINUM WINDOW GLAZING
7	GLASS FOR WINDOWS
8	GLASS FOR PARTITION WALL

10-001-001

Notes / Remarks

Project Info:
**ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING**
1501 / 1503 HAULTAIN STREET
VICTORIA, BC
EAST ELEVATION

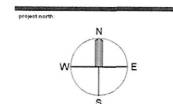
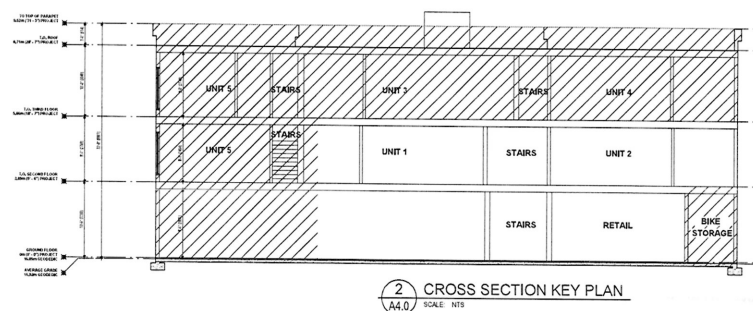
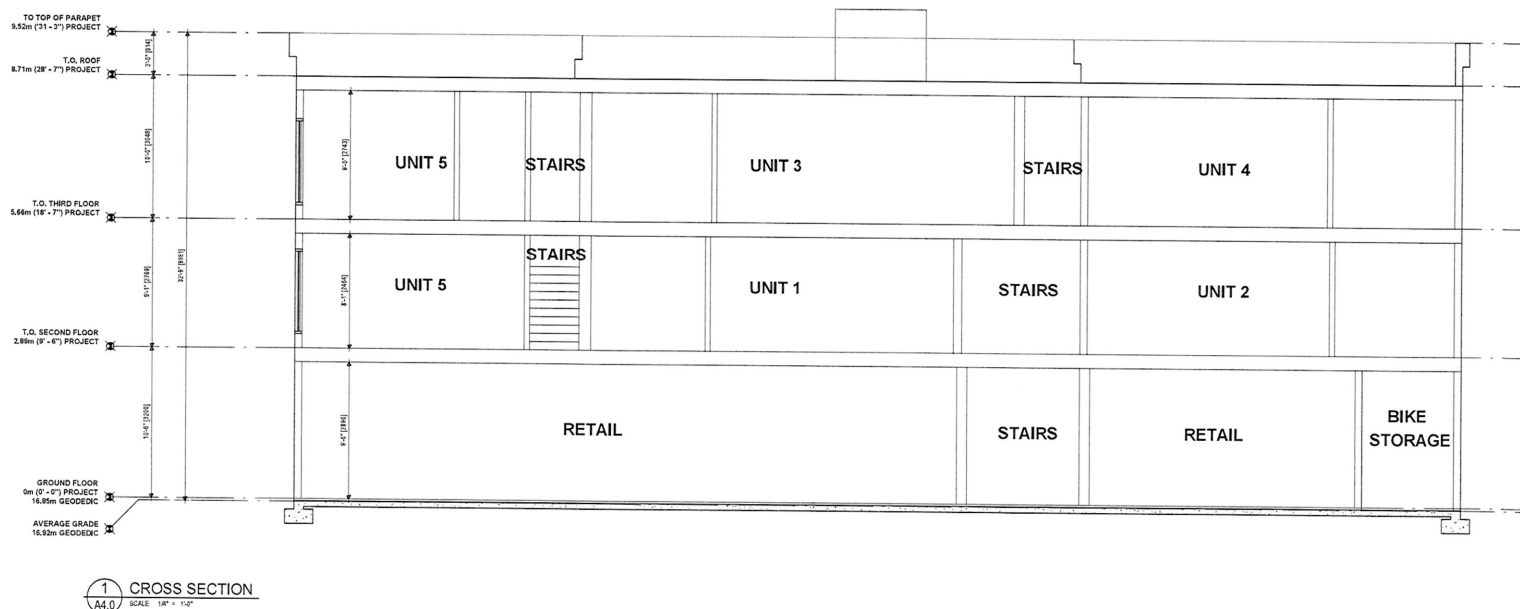
project no.	17-515
date	09 JULY 2018
scale	AS NOTED
checked by	LOWE
drawn by	AA

A3.3

Received
City of Victoria

JUL 10 2018

Planning & Development Department
Development Services Division



No.	Issued / Revisions	Date
4	REVISIONS TO DP	09 JULY '18
5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING	25 APRIL '18
3	RE SUBMISSION FOR DP	22 APRIL '18
2	RE SUBMISSION FOR DP	22 FEB. '18
1	FOR DEVELOPMENT PERMIT	12 DEC. '17

alan lowe architect inc.
#118 - 21st Street
Victoria, British Columbia
1 250.360.2888

PROJECT TITLE
**ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING**
1501 / 1503 HAULTAIN STREET
VICTORIA BC
drawing title
CROSS SECTION

project no.	17-515
date	09 JULY 2018
checked by	LOWE
drawn by	AA

A4.0

Received
City of Victoria
JUL 10 2018
Planning & Development Department
Development Services Division



July 12, 2018

To whom it may concern:

This letter will confirm that Cinnabar Brown Holdings Ltd. and Modo Co-operative entered into two separate agreements on March 7, 2018 and July 12, 2018 for:

- the provision of five Modo Partnership Memberships for the benefits of residents of the building located at 1501 Haultain Street, Victoria B.C.;
- the provision of a carshare vehicle to be located on the street near 1501 Haultain Street, Victoria B.C.; and
- the provision of \$100 worth of driving credit for each resident of the building located at 1501 Haultain Street, Victoria B.C. who becomes a Modo member, which may applied to fees for some usage of Modo Vehicles.

Regards,

Sylvain Cellaire
Business Development Manager

Lucas De Amaral

From: Bianca Bodley [REDACTED]
Sent: July 17, 2018 1:57 PM
To: Victoria Mayor and Council; ltalor@victoria.ca
Subject: 1501 Haultain Developemnt
Attachments: Haultain non-bubbled DP set July 9th 2018.pdf

Categories: Planning

Hello

I am a business owner at Haultain Corners and I am writing in support for this proposed development.

1. This provides infill for much needed housing for working families, without urban sprawl.
2. Haultian Corners is a walkable neighbourhood, which is on a bike route. The bus stop is in front of the building.
3. The buildings at Haultain Corners need updating. This revitalization is good for the neighbourhood.

Thank you for your time,

Bianca

--

Bianca Bodley | BIOPHILIA design collective ltd.
1501 Haultain St | Victoria BC V8R 2K1 [REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]



Cities for Everyone supports more affordable housing and transportation, in order to provide security, freedom and opportunity for people with all incomes and abilities

www.citiesforeveryone.org

Victoria Mayor and City Council
mayorandcouncil@victoria.ca
Victoria City Hall
23 July 2018
Re: 1501 Haultain

Dear Victoria Mayor and Council,

I am writing to express Cities for Everyone's support for proposed mixed use development at 1501 Haultain Street in Fernwood, and the variances required to make it successful.

This is the type of infill the city needs to accommodate more people in multimodal neighborhoods where residents can minimize their automobile ownership and use, and therefore their cost burdens. It is located in Haultain Corners, a very walkable small urban village closed to Royal Jubilee Hospital, Hillside Mall, and Downtown. It is on the city's *all ages and abilities* bike route, and a bus stop is located in front of the building.

The developers will implement a number of actions to support non-auto travel including Modo Carshare membership, plus abundant bicycle parking, including ten that are enclosed. I do not think the request for the developer to provide an electric bicycle for each unit is necessary or useful. Not everybody want or will use an electric bicycle, and the costs of such amenities will ultimately borne by occupants; each dollar of additional costs will require more than a dollar in increased purchase or rent costs. This project's key value is its very accessible location. Cities for Everyone recommends that the City avoid any additional cost burdens.

Sincerely,

Todd Litman
Cities for Everyone



Subject Property – 1501/1503 Haultain Street



Council Motion (excerpt)

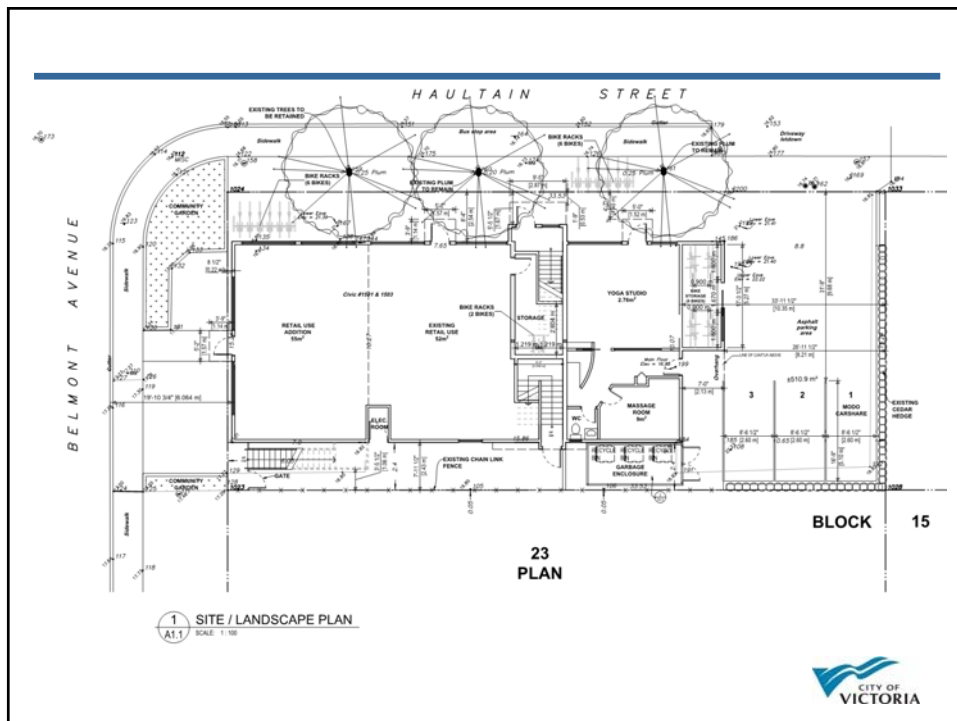
That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street in accordance with:

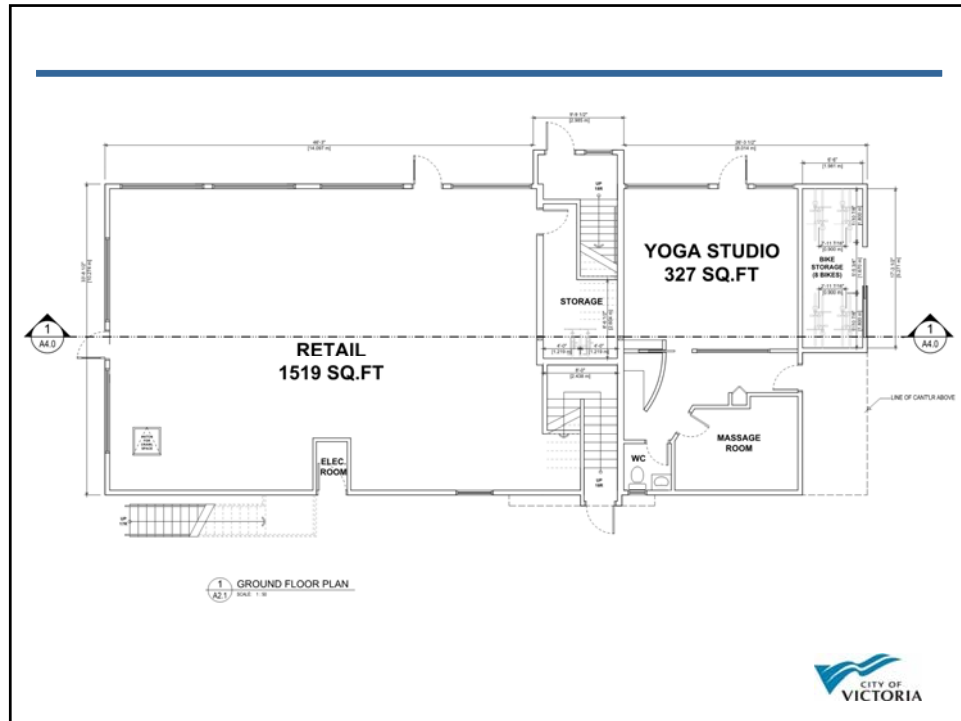
- 3. The applicant provide one electric bicycle for use by the residents in the building.*
- 6. Request that the applicant provide a car share vehicle in a nearby on street parking space.*
- 7. The applicant be requested to provide one electric bicycle per unit"*



Proposed Transportation Demand Management Measures

- purchase of one car share vehicle
- dedicate a car share parking space onsite
- provide five car share memberships (one for each residential unit)
- provide car share usage credits in the amount of \$100 towards each car share membership
- provide each resident with a \$400 contribution towards the purchase of a bicycle.







Committee of the Whole Report

For the Meeting of July 26, 2018

To: Committee of the Whole **Date:** July 13, 2018
From: Jonathan Tinney, Director, Sustainable Planning and Community Development
Subject: Official Community Plan 5-Year Review

RECOMMENDATION

That Council:

1. Receive the following for information and direct staff to communicate the findings and highlights to the public:
 - a) Official Community Plan Annual Review 2017
 - b) City of Victoria 2017 Housing Report
 - c) Official Community Plan Annual Review 2016
 - d) City of Victoria 2016 Housing Report
2. Consider the data and trends highlighted in the OCP 5-Year Review to inform future policy initiatives and priorities.
3. Direct staff to report back with the second annual review of the Victoria Housing Strategy at a Council workshop in November 2018 to summarize progress on action items and establish new actions for an updated strategy.

EXECUTIVE SUMMARY

The purpose of this report is to present the results of the Official Community Plan (OCP) Annual Reviews for 2017 and 2016. This is the fifth annual snapshot of progress towards achieving the OCP since its adoption in 2012. As such, a 5-Year Review focused on growth and change in Victoria's population, housing, and employment, is included in this report to inform OCP monitoring, as well as, considerations for future City policies and priorities.

Overall, the data and indicators show that the OCP goals, objectives and policies are driving intended outcomes in many areas, and the population projections that were created when the OCP was under preparation have been realized so far. The regional share of growth for the city as a whole has continued to exceed targets every year since 2012, supporting City goals, as well as the direction provided by the Regional Growth Strategy. New growth in the City has been focused in the urban core, primarily with the effect that targets are not being met in and around neighbourhood centres and villages. Future neighbourhood plans may look to determine options for additional growth in and around these areas.

Additional data trends indicate that future policy considerations and priorities should focus on continuing to protect Victoria's employment lands, and continuing with ongoing and additional initiatives that remove barriers for economic development. Additional trends also indicate

opportunities for the City's active transportation and transit policy goals. Other data trends may indicate the need to undertake further analysis on other ways to continue to encourage rental housing and more focused policies to achieve family-supportive housing stock.

This report also includes two annual housing reports which provide an annual snapshot of the state of the housing market in Victoria. Ongoing *Victoria Housing Strategy* implementation is also summarized in this report, including remaining actions that are now being expedited with the hiring of an additional Housing Planner. Staff will report back to Council in November 2018 to provide the second annual review of the *Victoria Housing Strategy* to summarize progress on action items and establish new actions with Council for an updated strategy.

PURPOSE

The purpose of this report is to present the results of the OCP Annual Reviews for 2017 and 2016. This is the fifth annual snapshot of progress towards achieving the OCP since its adoption in 2012. As such, a 5-Year Review focused on growth and change in Victoria's population, housing, and employment, is included in this report to inform considerations for future City policies and priorities.

BACKGROUND

On July 30, 2012, Council adopted a new *Official Community Plan* (OCP). One of the distinguishing features of the OCP is its adaptive management approach, which establishes a regular cycle of plan implementation, monitoring and adjustment that supports the OCP's long-term goals and objectives, and ensures that the OCP responds to emerging issues and opportunities. The *OCP Implementation Strategy*, approved by Council on September 12, 2013, also identifies the development of an OCP monitoring program and associated indicators as short-term actions to support and realize an adaptive management approach.

The OCP monitoring program includes both annual and five-year reporting. The annual reviews evaluate the progress towards plan implementation, goals and objectives, and report on key annual indicators (Policy 22.9). The Five-Year Monitoring Report was envisioned to feature a comprehensive set of indicators and a more detailed evaluation of the plan progress towards the OCP implementation, goals, objectives and local area planning (Policy 22.11), prepared approximately every five years, as resources allow.

OCP Annual Indicators

The OCP Annual Reviews that summarize data from the 2017 and 2016 calendar years present the fifth annual snapshot of progress towards achieving the OCP. Annual indicators related to the OCP are monitored and, in conjunction with past annual reviews prepared since 2012, provide a reference point against which progress can be measured in future years.

The following annual OCP indicators are reported in each OCP Annual Review, which are focused primarily on land management and development, and are limited to those where data is available on an annual basis:

1. New housing units	5. Improvements to Greenways network
2. Share of new housing units located within target areas	6. Improvements to sidewalk network
3. Regional share of new housing units	7. Improvements to cycling network
4. New commercial and industrial space in target areas	8. Improvements to underground infrastructure

9. Activities in public spaces	14. Emergency shelter use
10. New trees on City lands	15. Retail, office and industrial vacancies
11. New housing units by tenure	16. Official Community Plan amendments
12. New housing units by type	17. Contributions from development
13. Rental housing vacancy rate	

ISSUES & ANALYSIS

1. Trends Identified in OCP 5-Year and Annual Reviews:

Overall, the indicators for the 2017 and 2016 calendar years show that targets are mostly being met or exceeded, with several indicators experiencing changes that are worth noting. More specific details on each indicator are included in OCP Annual Review 2017 (Attachment A) and OCP Annual Review 2016 (Attachment B). To supplement the annual reviews and support the OCP 5-Year Review, additional data related to growth and change in Victoria's population, housing, and employment was also prepared. The following is a high-level summary of key findings and trends worth noting to inform future policy considerations and priorities:

a) OCP policies are proving effective

The regional share of new housing units applied for in the City as a whole has continued to exceed targets every year since 2012. In 2017, 23% of new housing in the region was within the City of Victoria, and 18% of units were in the City's urban core, both of which are higher than the established regional targets (20% in City, 10% in urban core).

Over the past 5 years, development has been occurring in the areas of the City where growth is directed by the OCP. The OCP Annual Reviews show that the Downtown Core Area is experiencing the largest share of development. The OCP directs 50% of growth in the urban core. Since the OCP was adopted in 2012, the urban core has exceeded this target with a cumulative average of 61% share of new housing units.

The residential neighbourhoods and small urban villages have also exceeded growth targets. The OCP directs 10% of growth to these areas. Since the OCP was adopted, the residential areas have experienced a cumulative average of 15% share of new housing units.

The following table indicates that a lower share of housing has been developed in, or within, walking distance of a town centre or large urban village. The OCP directs 40% of growth to these areas, which have only received 24% share of new housing units. Future neighbourhood plans may look to determine options for additional growth in and around urban villages.

Share of New Housing Units in Growth Target Areas								
Growth Area	2012	2013	2014	2015	2016	2017	2012-2017 Cumulative	Target for 2041
Urban Core	73%	33%	33%	81%	67%	78%	61%	50%
In or within walking distance of a Town Centre or Large Urban Village	17%	28%	48%	12%	22%	14%	24%	40%
Small Urban Village or the remainder of the residential areas	10%	39%	19%	7%	11%	8%	15%	10%

Source: City of Victoria OCP Annual Review, 2017

b) OCP population forecasts for Victoria accurate

Population forecasts were prepared as part of a study *Managing Growth and Change in Victoria, 2009* by Urban Futures to inform the OCP. The study projected that Victoria's population would grow by 20,000 people beyond 2011 levels (approximately 80,000) to reach approximately 100,000 people by 2041.

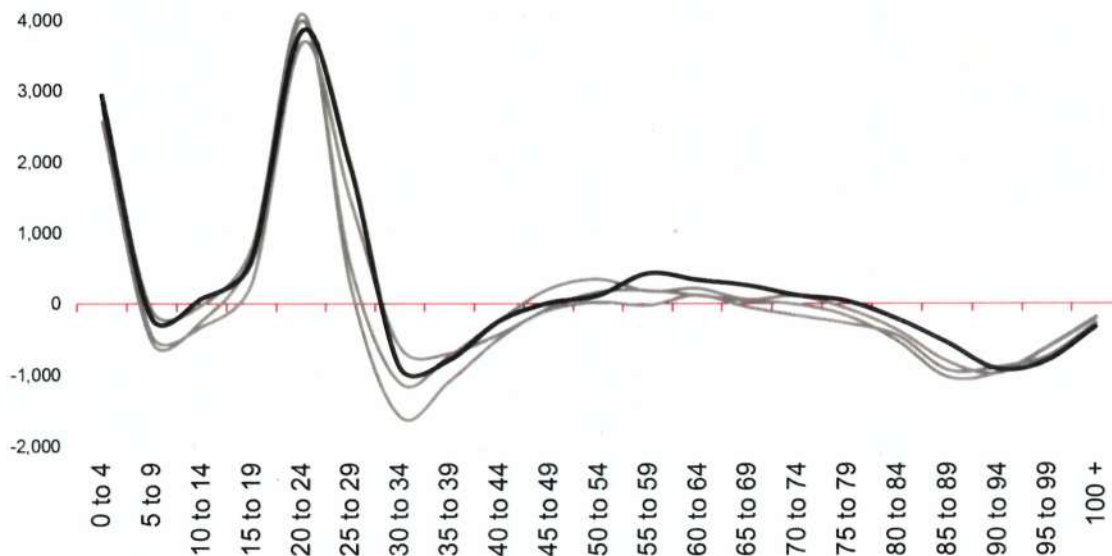
The 2009 projections show a city population of 86,753 by 2018. BC stats estimates indicate city population of 86,130 at the end of 2017. An update to the 2009 projections forecasts similar growth rates going forward, indicating that current OCP targets are still appropriate given recent population growth.

c) Victoria experiences consistent variations in population growth by age cohort

The graph below indicates change in population by cohort for Victoria for each Census over a 20 year period. Despite consistent strong net growth in the 20-30 age cohorts, a continued net loss of population in the age groups where family formation typically occurs has been seen over the past several Census periods. This may indicate that family housing is not available and/or affordable for this cohort of the population.

This may indicate misalignment with existing family-supportive housing stock related to price or availability and may suggest the need for more focused policies supporting these housing types.

1996 to 2016 Change in Population by Cohort, City of Victoria



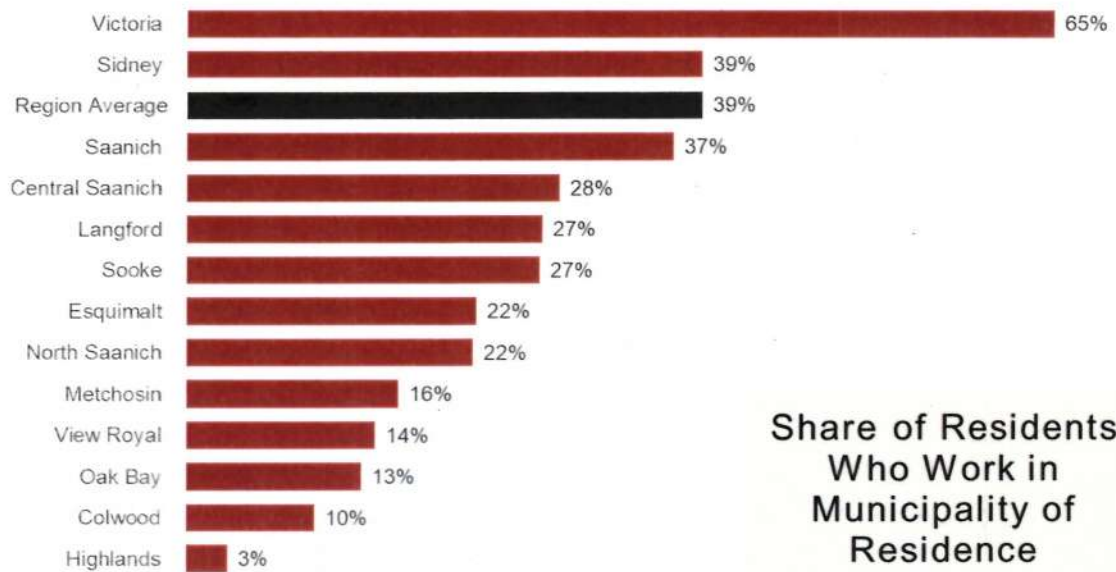
Source: Statistics Canada

d) Increased need and demand for rental housing

Victoria experienced a significant increase in rental housing construction during the period of 2015-2017. This is likely attributed to lower interest rates and financing, as well as City policies encouraging rental housing. However, as economic fundamentals change, the City may wish to undertake further analysis on other ways to continue to encourage rental housing. Some of this work is ongoing as part of the inclusionary housing policy, community amenity contributions related to housing affordability, and new zoning powers for rental tenure in the *Local Government Act*.

e) Majority of Victoria residents (65%) work in Victoria

There is a high share of residents that live and work in Victoria (65%), which reflects OCP goals and objectives related to sustainability and quality of life. The graph below shows that Victoria has a significantly higher share of people that live and work in their community than other municipalities in the region. This provides greater opportunity for forms of transportation other than single-occupancy vehicle trips. This is evidenced by Victoria's increase in transit, walking and cycling for all trips within Victoria over the past 5 years (50% travelled by walking, cycling and transit combined in 2011 and 57% in 2017).



**Share of Residents
Who Work in
Municipality of
Residence**

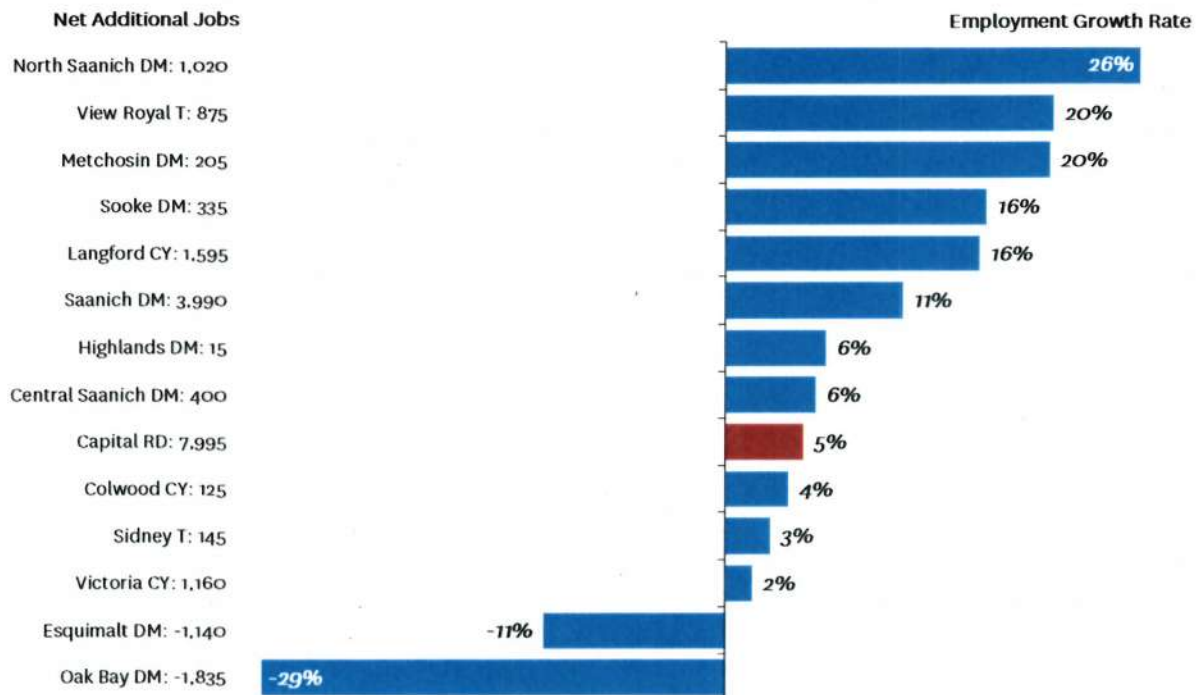
Source: Statistics Canada

f) Modest employment growth within the City

Victoria has experienced modest employment growth over the 2011-2016 period. While industrial vacancy was significantly below the 2011-2017 average and Downtown storefront vacancy was nearly half the average rate experienced since 2009, Statistics Canada data shows that Victoria has experienced only 2% overall employment growth.

This suggests that further analysis into policies to support protection and enhancement of Victoria's employment capacity may be needed. It also supports ongoing work to continue and enhance initiatives to remove barriers for economic development, through the work of the City's Business Hub and through regulatory initiatives such as zoning and parking regulations.

Employment* Change by Selected Municipalities, 2011 - 2016



*Employment counts by Census Subdivision of Work (worked at home or at a usual place outside the home)

Source: Statistics Canada

2. Victoria Housing Strategy Monitoring:

This report also includes two annual housing reports which provide an annual snapshot of the state of the housing market in Victoria:

1. City of Victoria 2017 Housing Report (Attachment C)
2. City of Victoria 2016 Housing Report (Attachment D).

These annual reports are supplementary to the OCP Annual Reviews and provide greater detail in terms of rental and market housing statistics, which supports monitoring and evaluation of the *Victoria Housing Strategy*.

As part of the 2018 Financial Plan, Council approved budget to support preparation of an inclusionary housing policy and to hire a Housing Planner for a 2-year term to support various housing initiatives and expedite remaining actions in the *Victoria Housing Strategy*. Following a recruitment process, a new Housing Planner started with the City in May 2018 and has been supporting the Senior Housing Policy Planner on key housing priorities. With the additional staff resources, the following initiatives are underway, some will be completed later this year, and others will commence and may carry over into 2019:

Action	Description	Status
Victoria Housing Strategy Strategic Direction 1: Increase Supply		
1. Support the Real Estate Strategic Plan	Work with the Strategic Real Estate function to determine how affordable housing objectives can be achieved when considering the acquisition, disposal or redevelopment of public properties and lands.	In progress Complete in Q3 of 2018
2. Secondary suites	Revisit the secondary suite grant program for accessible suites that serve an aging population.	Commence in Q4 of 2018
Victoria Housing Strategy Strategic Direction 2: Encourage Diversity		
3. Inclusionary Housing and Density Bonus Policy	Review the Density Bonus Policy and create an inclusionary housing policy to seek on-site non-market housing as part of amenity contributions and establish targets. Support Development Services in negotiations for projects that include affordable housing as a proposed community amenity, including connecting applicants with affordable housing providers.	In progress Report to Council in Q3
4. Standards of Maintenance Bylaw	Create a resource and implementation plan in collaboration with Bylaw Services, Building Inspections and the Fire Department to ensure an efficient and coordinated process for implementation and resource needs.	In progress Enforcement strategy and bylaw to Council by Q4
5. Tenant Assistance Policy implementation	Develop a process for implementation and community education resources.	In progress Policy comes into effect in Q3 of 2018
6. Adaptable housing guidelines	Consider voluntary guidelines to encourage adaptable housing so accessibility features can be added more easily and inexpensively post-construction.	Commence in Q4 of 2018
Victoria Housing Strategy Strategic Direction 3: Build Awareness		
7. Data strategy	Implement data monitoring project for improved building permit data gathering. Collect and analyse data and statistics to monitor current conditions and policy implications related to housing and affordability	Resume in Q4 of 2018
8. Development Summit	Use the City's annual Development Summit for ongoing dialogue with the development industry and housing providers to support the provision of affordable housing.	Annual Next Summit anticipated in Q3 of 2018

Action	Description	Status
9. Workshops	<p>Host a third* workshop with external partners and stakeholders to investigate opportunities for non-profit housing developments by faith communities.</p> <p><i>*First two workshops explored affordable home ownership programs and protecting and regenerating existing affordable rental housing stock as part of the Market Rental Revitalization Study project.</i></p>	Commence workshop planning in Q4 of 2018

OPTIONS & IMPACTS

Accessibility Impact Statement:

One indicator in the Annual Review measures and supports accessibility through upgrades to sidewalks throughout the City, both in the form of upgrades to existing sidewalks (widening or other improvements), or providing new sidewalks on an annual basis. In 2016, 0.35 kilometres of new sidewalks, and 1.06 kilometres of upgraded sidewalks, were added to Victoria's network for a total of 1.41 linear kilometres. In 2017, 0.37 kilometres of new sidewalks, and 0.85 kilometres of upgraded sidewalks, were added to the network for a total of 1.22 linear kilometres.

2015 – 2018 Strategic Plan:

The 5-Year and Annual Reviews provide a snapshot of progress towards achieving the OCP, and the data presented can be used to contribute to the identification of future priorities and strategies.

Impacts to Financial Plan:

The 5-Year and Annual Reviews provide data that inform future policy direction that may require funding to complete. Any subsequent work that is informed by these data reports would need to be considered as part of future financial planning processes.

Official Community Plan Consistency Statement:

The 5-Year and Annual Reviews are consistent with Policy 22.7 of the OCP, which calls for the development of an OCP monitoring and evaluation program that identifies: outcomes and targets, measurable indicators, methods for data collection and analysis, considerations for data interpretation, and methods for reporting and dissemination.

CONCLUSIONS

The OCP 5-Year Review indicates that the OCP goals, objectives and policies are driving intended outcomes in many areas, and the population projections that were created when the OCP was under preparation have been realized so far. The regional share of growth for the City as a whole has continued to exceed targets every year since 2012, supporting City goals, as well as the direction provided by the Regional Growth Strategy. New growth in the City has been focused in the Urban Core, primarily with the effect that targets are not being met in and around neighbourhood centres and villages. Future neighbourhood plans may look to determine options for additional growth in and around these areas.

Additional data trends indicate that future policy considerations and priorities should focus on continuing to protect Victoria's employment lands, and continuing with ongoing and additional initiatives that remove barriers for economic development. Additional trends also indicate opportunities for the City's active transportation and transit policy goals. Other data trends may indicate the need to undertake further analysis on other ways to continue to encourage rental housing and more focused policies to achieve family-supportive housing stock.

Respectfully submitted,

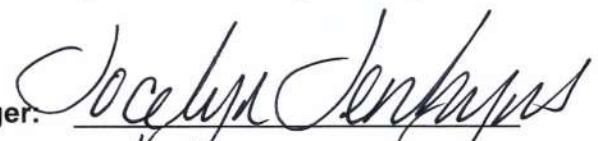


Andrea Hudson
Assistant Director, Community Planning



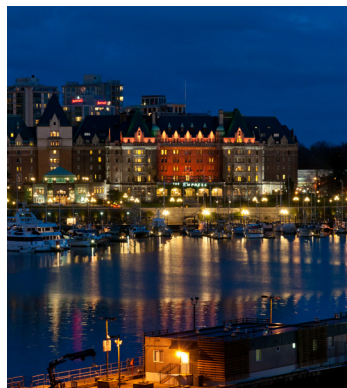
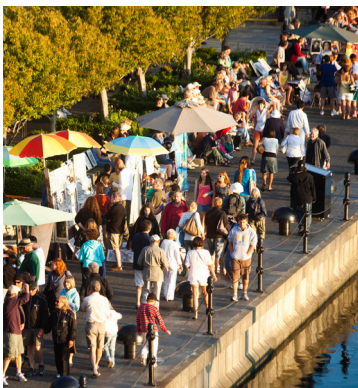
Jonathan Tinney, Director
Sustainable Planning and Community Development

Report accepted and recommended by the City Manager:


Date: July 19, 2018

List of Attachments:

- Attachment A: OCP Annual Review 2017
- Attachment B: OCP Annual Review 2016
- Attachment C: City of Victoria 2017 Housing Report
- Attachment D: City of Victoria 2016 Housing Report



OFFICIAL COMMUNITY PLAN Annual Review 2017

Publishing Information

Title: City of Victoria Official Community Plan – 2017 Annual Review

Prepared By: City of Victoria – Sustainable Planning and Community Development Department
Community Planning Division
July 2018

For More Information

Contact Details: City of Victoria
Sustainable Planning and Community Development Department – Community Planning Division
1 Centennial Square
Victoria, BC V8W 1P6

E communityplanning@victoria.ca
T 250.361.0382
www.victoria.ca

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Introduction



The purpose of the Official Community Plan (OCP) Annual Review is to provide an annual snapshot of progress towards achieving the OCP, which Council approved in July 2012. The OCP Annual Review 2017 is the fifth annual review and presents key indicators related to the OCP for the 2017 calendar year. Data collected in future years will allow progress to be measured as the indicators show trends over time.

The preparation of the Annual Review is guided by the OCP, which establishes a regular cycle of plan implementation, monitoring and adjustment as part of an adaptive management approach. More details regarding the OCP monitoring program were outlined in the Annual Review 2013, approved by Council in December 2013.

The Annual Review will be used to help identify emerging trends and issues that may have an impact on the OCP and to inform potential changes to the OCP and other policies, plans or practices.

The Annual Review indicators are focused primarily on land management and development, and are limited to those where data is available on an annual basis. A more comprehensive monitoring report will be produced approximately every five years, as resources allow, and provide a more complete review of progress towards achieving the OCP. These reports will feature an extensive list of indicators, covering all topics in the OCP.

KEY MONITORING FINDINGS

Several indicators have experienced changes worth noting in the 2017 calendar year. These include:

- › Exceeded targets for regional share of new housing
- › Distribution of new housing units between growth target areas generally following OCP targets, but with a lower share of units in and within walking distance of Town Centres and Large Urban Villages than envisioned
- › Decrease in vacancy rates for city-wide industrial (0.68%), and Downtown street front (3.8%)
- › Rental vacancy rate remained quite low (0.7% and distribution of tenure in new housing development largely strata ownership)
- › Construction completed on Victoria's first two-way protected bike lanes and started on a second two-way protected bike lane

Victoria's *Official Community Plan*

BACKGROUND

An *Official Community Plan* (OCP) is one of the most important guiding bylaws for a community. Victoria's current OCP was adopted by Council in July 2012 after two and a half years of public consultation with more than 6,000 people.

Guided by the *Local Government Act*, an OCP is a set of high-level objectives and policies that guide land use planning; social, economic and environmental policies; and civic infrastructure investments. Victoria's OCP provides direction for growth and change over the next 30 years, guiding Victoria to become a more sustainable community. Victoria's OCP encourages a strong downtown core and a network of vibrant walkable villages and town centres. It also emphasizes sustainable transportation and a greater range of housing options.

RELATIONSHIP TO THE OCP IMPLEMENTATION STRATEGY

The *OCP Implementation Strategy*, approved by City Council in September 2013, identifies 174 different actions to achieve the OCP. For each action, the *OCP Implementation Strategy* lists the responsibility, funding status, time frame and how it supports other priorities of the organization. At the time the OCP Implementation Strategy was created, it was intended that the status of implementation actions be reported as part of future OCP Annual Reviews. In future OCP Annual Reviews, particularly at milestone years (i.e. approximately every five years as resources allow), staff can highlight outstanding or upcoming OCP implementation items to inform priority setting by Council in following years.



Targets

The following list presents those targets identified in the OCP, along with the frequency with which their progress can be measured:

LAND MANAGEMENT AND DEVELOPMENT

› Victoria accommodates a minimum of 20,000 additional residents from 2011 to 2041	Measured every 5 years
› The Urban Core accommodates a minimum of 10,000 additional residents from 2011 to 2041	Measured every 5 years
› Victoria accommodates a minimum of 20% of the region's cumulative new housing units to 2041	Measured annually
› The Urban Core accommodates a minimum of 10% of the region's cumulative new housing units to 2041	Measured annually
› A minimum 90% of all housing units are within 400 metres of either the Urban Core, a Town Centre or an Urban Village by 2041	Measured every 5 years

TRANSPORTATION

› At least 70% of journey to work trips by Victoria residents take place by walking, cycling and public transit by 2041	Measured every 5 years
› A minimum of 60% of all trips by Victoria residents take place by walking, cycling and public transit by 2041	Measured every 5 years
› A minimum of 99% of Victoria residents live within 400 metres of a transit stop by 2041	Measured every 5 years

CLIMATE CHANGE AND ENERGY

› Victoria's greenhouse gas emissions are reduced by a minimum of 33% below the 2007 levels by 2020	Measured every 5 years
---	------------------------

ECONOMY

› Victoria accommodates a minimum of 20% of the region's new employment by 2041	Measured every 5 years
› Victoria's employment has increased by a minimum of 10,000 jobs by 2041	Measured every 5 years

FOOD SYSTEMS

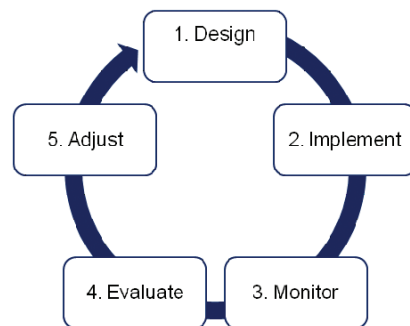
› A minimum of 90% of residents are within 400 metres of a full service grocery store by 2041	Measured every 5 years
› All organic food waste generated within Victoria is diverted from the regional landfill by 2041	Measured every 5 years

Monitoring the *Official Community Plan*

OVERVIEW

A community's ability to prepare and respond to change is an indication of its resiliency and sustainability. The OCP is based on an adaptive management approach, where an institution learns from implementation successes and failures in order to improve subsequent policies and actions over time. A regular system of review, monitoring and adjustment will measure progress towards achieving the OCP's long-term goals and objectives and ensure that the OCP responds to emerging trends, issues, and opportunities.

OCP ADAPTIVE MANAGEMENT FRAMEWORK



Source: Policy 22.1, City of Victoria *Official Community Plan*, 2012

MONITORING REPORTS

The OCP Monitoring Program will produce two different reports*:

1. An Annual Review, presenting a snapshot of implementation progress and reporting on key annual indicators
2. A Five-Year Monitoring Report containing a comprehensive set of indicators and evaluation of implementation progress

INDICATOR CRITERIA

The OCP monitoring program collects data for nearly 100 indicators. Seventeen of these indicators are measured on an annual basis with the remaining indicators measured approximately every five years. The list of indicators will be reviewed regularly. New indicators may be added and others may be adjusted or removed.

The indicators were selected with close attention to existing City monitoring initiatives. The final indicators were chosen based on the following criteria:

Criteria	Description
Meaningful	Does the indicator provide useful and relevant information about reaching OCP goals and objectives?
Readily available	Is the data needed to measure the indicator readily available? If not, can a new system to measure the indicator be easily set up? Is the indicator reported on a regular basis?
Outcome-oriented	Does the indicator measure results and not just the resources invested?
Reliable	Are the methods used to measure the indicator standardized and reliable? Is the data of a good quality?
Accepted	Is the indicator seen by other municipalities as a valid, reliable and verifiable measure?
Spatial	If possible, is the indicator spatially-oriented and able to be mapped?

*OCP policies 22.3, 22.7, 22.9, 23.1 – 23.8 provide more detailed guidance for the OCP Monitoring Program and reporting.

ANNUAL INDICATORS

The following indicators are measured on an annual basis and reported in the OCP Annual Review:

OCP Section	Annual OCP Indicators
Land Management and Development	1. New housing units 2. Share of new housing units in growth target areas 3. Regional share of new housing units 4. New commercial and industrial space in target areas
Transportation and Mobility	5. Improvements to Greenways network 6. Improvements to sidewalk network 7. Improvements to cycling network
Infrastructure	8. Improvements to underground infrastructure
Placemaking	9. Activities in public spaces
Parks and Recreation	10. New trees on City lands
Housing and Homelessness	11. New housing units by tenure 12. New housing units by type 13. Rental housing vacancy rate 14. Emergency shelter use
Economy	15. Retail, office and industrial vacancies
Plan Administration	16. <i>Official Community Plan</i> amendments 17. Contributions from development

FIVE-YEAR INDICATORS

The OCP Five-Year Monitoring Report will include indicators that cover all topic areas in the OCP. The final selection of five-year indicators will be based on resource availability and the quality of the data. For a list of proposed five-year indicators, see Appendix A. Accompanying the 2017 review, a supplemental report and presentation will be made outlining key demographic and housing trends that have developed over the last 5 years in Victoria.

Trends and Issues

One of the objectives of the Annual Review is to identify observable trends from the findings of the monitoring program. The Annual Review also aims to recognize other emerging issues, new knowledge and information that may be relevant to the implementation of the OCP. This information will be used to review and update relevant policies and practices in a coordinated and timely manner.

KEY MONITORING FINDINGS

This report presents data from the 2017 calendar year, which can be compared to the data from 2012 to 2016 to begin to understand if trends are developing. However, most of the OCP indicators do not yet show conclusive trends within this limited time frame. Additional data added in future years will allow more thorough analysis of trends as they develop.

Several indicators have experienced changes worth noting in the 2017 calendar year. The following is a high level summary of several targets:

- **Exceeded targets for regional share of new housing:** The regional share of new housing units applied for in the City as a whole has continued to exceed targets every year since 2012. In 2017, 23% of new housing in the region was within the City of Victoria, and 18% of units were in the City's Urban Core, both of which are higher than the targets (20% in City, 10% in Urban Core).
- **Distribution of new housing units between growth target areas generally following OCP targets, but with a lower share of units in and within walking distance of Town Centres and Large Urban Villages than envisioned:** Of the new units applied for in 2012-2017, 61% were in the Urban Core; 24% were in or within walking distance of a Town Centre or Large Urban Village; and 16% were located in a Small Urban Village or the remainder of the residential areas. In order to meet the 2041 targets, a greater share of future units would have to go to the areas in and around Town Centres and Large Urban Villages where the target is to have 40% of the growth.
- **Housing sale prices continue to increase:** Average condominium sales prices saw the largest rise (17%), while single family dwellings (13%) and townhomes (12%) saw similar increases from 2016 sale prices.



- **Rental vacancy rate remains low and the distribution of tenure in new housing development was largely strata ownership:** In 2017, the rental vacancy rate remains quite low at 0.7%. Strata ownership accounted for 85% of all new housing developments, and saw an increase from 2016 and are the highest they have been since the 2012 baseline. In comparison rental development figures (12%) have continued to drop from an unusually high number in 2015. Free simple ownership figures continue to remain a low proportion of new housing developments (3%).
- **Construction completed on Victoria's first two-way protected bike lanes as part of new All Ages and Abilities (AAA) Bicycle Network:** The new AAA Bicycle Network is a key step towards the goal of increasing the proportion of people in Victoria who choose to travel by bicycle.
- **Decrease in vacancy rates for city-wide industrial (0.68%), and Downtown street front (3.8%):** Industrial vacancy was significantly below the 2011-2017 average, and Downtown storefront vacancy was nearly half the average rate experienced since 2009, signaling a strong retail market demand downtown.

EMERGING TRENDS AND ISSUES

As more data is collected over the next few years, this section will provide a summary of any emerging trends, issues or new information that may have an impact on the implementation and success of the OCP.



OCP Indicators

The indicators presented in this report are based on data for the 2017 calendar year, except where noted. Results from earlier years were included for some indicators where the data was available. In many cases, this data was not available and it will be several years before conclusive trends can be determined.

Many of the OCP indicators in this report were first measured for the 2012 baseline year. This has meant finding reliable data sources and developing standard methods to collect and analyze the data. The monitoring methods for some indicators are still under development and these results will be reported in future OCP Annual Reviews. Those annual indicators are shown in the table at right.

Note: Unless otherwise noted, all data is provided by the City of Victoria.

Annual Indicators Under Development	
Indicator	Details
1. New housing units	Will be expanded to include new housing units completed, through Development Database Project (in progress)
2. Share new housing units located within target areas	Will be expanded to include new housing units completed, through Development Database Project (in progress)
3. Regional share of new housing units	Will be expanded to include new housing units completed, through Development Database Project (in progress)
4. New commercial and industrial space in target areas	Under development, as part of Development Database Project (in progress)
5. Greenways network	Will be expanded in the future to measure the percentage of the Greenways network that is complete
11. New housing units by tenure	Will be expanded to include new housing units completed, through Development Database Project (in progress)
12. New housing units by structure type	Will be expanded to include new housing units completed, through Development Database Project (in progress)
17. Contributions from development	Some data is currently reported, but this indicator is under development, as part of Development Database Project (in progress).



New Housing Units

WHAT IS BEING MEASURED?

This indicator measures the number and geographic distribution of net new housing units in the City of Victoria. Net new housing units are calculated from building permits at time of application. The number of housing units that will be lost (through demolition) are subtracted from the number of housing units that will be gained.

WHY IS THIS INDICATOR IMPORTANT?

Victoria is anticipated to grow by a minimum of 20,000 people over the next 30 years. This indicator measures how well the new housing supply is meeting the projected demand.

TARGET/DESIRED TREND:  increase sought

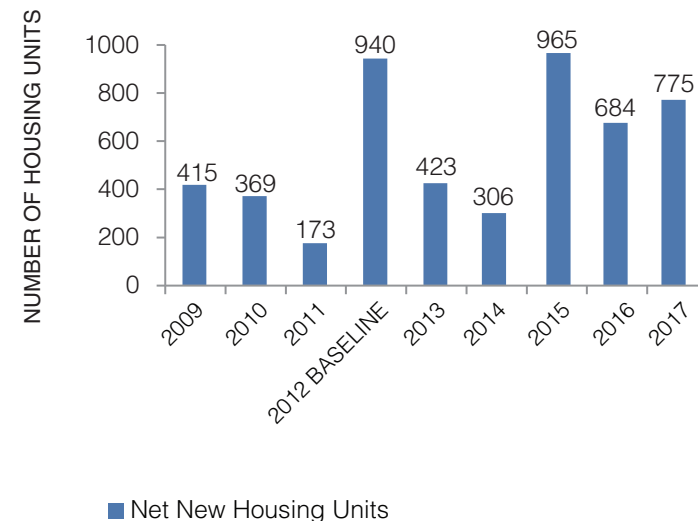
HOW ARE WE DOING?

A total of 775 net new housing units were applied for construction in 2017. Harris Green, North Park, and Victoria West neighbourhoods accounted for a combined 694 building permits for net new dwelling units, 89 percent of the citywide total (MAP 1).

In total, this represents 91 net new housing units more than the previous year, 165 units less than the 2012 baseline, and nearly 100 units more than the annual average experienced since the OCP was adopted in 2012.

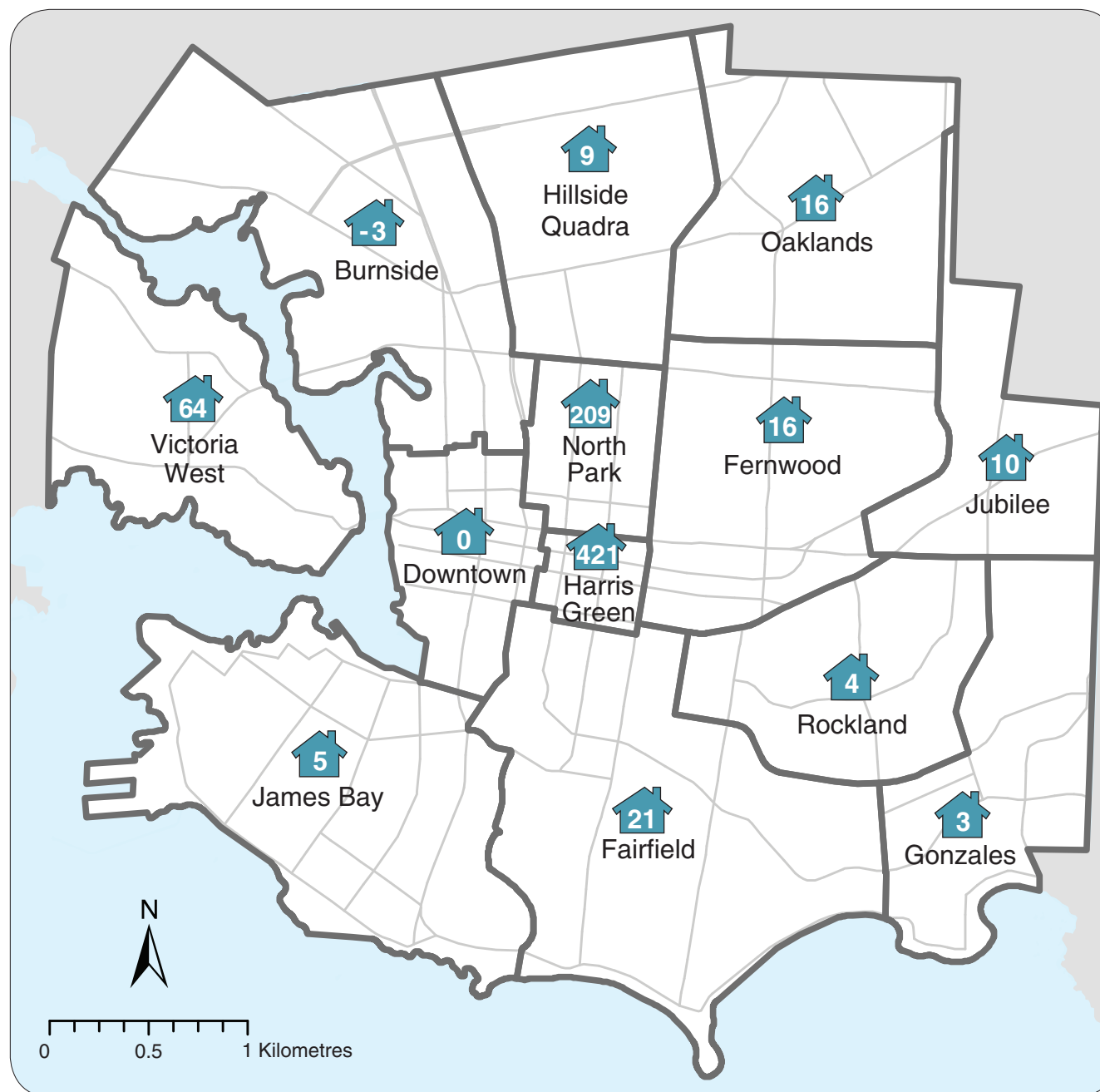
Building permit records indicate that 62 units were lost due to demolition or alteration in 2017, with Fairfield seeing the highest number of units lost (27) followed by Hillside-Quadra (11) and Gonzales (5). The majority of the demolition permits were for detached dwellings, while 21 of which were for demolitions of rental units that were replaced by new units secured as rental through housing agreements. The total units lost figure is higher than the units lost over the past four years, including 2016 (49 units), 2015 (60 units), 2014 (55 units) and 2014 (48 units).

Net New Housing Units in the City of Victoria



SOURCE: CITY OF VICTORIA

Note: New housing units are calculated from building permits at time of application.



SOURCE: CITY OF VICTORIA

MAP 1:

Net New Housing Units
by Neighbourhood

2017 Total Net New Housing Units
in Victoria = 775

Note: Net new housing units are calculated from building permits at time of application. The number of housing units that will be lost (through demolition) are subtracted from the number of housing units that will be gained.



Share of New Housing Units in Growth Target Areas

WHAT IS BEING MEASURED?

This indicator measures the annual share of new housing units located in the OCP's growth target areas. Housing growth is measured in three different target areas:

- 1) the Urban Core
- 2) located in or within walking distance (400 m) of a Town Centre or Large Urban Village
- 3) Small Urban Villages and the remainder of residential areas

Housing units are calculated from building permits at time of application, and categorized by OCP target growth areas.

WHY IS THIS INDICATOR IMPORTANT?

The OCP designates certain areas of the city for accommodating new population and associated housing growth. The Urban Core should accommodate 50% of the population growth, and areas in and near Town Centres and Large Urban Villages should accommodate 40% of the growth. Remaining growth is targeted for Small Urban Villages and other residential areas (10%). Concentrating housing and population growth in certain areas can provide the critical population mass to support better transit, local businesses, more efficient use of infrastructure, and better use of cycling and pedestrian facilities. It also reduces pressure on other residential parts of Victoria, where change is less desirable. A large share of Victoria's housing growth will be concentrated downtown to support the development of a strong urban core that retains its predominant role in the regional economy.

TARGET/DESIRED TREND:

- To accommodate at least 20,000 new residents and associated housing growth over the next 30 years in the following approximate proportions: 50% in the Urban Core; 40% in or within close walking distance of Town Centres and Large Urban Villages; and 10% in Small Urban Villages and the remainder of residential areas

HOW ARE WE DOING?

In 2017, the majority of development occurred in the Urban Core (79%), with 15% of development within walking distance of Town Centres and Large Urban Villages and 8% in Small Urban Villages or the remainder of residential areas (MAP 2).

As seen below, the distribution has varied from year to year, and looking at the cumulative numbers since the targets were established in 2012 gives the best idea of how we are doing so far. Of the new units applied for in 2012-2016, 61% were in the Urban Core; 24% were in or within walking distance of a Town Centre or Large Urban Village; and 15% were located in a Small Urban Village or the remainder of the residential areas.

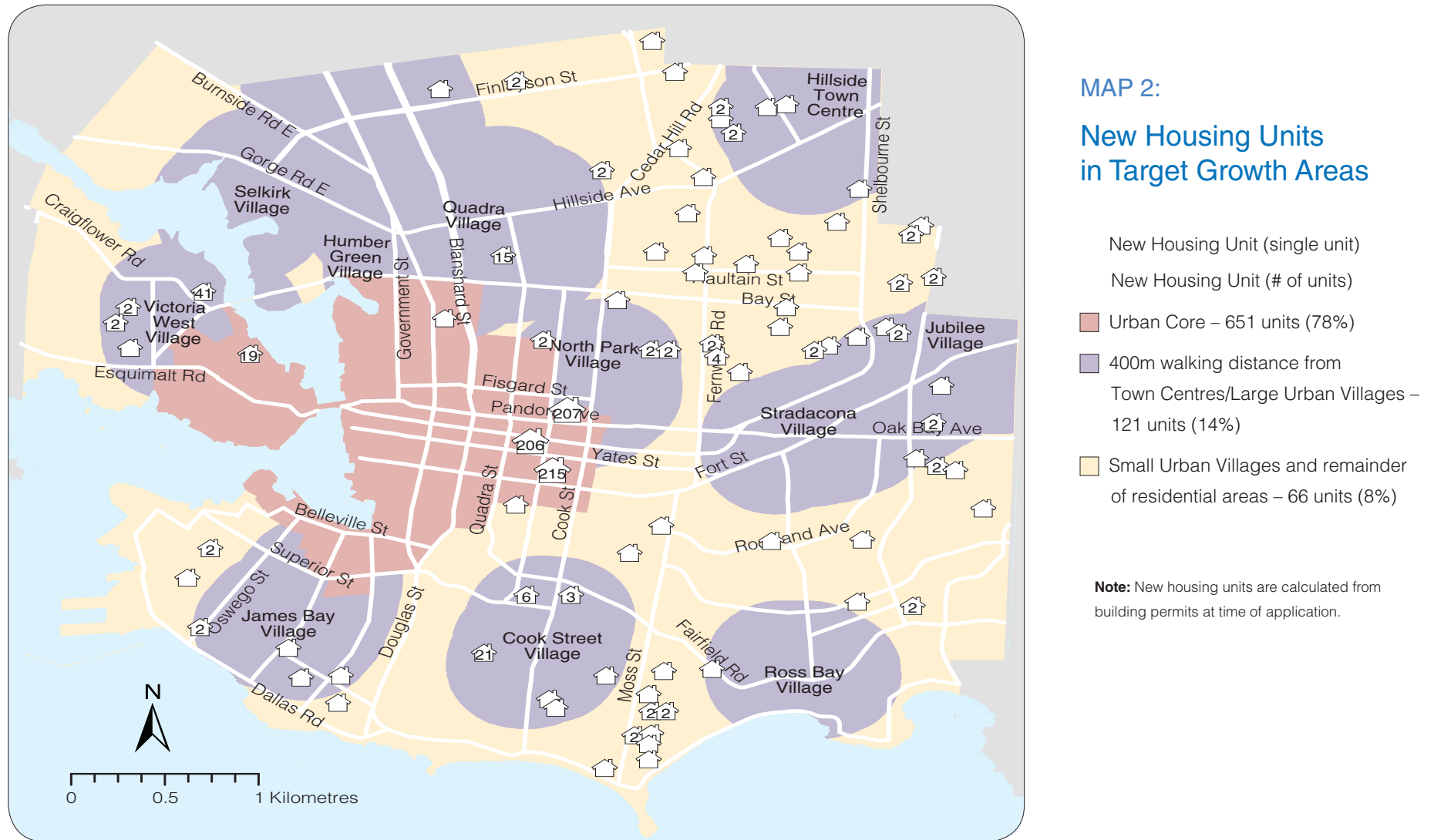
If this trend were to continue until 2041, the City would see a higher proportion of development in the Urban Core than the target as stated in the OCP, as well as a slightly higher proportion in Small Urban Villages and remainder of residential areas, while areas in and around Town Centres and Urban Villages would see less development than intended.

Share of New Housing Units in Growth Target Areas								
Growth Area	2012	2013	2014	2015	2016	2017	2012-2017 Cumulative	Target for 2041
Urban Core	73%	33%	33%	81%	67%	78%	61%	50%
In or within walking distance of a Town Centre or Large Urban Village	17%	28%	48%	12%	22%	14%	24%	40%
Small Urban Village or the remainder of the residential areas	10%	39%	19%	7%	11%	8%	15%	10%

SOURCE: CITY OF VICTORIA

MAP 2:

New Housing Units in Target Growth Areas



SOURCE: CITY OF VICTORIA

3 Regional Share of New Housing Units

WHAT IS BEING MEASURED?

This indicator measures the annual share of new housing units throughout the Capital Regional District that are located in the City of Victoria. It shows the share of the regional total that was in: 1) the City of Victoria as a whole, and 2) Victoria's Urban Core. New units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

An increased share of new housing units within Victoria's Urban Core has potential impacts for the whole region: more efficient use of infrastructure and facilities, better access to transit services, decreased air pollution, less reliance on car travel, and less development pressure on agricultural and other rural lands. Within Victoria, encouraging new housing growth within the Urban Core will support the economic vibrancy of downtown and ensure that it retains its predominant role in the regional economy.

TARGET/DESIRED TREND:

- Victoria accommodates a minimum of 20% of the region's cumulative new housing units to 2041
- The Urban Core accommodates a minimum of 10% of the region's cumulative new housing units to 2041

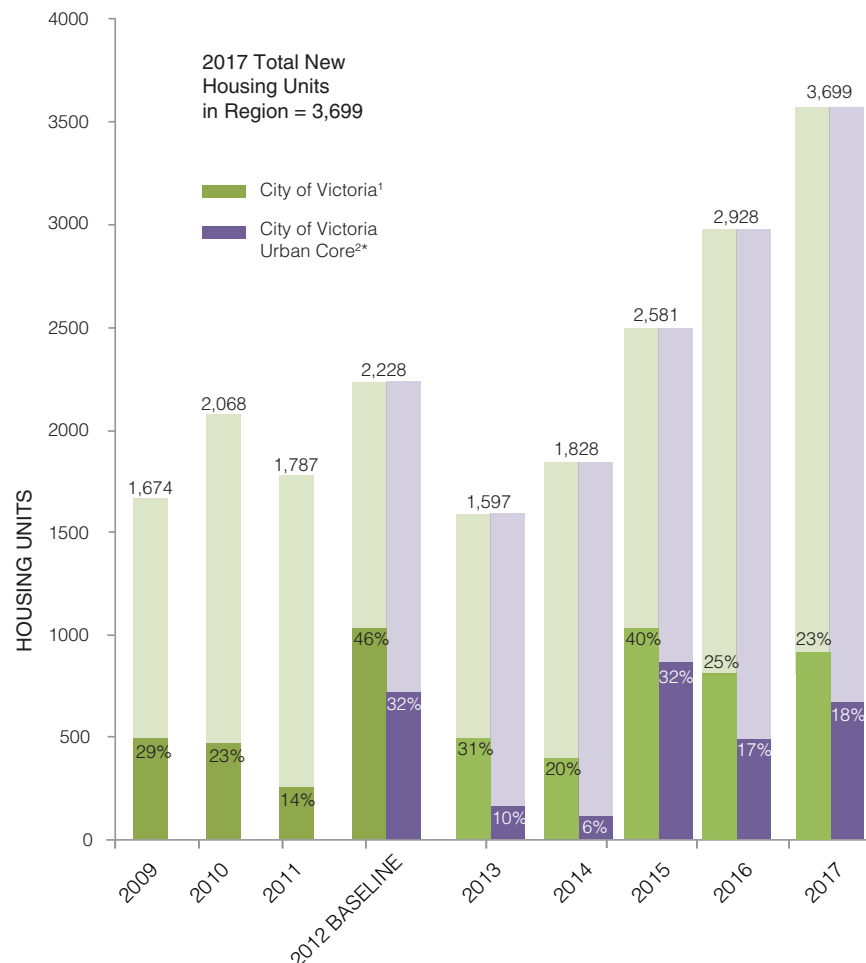
HOW ARE WE DOING?

In 2017, Victoria accommodated 23% of the region's new housing units, while the Urban Core accommodated 18%.

The cumulative figures for 2012-2017 meet or exceed the targets for 2041. From 2012-2017, 30% of new units in the Capital Regional District were within the City of Victoria; 20% of the new units in the Capital Regional District were within Victoria's Urban Core.

Please note that the methodology to measure the Capital Regional District total new housing units has been changed, to include conversions. This has resulted in changes of reported numbers from 2015 onward.

Annual Share of New Regional Housing Units in the City of Victoria



SOURCE: CRD MONTHLY PERMIT REPORTING TOOL, 2009-2017¹
CITY OF VICTORIA²

* % new units in Urban Core was not measured prior to 2012

4 New Commercial and Industrial Space

WHAT IS BEING MEASURED?

This indicator will measure the amount of new commercial and industrial floor area that is approved on an annual basis.

WHY IS THIS INDICATOR IMPORTANT?

A strong economic base is an essential component of a complete community. A diverse economy, including industrial, commercial and office sectors, not only provides increased stability, but also offers citizens the opportunity to access goods and services locally. The OCP focuses new employment growth in the Urban Core, Town Centres, in employment districts and along corridors served by frequent and rapid transit. New office development will be concentrated downtown to support the development of a strong downtown core that retains its predominant role in the regional economy. Outside of downtown, the concentration of employment growth in certain areas will maximize the use of municipal infrastructure, develop densities that allow for district energy, reduce commercial traffic, as well as increase the use of public transit by employees. Concentrating new employment growth in certain areas will also preserve the traditional residential character of other parts of the city.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

Data collection methods for this indicator are under development.

5 Greenways Network

WHAT IS BEING MEASURED?

This indicator measures the length of the Greenways network that is added or receives major upgrades on an annual basis. It also measures the total length of Greenways that have been added or upgraded since the inception of the *Greenways Plan* in 2004. This indicator will be expanded in the future to measure the percentage of the identified Greenways network that has been completed.

WHY IS THIS INDICATOR IMPORTANT?

Victoria's Greenways network encourages active transportation, recreation, and the restoration of native and aquatic habitat and places of cultural importance. The OCP encourages completing the Greenways network to the standards in the *Greenways Plan*, including features such as street trees and wayfinding. The OCP also supports using the Greenways network to link the Urban Core, Town Centres and Urban Villages with common destinations such as major parks, places of employment, schools, and recreational and cultural attractions.

TARGET/DESIRED TREND:  increase sought

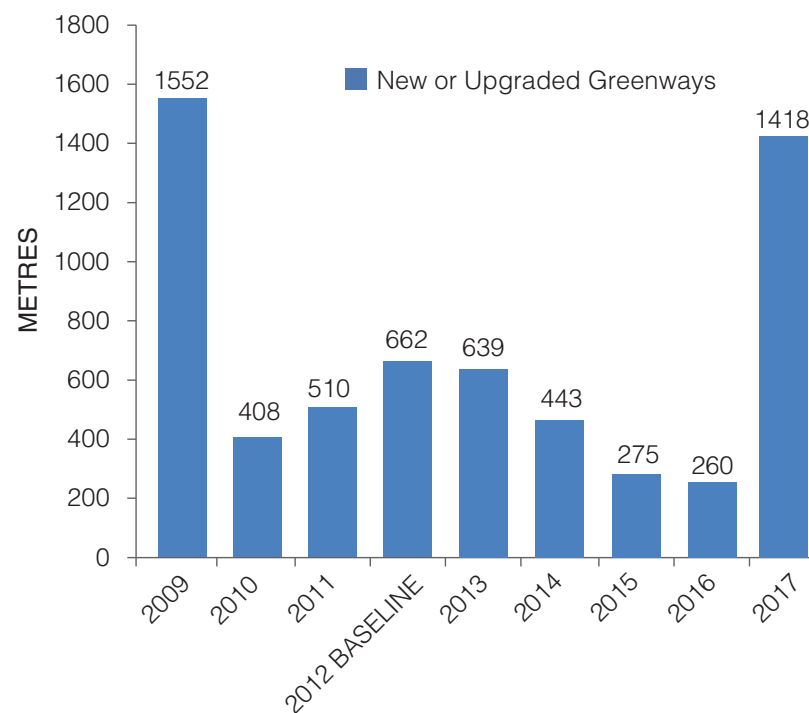
HOW ARE WE DOING?

The total length of the identified Greenways network measures 99.6 kilometres (MAP 3). A total of 1418 metres of the Greenways network was added or upgraded* in 2017. Improvements included 1200 metres of protected bike lanes along Pandora Avenue, as well as new sidewalk on Brighton Avenue between Davie and Clare Streets and upgrades in Raynor Park. Since 2004, a total of 11.28 kilometres have been added or upgraded.

The new cycling facilities along Pandora Avenue contributed to the total length of new or improved Greenways being significantly higher in 2017 than in the previous seven years. These new facilities are also accounted for in the Cycling Network (Chapter 7, see p. 19).

* Upgrades include additions such as drainage improvements, pavement replacement, sidewalk improvements, new turf, bollard installation, and signage installation.

Annual Greenways Network Improvements



SOURCE: CITY OF VICTORIA



SOURCE: CITY OF VICTORIA

MAP 3:

Improvements to Greenways Network (2004–2017)

- Greenway Improvements (2017)
- Greenway Improvements (2004 - 2016)
- Designated Greenway

Length of new or major upgrades to
Greenways network (since 2004) – 11.28 km

Total length of designated Greenways
network (2017) – 99.6 km

6 Sidewalk Network

WHAT IS BEING MEASURED?

This indicator measures the length of the sidewalk network that is added or receives major upgrades on an annual basis. It also measures the total length of sidewalks that have been added or upgraded since the inception of the *Pedestrian Master Plan* in 2009. New sidewalks are added where no sidewalk existed previously; a major upgrade includes work such as widening the sidewalk or making other improvements for pedestrians. The indicator was expanded this year to measure the percentage of City blocks that have a sidewalk.

WHY IS THIS INDICATOR IMPORTANT?

Creating walkable, pedestrian-friendly neighbourhoods is a central focus of Victoria's OCP. Pedestrians are the top priority in future transportation planning. Walkability has many benefits for air quality, the reduction of greenhouse gases, public health and the life and vitality of neighbourhoods. A continuous, high quality sidewalk network is important in making a street comfortable, safe and inviting for pedestrians.

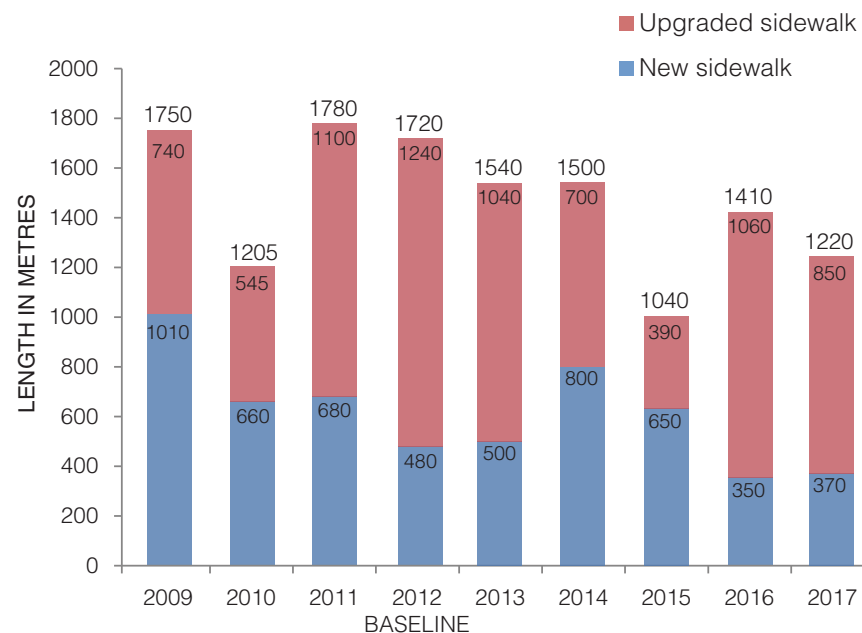
TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

The total length of the designated sidewalk network is approximately 525 linear kilometres. In 2017, 0.37 kilometres of new sidewalks and 0.85 kilometres of upgraded sidewalks were added to Victoria's sidewalk network, for a total of 1.22 linear kilometres.

The percentage of City blocks that have a sidewalk is 88.70%.

Annual Sidewalk Network Improvements



SOURCE: CITY OF VICTORIA

Total length of designated sidewalk network (2017): approx. 525 km
 Total length of completed sidewalk network (2017): 465.7 km
 Length of new or major upgrades to sidewalk network (2009–2017): 13.1 km
 Percentage of City blocks with a sidewalk: 88.70%



Cycling Network

WHAT IS BEING MEASURED?

This indicator measures the length of the cycling infrastructure that is added or receives major upgrades on an annual basis. It also measures the total length of cycling infrastructure that has been added or upgraded since the inception of the *Bicycle Master Plan* in 1995. Cycling infrastructure includes off-street multi-user trails, on-street painted cycling lanes, on-street separated cycling lanes, on-street signed cycling routes and combined bus/bike lanes.

WHY IS THIS INDICATOR IMPORTANT?

Victoria's compact size and mild climate make it well-suited for cycling, a cost efficient, low-carbon mode of transportation. The OCP encourages the expansion of cycling infrastructure (such as bike lanes and bicycle parking) in order to manage existing roadway capacity, reduce parking demand, and provide affordable, safe and convenient ways to travel. Cycling routes that connect to shops, services, schools and workplaces is an important way to support multi-modal transportation options for residents and businesses.

TARGET/DESIRED TREND:  increase sought

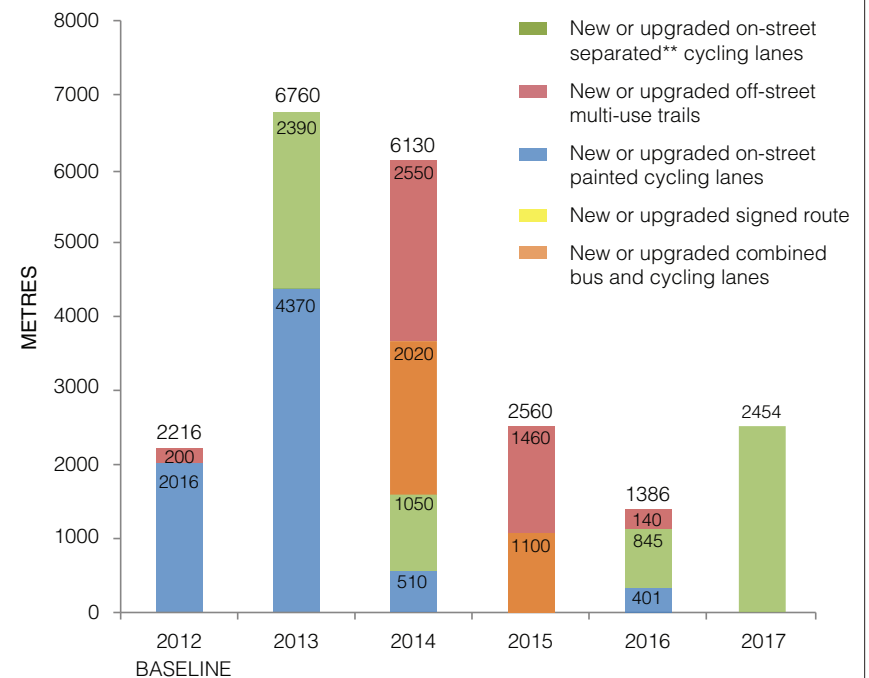
HOW ARE WE DOING?

After extensive planning, consultation and engagement, a new All Ages and Abilities (AAA) Bicycle Network was adopted in 2016. This process included conceptual designs for a network of protected bike lanes and shared neighbourhood bikeways connecting the downtown core with village centres. For more information please visit www.victoria.ca/cycling.

Construction of the City's first two-way protected bike lane on Pandora Avenue was completed in 2017, and construction of a two-way protected bike lane on Fort Street was initiated in 2017.

In total, the City made improvements to 2.45 km of the bicycle network in 2017. These improvements included 2454 m of separated bi-directional* cycling lanes on Pandora Avenue.

Annual Cycling Network Improvements*



SOURCE: CITY OF VICTORIA

*For bi-directional routes, the distance for both directions are added to make up the total length of improvements.

**On-street separated cycling lanes are separated from roads and sidewalks by parked cars, bollards, physical barriers, or painted buffer areas.



MAP 4:

Improvements to Cycling Network (1995–2017)

- On-street cycling lane (1995 - 2017)
- Off-street multi-use trail (1995 - 2017)
- Signed cycle route (1995 - 2014)
- Improvements completed in 2017
- Improvements initiated in 2017

Total lane length of off-street multi-use trail (2017): 8.9 km¹

Total lane length of improvements (to date) to on-street cycling lanes (2017): 48 km

Total length of signed cycling routes (2017): 41 km

¹Map and diagram reconciled in 2017

SOURCE: CITY OF VICTORIA

8 Underground Infrastructure

WHAT IS BEING MEASURED?

This indicator measures the length of water, stormwater and sanitary sewer mains that are replaced or rehabilitated on an annual basis. It also measures the total length of each network. Rehabilitation includes physical improvements such as the relining of pipes in order to extend the life of the infrastructure.

WHY IS THIS INDICATOR IMPORTANT?

Underground infrastructure for drinking water, stormwater and sanitary sewers are vital to the economic, environmental and public health of a community. The location, condition and capacity used in these systems can influence development patterns. Like many municipalities across the country, Victoria is challenged with repairing and replacing aging infrastructure, while meeting new population and employment growth over the next 30 years. The OCP encourages improvements to water, stormwater and sanitary sewer systems and services to meet current and future demand. At the same time, it identifies the need to continue to make physical improvements to existing infrastructure. The OCP focuses population and employment growth in the Urban Core, Town Centres and Urban Villages in order to make use of existing infrastructure, and minimize the need for new infrastructure.

TARGET/DESIRED TREND:  increase sought*

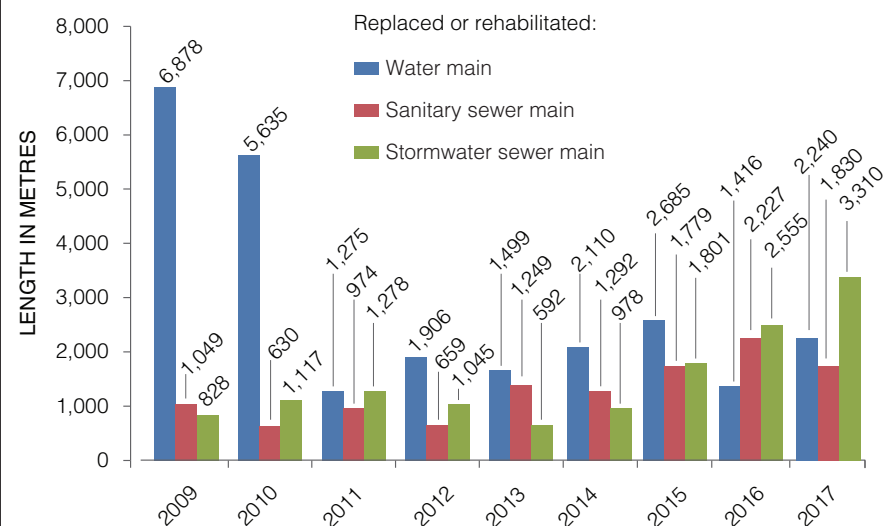
HOW ARE WE DOING?

The total length of the water main network is 331 kilometres, the total length of the sanitary sewer network is 236 kilometres, and the total length of the stormwater sewer network is 256 kilometres.

In 2017, 2,240 metres of the water main network were replaced or rehabilitated, a significant increase from the previous year (2016). The amount of replaced or rehabilitated stormwater sewer network (3,310 metres) was also higher than the year before, while the amount of replaced or rehabilitated sanitary sewer network (1,830 metres) was lower than in 2016.

*An increase is sought in the length of mains that are added or upgraded on an annual basis but, in keeping with OCP direction, not to the total length of the overall network.

Annual Improvements to Water, Stormwater and Sanitary Sewer Mains



Total length of water main network (2017): 331 km
 Total length of sanitary sewer network (2017): 236 km
 Total length of stormwater sewer network (2017): 256 km

SOURCE: CITY OF VICTORIA

9 Activities in Public Space

WHAT IS BEING MEASURED?

This indicator measures the number of permits issued for a variety of activities that happen in outdoor and public spaces: markets, block parties, mobile food carts, sidewalk cafes, special events and street entertainers. Special events include festivals, sporting events, rallies and a variety of other public gatherings.

WHY IS THIS INDICATOR IMPORTANT?

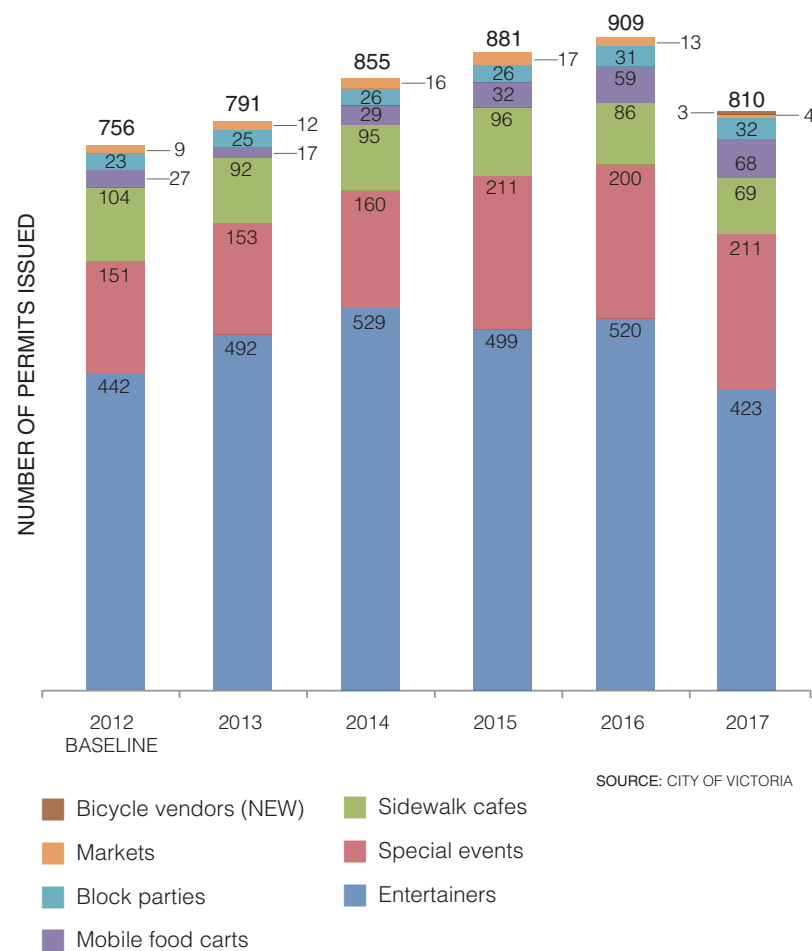
Activities such as markets, festivals and street vending help make streets and neighbourhoods lively and vibrant. They also generate economic activity, contribute to the city's arts and cultural life, reflect Victoria's unique identity, and help local residents feel more connected to each other. The OCP encourages more outdoor festivals, celebrations, concerts and special events to continue to animate the city's public spaces, streets and parks.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

The total amount of permits issued for different activities in public space decreased in 2017, with a total of 810 permits issued in 2017. Permits for mobile food carts saw an increase from previous years, and block parties also continued to increase. The number of permits issued for street entertainers was the lowest since 2012. Special events, sidewalk cafes and markets all saw a slight decline in 2017 compared to the previous years. Of the total, 52% of the permits were issued for street entertainers (423) and 26% of the permits were issued for special events (211). 2017 was also notable for receiving the first permits issued for bicycle vendors in the city.

Permits for Activities in Public Space



10 New Trees on City Land

WHAT IS BEING MEASURED?

This indicator measures the number of net new trees planted on City lands on an annual basis (trees planted minus trees removed). City lands include parks, boulevards and other City-owned public spaces.

WHY IS THIS INDICATOR IMPORTANT?

The urban forest provides many ecological and community benefits. Trees reduce stormwater runoff, filter air and water pollution, and provide important habitat for birds, insects and other wildlife. In addition to their beauty, trees protect people from weather, provide privacy and buffer sound. Trees add beauty to public spaces and along roads and sidewalks, making walking and cycling more enjoyable. The OCP aims to enhance the urban forest to continue to support the many benefits that an urban forest provides.

TARGET/DESIRED TREND:  increase sought

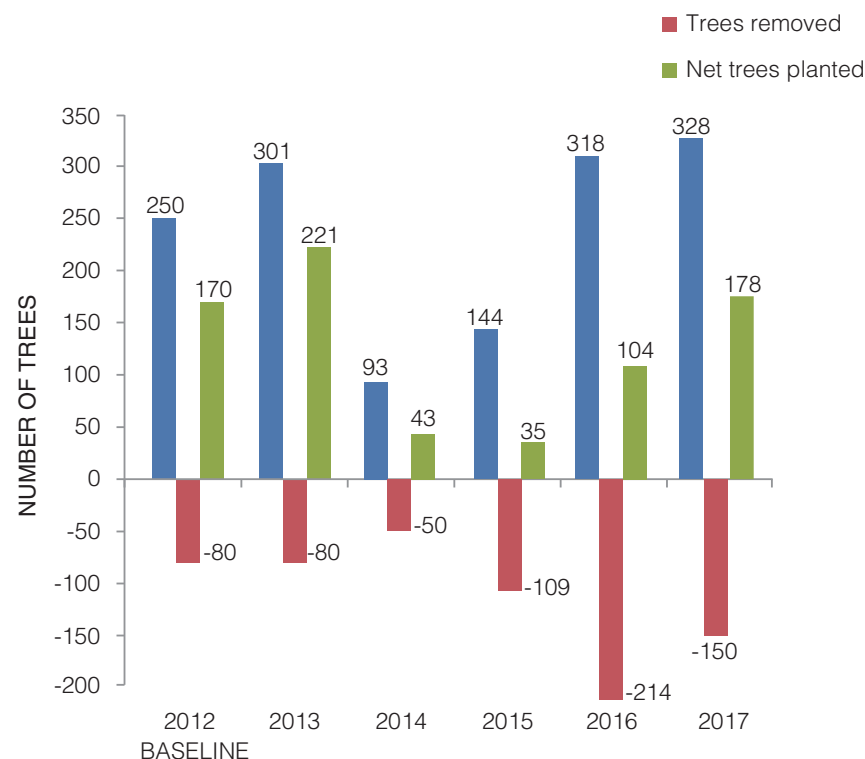
HOW ARE WE DOING?

In 2017, 178 trees were planted and 150 trees were removed, for a net total of trees added. The net total is higher than in 2016 (104 trees) and slightly higher than the 2012 baseline (170 trees). Both the number of trees planted and the number of trees removed were significantly higher in both 2016 and 2017 than in the 2014 and 2015.

In 2016, the City continued to move forward with its Tree Keeper inventory data system and undertook further assessment on trees which were identified as potentially hazardous. This partly explains why the number of trees removed was relatively high. The City also saw an increase in tree removals related to development in 2017, and while those trees eventually get replaced that typically happens towards the end of a project (up to 2-3 years after removal).

There are a total of 33 000 trees on City lands.

Net New Trees Planted on City Land



SOURCE: CITY OF VICTORIA



MAP 5:

Total trees on City land (2017)

● Trees on City land (2017)

SOURCE: CITY OF VICTORIA



New Housing Units by Tenure

WHAT IS BEING MEASURED?

This indicator measures the total number of new rental¹, strata² and fee simple³ housing units at time of application of building permit on an annual basis. It also measures the new housing units gained by tenure for each neighbourhood. New units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

Providing a mix of rental and ownership (strata and fee simple) housing is important for building a diverse community. Providing options for rental and ownership housing within the same neighbourhood can accommodate people at a variety of life stages and income levels. The OCP encourages a wide range of housing types, tenures and prices in each neighbourhood. It also aims to maintain and expand Victoria's supply of aging rental housing through upgrades and regeneration.

TARGET/DESIRED TREND:

No target

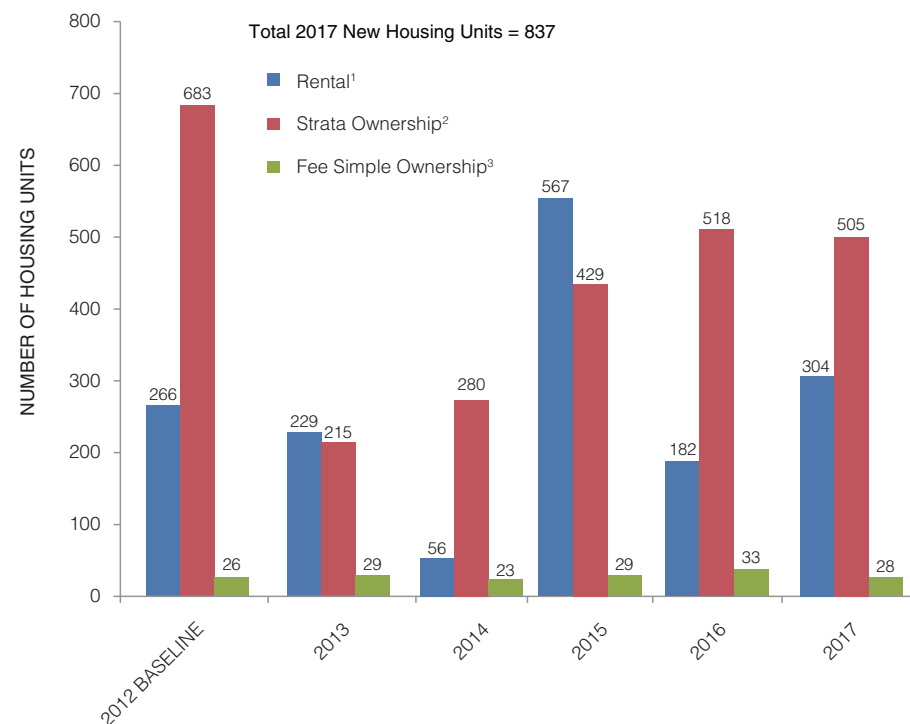
HOW ARE WE DOING?

Of the 837 gross new units that were applied for in Victoria in 2017, 36% were identified as rental units, 60% as strata ownership, and 3% as fee simple ownership. Strata ownership figures saw an increase from last year and are the highest they have been since the 2012 baseline. Fee simple ownership saw a slight decrease since 2016. Rental figures have increased in 2017, while 196 of the total rental units were secured as rental use, for 10 years with a housing agreement.

Map 6 shows the distribution of new housing units by tenure across the City. Most new rental housing units were in Victoria West, followed by Hillside-Quadra and Fernwood. The majority of new strata units were concentrated in Harris Green and North Park. In 2017, there were no new housing units lost or gained Downtown.

SOURCE: CITY OF VICTORIA

New Housing Units Applied for in the City of Victoria by Tenure

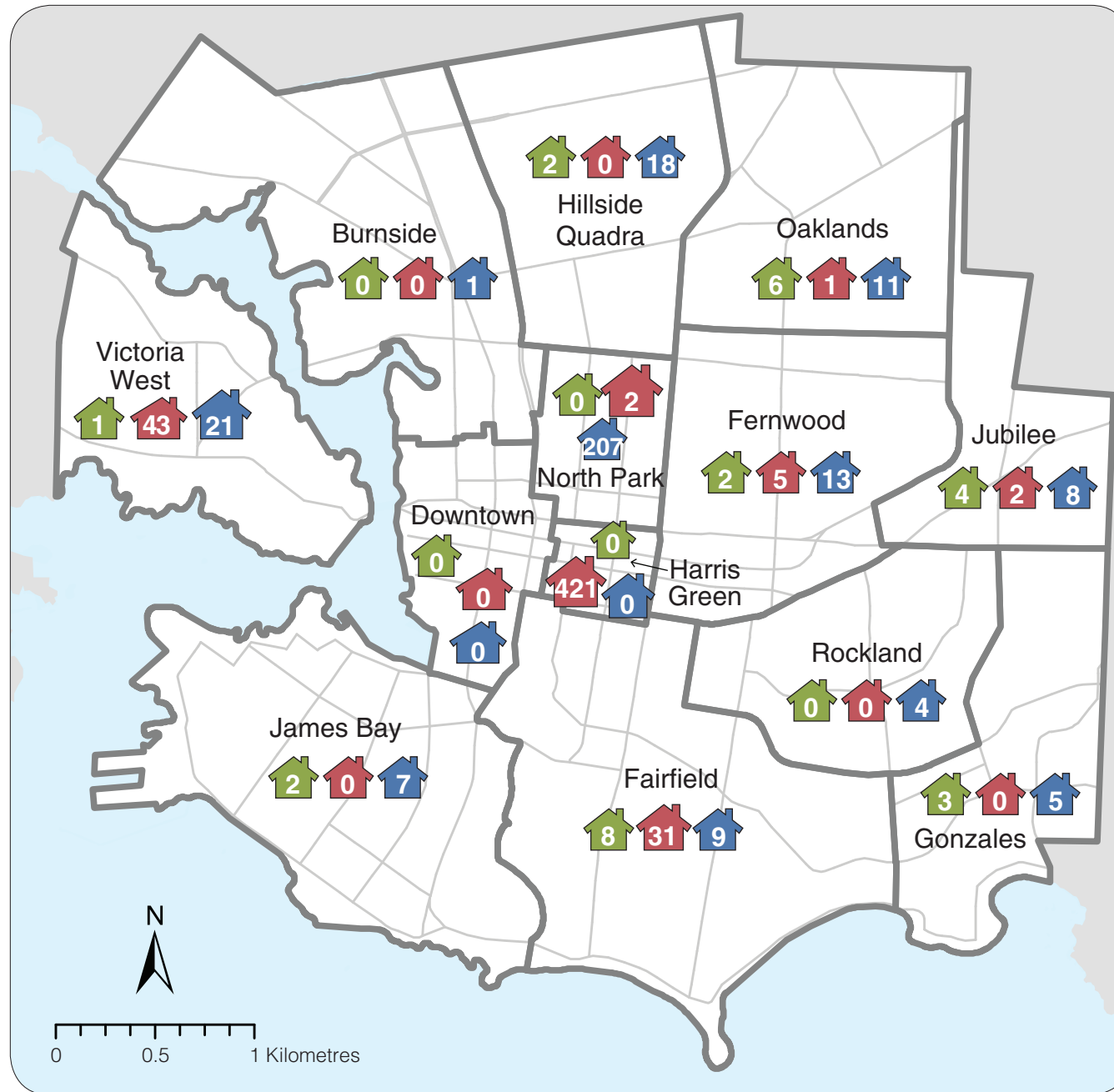


SOURCE: CITY OF VICTORIA

¹ Rental: includes purpose-built rental apartments, secondary suites, garden suites

² Strata: includes strata duplexes, triplexes and fourplexes; strata townhouses; strata units in apartment, mixed-used and other multi-unit buildings

³ Fee Simple: includes single family dwellings and non-strata attached houses



MAP 6:

New Housing Units by Tenure

- Fee Simple – 28 units
- Strata – 505 units
- Rental – 304 units

Total 2017 New Housing Units = 837

Note: New housing units are calculated from building permits at time of application.

12 New Housing Units by Type

WHAT IS BEING MEASURED?

This indicator measures the total number of new housing units by type of housing (townhouse, duplex, secondary suites, etc.) on an annual basis. It also measures the number of new housing units by type of housing in each neighbourhood. New housing units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

The OCP encourages a wide range of housing types to support a diverse, inclusive and multigenerational community. Neighbourhoods with a wide range of housing types – such as townhouses, duplexes, single family dwellings, apartment buildings, special needs housing and secondary suites – can support a diverse population that includes students, families, seniors, group housing, singles or couples. This mix reinforces neighbourhood stability by allowing people to stay in the same neighbourhood throughout different stages of their life. It can also encourage social and economic diversity and different levels of affordability.

TARGET/DESIRED TREND:

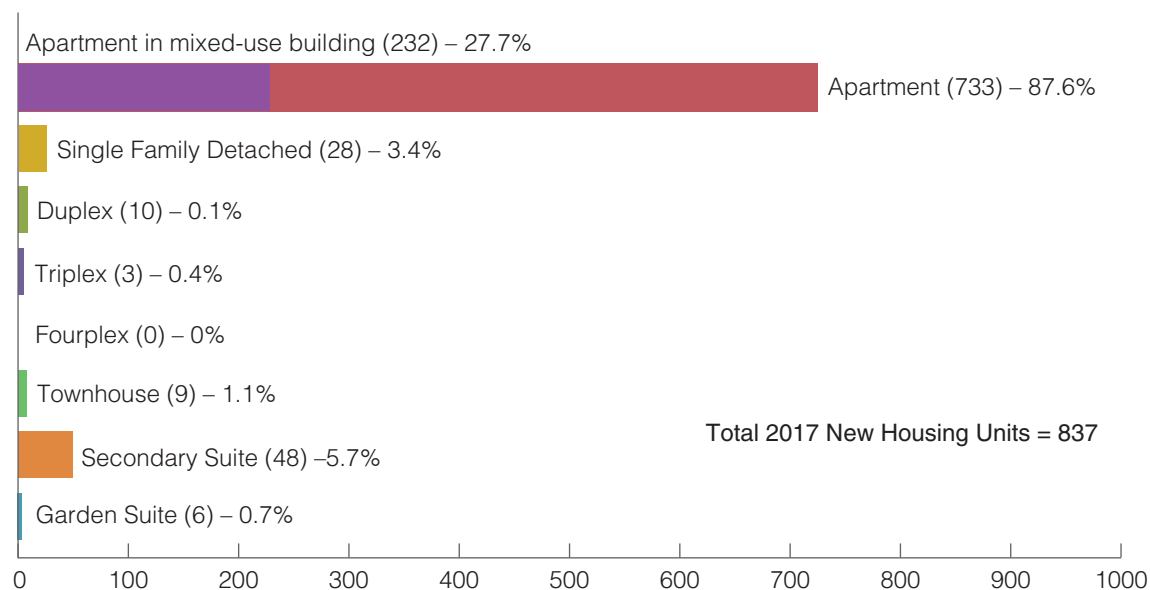
No target

HOW ARE WE DOING?

While the number of gross new units (837) is higher in 2017 than in the previous year (733), the distribution by housing type follows the same pattern of most units being apartments either in all residential or mixed-use buildings. Other types of attached housing, including duplexes, triplexes, fourplexes, and townhouses, collectively accounted for 2.6% of the new units.

In 2017, 3.4% of new units were single family detached and 5.7% were secondary suites, both numbers slightly lower than in 2015.

2017 New Housing Units by Type



SOURCE: CITY OF VICTORIA

Note: New housing units are calculated from building permits at time of application.

The table on the following page shows that Harris Green had the largest number of apartment units (421), followed by North Park(207) and Vic West (60). The largest number of single family detached units created were in Fairfield (8), followed by Oaklands (6) and Jubilee (4). The Oaklands neighbourhood had the highest number of secondary suites (10), followed by Fairfield and Fernwood (7). The construction of 6 garden suites were applied for in total in 2017, equally distributed between the Fairfield, Gonzales, James Bay, Jubilee, Oaklands and Victoria West neighbourhoods.

2017 New Housing Units by Type of Housing										
Type	Apartment	Mixed-use*	Single Family Dwelling	Duplex	Triplex	Fourplex	Townhouse	Secondary Suite**	Garden Suite	New Units
Burnside	1									1
Downtown										0
Fairfield	23		8				9	7	1	48
Fernwood	6	2	2	4	1			7		20
Gonzales			3					4	1	8
Harris Green	421	215								421
Hillside Quadra	15	15	2					3		20
James Bay			2	1				5	1	9
Jubilee			4	2				7	1	14
North Park	207				2					209
Oaklands			6	1				10	1	18
Rockland								4		4
Victoria West	60		1	2				1	1	65
Total	733	232	28	10	3	0	9	48	6	837

SOURCE: CITY OF VICTORIA

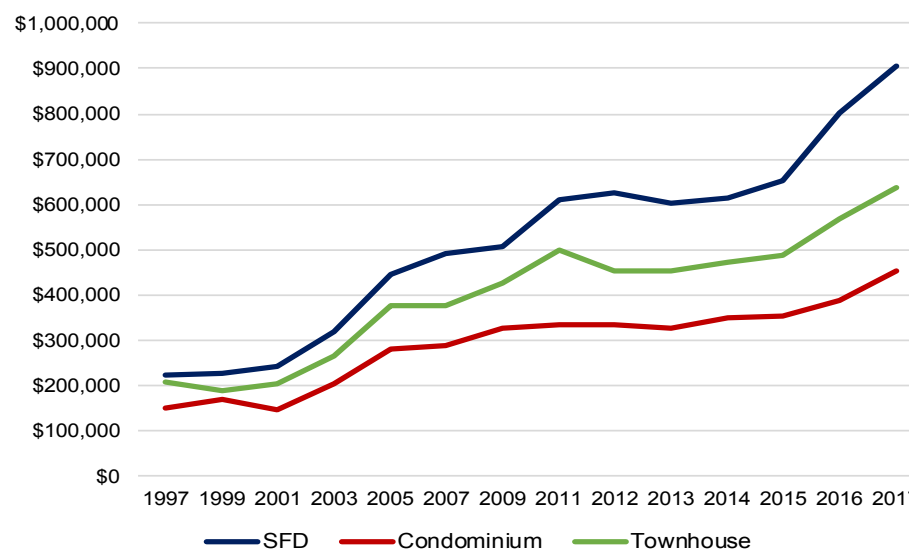
* Mixed-use: Building that includes both residential and commercial units

**Secondary Suite: A legal suite, located within a single family detached house

Note: New housing units are calculated from building permits at time of application.

1997 - 2016 Average Sale Prices			
	SFD	Condominium	Townhouse
1997	\$223,504	\$151,952	\$208,072
1999	\$227,309	\$168,989	\$186,864
2001	\$243,445	\$145,131	\$204,144
2003	\$317,540	\$205,379	\$264,941
2005	\$445,017	\$278,782	\$376,789
2007	\$490,000	\$288,850	\$374,900
2009	\$505,000	\$327,500	\$425,000
2011	\$611,312	\$332,638	\$498,232
2012	\$623,775	\$335,629	\$454,150
2013	\$603,477	\$325,260	\$454,556
2014	\$612,784	\$349,324	\$473,938
2015	\$651,810	\$353,409	\$488,861
2016	\$801,513	\$387,262	\$568,094
2017	\$905,556	\$452,732	\$636,456

Average Housing Sale Prices - Victoria - 1997-2017



The average price of a single family home in the City of Victoria in 2017 was \$905,556, a 13% increase over 2016 prices. The average price of a condominium was \$452,732 in 2017, a 17% increase over 2016 prices. The average price of a townhouse was \$636,456 in 2017, a 12% increase over 2016 levels.

The average price is the total dollar value of all properties sold divided by the number of sales.

(SOURCE: VICTORIA REAL ESTATE BOARD MULTIPLE LISTING SERVICE)

13 Rental Housing Vacancy Rate

WHAT IS BEING MEASURED?

This indicator measures the average annual vacancy rate for purpose-built rental housing buildings with three or more units. It does not include the secondary rental market (secondary suites, private condominiums, or other private housing that is rented) which forms an important part of Victoria's rental housing market.

WHY IS THIS INDICATOR IMPORTANT?

The demand for rental housing is affected by the combination of employment growth, income levels and migration levels (people moving in and out of the city). In Victoria, the demand for rental housing is also influenced by the high cost of home ownership in the region. The OCP policies encourage an increase in the city's supply of rental housing through upgrades and re-investment, and that a wide variety of housing types, tenures and prices gives residents choice. A balanced rental market would have affordable prices for a diversity of household incomes and a vacancy rate between 2 to 3%.

TARGET/DESIRED TREND:

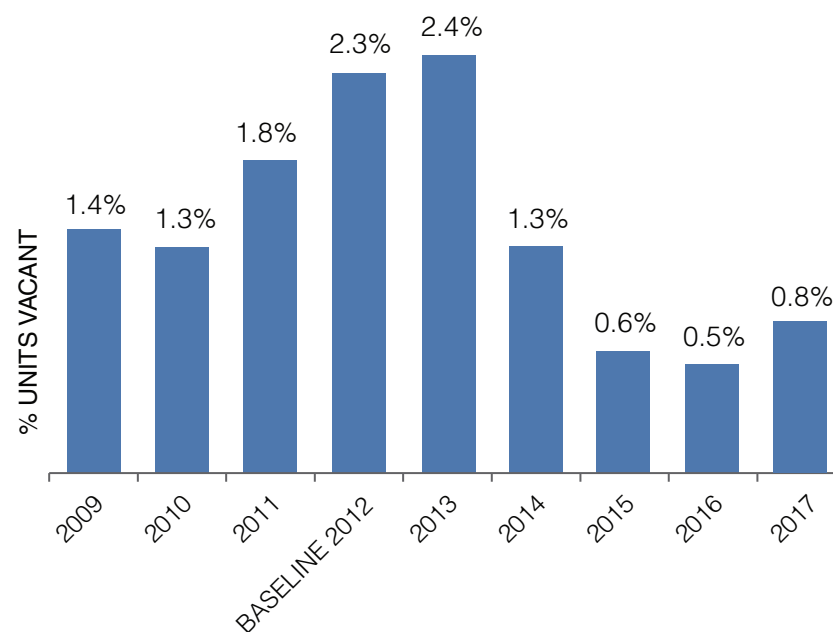
2-3% rental vacancy rate

HOW ARE WE DOING?

Vacancy rates in the City of Victoria took a slight turn upwards to 0.8%, after falling consistently for the last three years (2014-2016). Greater Victoria vacancy rates followed the same pattern and also increased from 0.5% to 0.7% in the same period. This is still below what is considered a balanced rental market (2 - 3%). In 2017, the national vacancy rate decreased from 3.7% from 3% in 2016.

According to CMHC, in Greater Victoria there were 351 more purpose-built rental units in 2017 than 2016, a 2% increase, bringing the total inventory to 16,661. Compared to 2016, year-to-year average rents in the City of Victoria increased by 4.7% for a bachelor unit, 7.2% for a one-bedroom unit, 7.7% for a two-bedroom unit. Rent increase data was not available for 3 bedroom units in 2017. Overall, average rent was 7.1% higher for all rental units in 2017 compared to 2016.

Overall Vacancy Rate for Purpose-built Rental Housing Units



SOURCE: CMHC, RENTAL MARKET REPORT VICTORIA CMA, 2017

14 Emergency Shelter Use

WHAT IS BEING MEASURED?

This indicator measures the number of people who have used one or more emergency shelters in Greater Victoria at least one time over the preceding year. In 2012/2013, all of the emergency shelters surveyed (5) were located within the City of Victoria. The indicator does not show how many times people stayed in the shelters over the year, nor how long they stayed. The numbers are measured from April to March of the next year.

WHY IS THIS INDICATOR IMPORTANT?

One of the core principles of the OCP is that housing is a basic human need: all people deserve access to housing that is safe, stable and affordable, and supports personal health. Homelessness results from a complex set of circumstances such as the high cost of housing, unstable or inadequate income, and other factors such as illness or violence. Emergency shelter use presents only one dimension of homelessness, which includes a combination of people who are living on the street, living in a shelter, and those who live in insecure or inadequate housing. The OCP recommends that the City work with other community partners to enable stable housing for all people and to increase the supply of affordable crisis, transitional, supported and non-market rental housing so that people who are homeless have more options for stable housing.

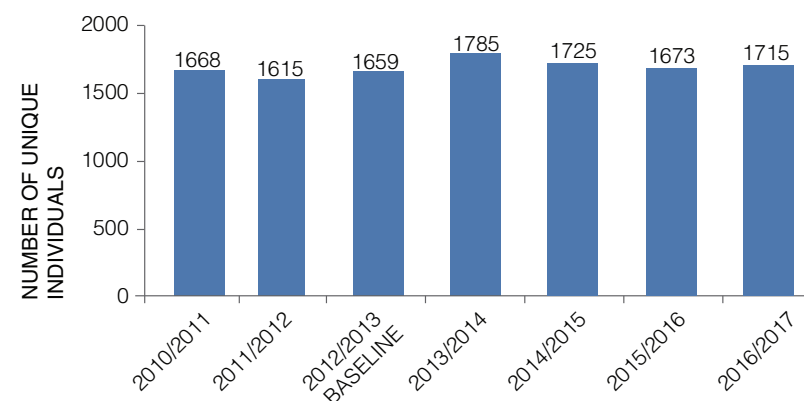
TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

The number of unique individuals using an emergency shelter increased slightly again between 2015/2016 and 2016/2017. The figures have remained relatively stable since 2010 and fluctuations are likely due to the availability shelter beds, among other factors.

Number of Unique Individuals Using Greater Victoria Emergency Shelters



SOURCE: GREATER VICTORIA COALITION TO END HOMELESSNESS; GREATER VICTORIA COALITION TO END HOMELESSNESS COMMUNITY PLAN – PHASE 2 (AUGUST 9, 2017). TIME PERIOD MARCH TO APRIL.

15

Retail, Office and Industrial Vacancies

WHAT IS BEING MEASURED?

This indicator measures the vacancy rate for industrial, retail shopping centres¹, and downtown office properties. It also measures the vacancy rate for downtown streetfront retail properties.

WHY IS THIS INDICATOR IMPORTANT?

The availability of office, retail and industrial space is important for fostering a dynamic and competitive economy. The office, retail and industrial vacancy rate is a measure of Victoria's market strength and economic performance, showing the current balance between demand and supply. The OCP encourages Victoria to attract a reasonable share of regional growth in employment and new commercial and industrial development, to enhance the city's retail sector, and to increase the supply of downtown office space.

TARGET/DESIRED TREND:

No target

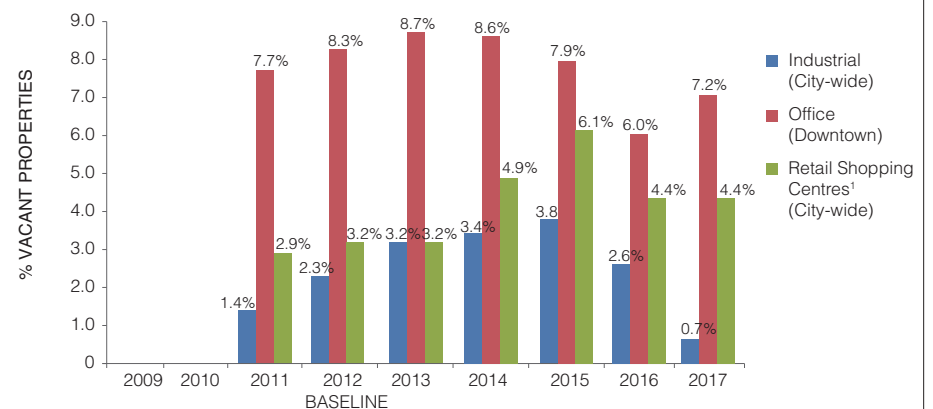
HOW ARE WE DOING?

The city-wide industrial vacancy rate decreased significantly in 2017, from 2.6% in 2016 down to a very low 0.68%. This is below the 2011-2017 average of 2.5%. The office vacancy rate for Downtown Victoria increased, from 6% in 2016 to 7.2% in 2017, which is slightly below the 2011-2017 average of 7.8%. City-wide shopping centre vacancy remained the same between 2016 and 2017, at 4.4%, which is slightly above the 2011-2017 average of 4.2%.

The Downtown streetfront vacancy continued to decrease as well, from 5.5% in 2016 to 3.8% in 2017. This is nearly half the average Downtown streetfront vacancy rate experienced since 2009. This decrease in vacancy occurred even with new inventory being added this year in several new development projects, suggesting a strong retail market demand downtown.

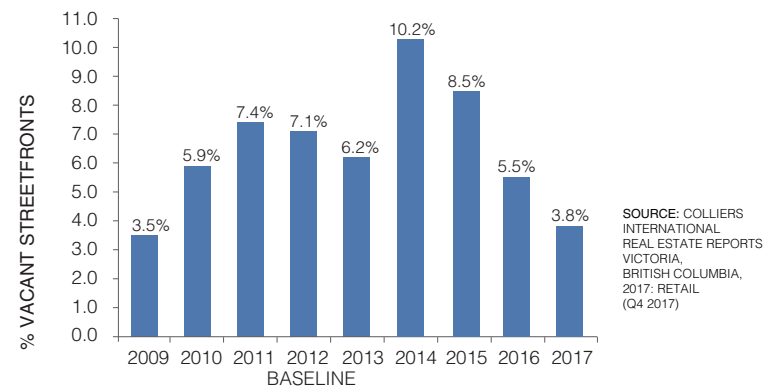
¹Retail Shopping Centres: a group of retail and commercial establishments that is planned, developed, owned and managed as a single property (International Council of Shopping Centres, 2010)

Retail, Commercial and Industrial Vacancy Rates



SOURCE: COLLIERS INTERNATIONAL REAL ESTATE REPORTS VICTORIA, BRITISH COLUMBIA, 2017: INDUSTRIAL (SUMMER 2017); OFFICE (Q4 2017); RETAIL (Q4 2017)

Downtown Streetfront Vacancy Rate



SOURCE: COLLIERS INTERNATIONAL REAL ESTATE REPORTS VICTORIA, BRITISH COLUMBIA, 2017: RETAIL (Q4 2017)

16 OCP Amendments

WHAT IS BEING MEASURED?

This indicator measures the number of amendments to the OCP approved by Council. The amendments are categorized by the type of amendment.

WHY IS THIS INDICATOR IMPORTANT?

The OCP provides direction on how Victoria should grow and change over the next 30 years. While all City policy, projects, and spending should be broadly consistent with the OCP, the OCP is intended to be flexible and adaptable. The number of OCP amendments measures when Council has approved a change to the OCP policy or land use framework.

TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

Four land use amendments to the OCP were approved by Council in 2016. Through local area planning, broad goals and objectives of the OCP are intended to be implemented at the neighbourhood scale. Therefore, OCP refinements are anticipated as new neighbourhood plans are approved.

Official Community Plan Amendments – Administrative		
Bylaw Number and Location	Date	Purpose of Amendment
n/a	n/a	n/a

Official Community Plan Amendments – Land Use		
Bylaw Number and Location	Date	Purpose of Amendment
#17-025	April 13, 2017	To amend the Official Community Plan to add new design guidelines to Development Permit Area 15E: Intensive Residential – Garden Suites to address privacy considerations for development of garden suites following the removal of the rezoning requirement. Garden Suite document name changed from “The Garden Suite Policy” to “The Garden Suite Policy and Guidelines 2017”
#17-043	June 22, 2017	To change the Urban Place Designation for the rear portion of 986 Heywood Avenue from Traditional Residential to Urban Residential
#17-071	July 13, 2017	To make changes to Urban Place Designations in order to implement the future land use directions identified in the Burnside Gorge Neighbourhood Plan
#17-072	July 13, 2017	To make changes to Development Permit Area Boundaries and Designations in order to implement the directions identified in the Burnside Gorge Neighbourhood Plan



Contributions from Development

WHAT IS BEING MEASURED?

This indicator will report the total value of community benefits contributed through new development.

WHY IS THIS INDICATOR IMPORTANT?

Physical features such as greenways, pedestrian improvements, and public spaces contribute to the livability of a community. New development can play an important role in funding these and other features to serve new residents and employees, and in off-setting some of the impacts of growth.

TARGET/DESIRED TREND:

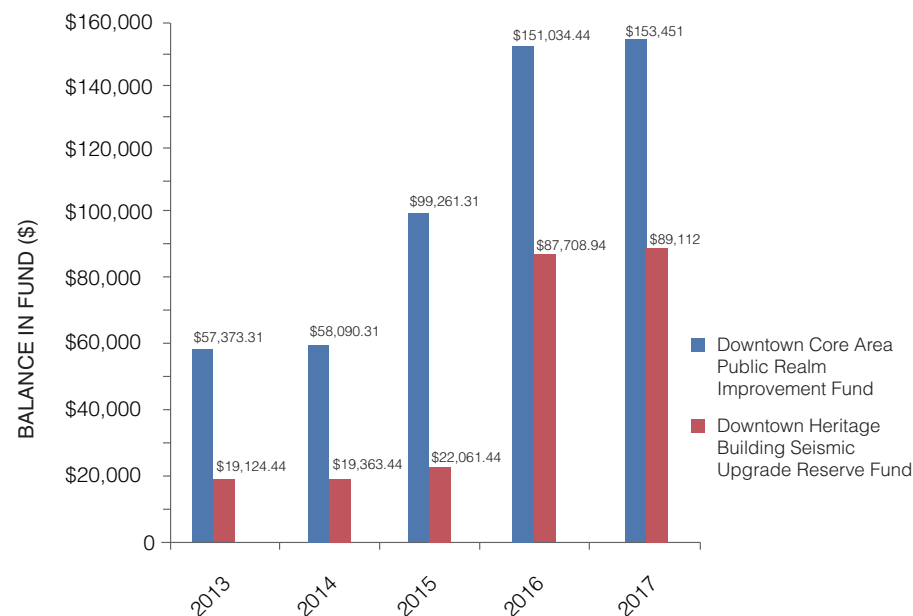
No target

HOW ARE WE DOING?

The scope of this indicator is under development to track contributions from development City-wide. As an interim indicator, contributions to the Downtown Core Area Public Realm Improvement Fund, the Victoria Housing Fund and the Downtown Heritage Building Seismic Upgrade Reserve Fund are presented.

As of end of year 2017, there is a total of \$153,451 in the Downtown Core Area Public Realm Improvement Fund, and there was \$89,112 in the Downtown Heritage Building Seismic Upgrade Reserve Fund. These figures are made up of contributions from projects and interest allocations less funding allocations.

Contributions from Development





Appendix A: Proposed Five-Year OCP Indicators

The OCP monitoring program includes both annual and five-year indicators. The table below lists the proposed five-year indicators. These were identified in close collaboration with other City departments and consider ongoing City monitoring initiatives and other municipal, planning and sustainability monitoring systems. It is proposed that the indicators be monitored approximately every five years, as resources permit. The list of indicators will be reviewed regularly to consider changes in data availability, data quality, and the availability of City resources. Accompanying the 2017 review, a supplemental report and presentation will be made outlining key demographic and housing trends that have developed over the last 5 years in Victoria.

OCP Section ¹	Proposed Five-Year Indicators (80)
Land Management and Development (10)	<ol style="list-style-type: none"> 1. Population growth 2. Share of population growth in target areas 3. New housing units 4. Share of new housing units located in target areas 5. Net new housing units by tenure 6. Net new housing units by structural type 7. Remaining residential capacity 8. Regional share of new housing units 9. New commercial and industrial space in target areas 10. Share of housing units within walking distance of Town Centres and Urban Villages
Transportation and Mobility (11)	<ol style="list-style-type: none"> 11. Percentage of all trips by mode 12. Percentage of journey to work trips by mode 13. Length of greenways network 14. Length of sidewalk network 15. Length of cycling network 16. Kilometres driven per capita 17. Share of housing within walking distance of a frequent or rapid transit stop 18. Transit service hours 19. Response time for emergency services 20. New car share parking spaces 21. New bicycle parking spaces in private development

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.



Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Placemaking (6)	22. Number of new and improved street furnishings 23. Number of street trees 24. Activities in public spaces 25. Level of pedestrian activity 26. Number of heritage properties 27. Number of artworks in public spaces
Parks and Recreation (6)	28. Percentage of land that is park and public open space 29. Share of housing within walking distance of park or open space 30. New and upgraded parks 31. Percentage tree canopy cover 32. Indoor recreation space per capita 33. Participation in recreational programs
Environment (4)	34. Percentage of park land base that is natural area or ecological habitat 35. Abundance and diversity of bird species 36. Water quality 37. Air quality
Infrastructure (4)	38. Length of upgraded storm, water and sewer mains 39. Consumption of potable water 40. Solid waste collected 41. Percentage impervious surface cover
Climate Change and Energy (2)	42. Greenhouse gas emissions 43. Energy consumption

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.



Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Housing and Homelessness (9)	<ul style="list-style-type: none"> 44. Average purchase price for residential unit 45. New rental housing units 46. Rental vacancy rate 47. Households spending more than 30% of income on housing 48. Required income to purchase a first home 49. New strata units with no restrictions on rental 50. New affordable and accessible units secured by housing agreement 51. Size of new housing units 52. Emergency shelter use
Economy (8)	<ul style="list-style-type: none"> 53. Net jobs 54. Employment growth in target areas 55. Share of total regional jobs by sector 56. Remaining capacity for employment lands 57. Value of business assessment growth 58. Percentage of population living in poverty 59. Annual unemployment rate 60. Percentage of businesses who believe Victoria is good for business

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.




Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Community Well-Being (10)	61. Age of population 62. Household income 63. Household size 64. Enrolment numbers at Victoria public schools 65. Participation in neighbourhood events 66. Number of block party permits 67. Attendance at civic meetings 68. Municipal voter participation rate 69. Crime rate 70. Feeling of safety
Arts and Culture (4)	71. Number of arts and cultural venues 72. Local visits to an arts or cultural facility 73. Library use 74. Events at Centennial Square
Food Systems (3)	75. Allotment garden plots per capita 76. Commercial urban agriculture business licences 77. Share of housing within walking distance of a food store
Emergency Management (3)	78. Percentage of civic buildings that meet seismic standards 79. Number of heritage buildings with seismic upgrades 80. Percentage of population prepared for an emergency

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.



1 Centennial Square
Victoria, British Columbia
V8W 1P6
www.victoria.ca

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OFFICIAL COMMUNITY PLAN Annual Review 2016

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Community Planning Division
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For More Information

Contact Details: City of Victoria
Sustainable Planning and Community Development Department – Community Planning Division
1 Centennial Square
Victoria, BC V8W 1P6

E communityplanning@victoria.ca
T 250.361.0382
www.victoria.ca

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Introduction



The purpose of the Official Community Plan (OCP) Annual Review is to provide an annual snapshot of progress towards achieving the OCP, which Council approved in July 2012. The OCP Annual Review 2016 is the fourth annual review and presents key indicators related to the OCP for the 2016 calendar year. Data collected in future years will allow progress to be measured as the indicators show trends over time.

The preparation of the Annual Report is guided by the OCP, which establishes a regular cycle of plan implementation, monitoring and adjustment as part of an adaptive management approach. More details regarding the OCP monitoring program were outlined in the Annual Review 2013, approved by Council in December 2013.

The Annual Review will be used to help identify emerging trends and issues that may have an impact on the OCP and to inform potential changes to the OCP and other policies, plans or practices.

The Annual Review indicators are focused primarily on land management and development, and are limited to those where data is available on an annual basis. A more comprehensive monitoring report will be produced approximately every five years, as resources allow, and provide a more complete review of progress towards achieving the OCP. These reports will feature an extensive list of indicators, covering all topics in the OCP.

KEY MONITORING FINDINGS

Several indicators have experienced changes worth noting in the 2016 calendar year. These include:

- › Exceeded targets for regional share of new housing
- › Distribution of new housing units between growth target areas generally following OCP targets, but with a lower share of units in and within walking distance of Town Centres and Large Urban Villages than envisioned
- › New All Ages and Abilities Bicycle Network adopted by Council and construction started on Victoria's first two-way protected bike lanes
- › Greater vibrancy through increased number of activities in public spaces, particularly noteworthy increase in mobile food vendors
- › Decrease in vacancy rates for industrial (2.6%), downtown office (6%), city-wide retail (4.4%) and Downtown street front (5.5%)
- › Significant public amenity contributions, particularly to the Downtown Heritage Building Seismic Upgrade Reserve Fund

Victoria's *Official Community Plan*

BACKGROUND

An *Official Community Plan* (OCP) is one of the most important guiding bylaws for a community. Victoria's current OCP was adopted by Council in July 2012 after two and a half years of public consultation with more than 6,000 people.

Guided by the *Local Government Act*, an OCP is a set of high-level objectives and policies that guide land use planning; social, economic and environmental policies; and civic infrastructure investments. Victoria's OCP provides direction for growth and change over the next 30 years, guiding Victoria to become a more sustainable community. Victoria's OCP encourages a strong downtown core and a network of vibrant walkable villages and town centres. It also emphasizes sustainable transportation and a greater range of housing options.

RELATIONSHIP TO THE OCP IMPLEMENTATION STRATEGY

The *OCP Implementation Strategy*, approved by City Council in September 2013, identifies 174 different actions to achieve the OCP. For each action, the *OCP Implementation Strategy* lists the responsibility, funding status, time frame and how it supports other priorities of the organization. At the time the OCP Implementation Strategy was created, it was intended that the status of implementation actions be reported as part of future OCP Annual Reviews. Since that time, OCP implementation actions supporting the *2015-2018 Strategic Plan* and *2016 Operational Plan* have been (and will continue to be) reported on a quarterly basis. In future OCP Annual Reviews, particularly at milestone years (i.e. the Five-Year Monitoring Report), staff can highlight outstanding or upcoming OCP implementation items to inform priority setting by Council in following years.



Targets

The following list presents those targets identified in the OCP, along with the frequency with which their progress can be measured:

LAND MANAGEMENT AND DEVELOPMENT

› Victoria accommodates a minimum of 20,000 additional residents from 2011 to 2041	Measured every 5 years
› The Urban Core accommodates a minimum of 10,000 additional residents from 2011 to 2041	Measured every 5 years
› Victoria accommodates a minimum of 20% of the region's cumulative new housing units to 2041	Measured annually
› The Urban Core accommodates a minimum of 10% of the region's cumulative new housing units to 2041	Measured annually
› A minimum 90% of all housing units are within 400 metres of either the Urban Core, a Town Centre or an Urban Village by 2041	Measured every 5 years

TRANSPORTATION

› At least 70% of journey to work trips by Victoria residents take place by walking, cycling and public transit by 2041	Measured every 5 years
› A minimum of 60% of all trips by Victoria residents take place by walking, cycling and public transit by 2041	Measured every 5 years
› A minimum of 99% of Victoria residents live within 400 metres of a transit stop by 2041	Measured every 5 years

CLIMATE CHANGE AND ENERGY

› Victoria's greenhouse gas emissions are reduced by a minimum of 33% below the 2007 levels by 2020	Measured every 5 years
---	------------------------

ECONOMY

› Victoria accommodates a minimum of 20% of the region's new employment by 2041	Measured every 5 years
› Victoria's employment has increased by a minimum of 10,000 jobs by 2041	Measured every 5 years

FOOD SYSTEMS

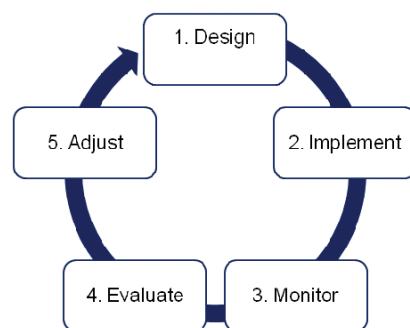
› A minimum of 90% of residents are within 400 metres of a full service grocery store by 2041	Measured every 5 years
› All organic food waste generated within Victoria is diverted from the regional landfill by 2041	Measured every 5 years

Monitoring the *Official Community Plan*

OVERVIEW

A community's ability to prepare and respond to change is an indication of its resiliency and sustainability. The OCP is based on an adaptive management approach, where an institution learns from implementation successes and failures in order to improve subsequent policies and actions over time. A regular system of review, monitoring and adjustment will measure progress towards achieving the OCP's long-term goals and objectives and ensure that the OCP responds to emerging trends, issues, and opportunities.

OCP ADAPTIVE MANAGEMENT FRAMEWORK



Source: Policy 22.1, City of Victoria *Official Community Plan*, 2012

MONITORING REPORTS

The OCP Monitoring Program will produce two different reports*:

1. An Annual Review, presenting a snapshot of implementation progress and reporting on key annual indicators
2. A Five-Year Monitoring Report containing a comprehensive set of indicators and evaluation of implementation progress

INDICATOR CRITERIA

The OCP monitoring program collects data for nearly 100 indicators. Seventeen of these indicators are measured on an annual basis with the remaining indicators measured approximately every five years. The list of indicators will be reviewed regularly. New indicators may be added and others may be adjusted or removed.

The indicators were selected with close attention to existing City monitoring initiatives. The final indicators were chosen based on the following criteria:

Criteria	Description
Meaningful	Does the indicator provide useful and relevant information about reaching OCP goals and objectives?
Readily available	Is the data needed to measure the indicator readily available? If not, can a new system to measure the indicator be easily set up? Is the indicator reported on a regular basis?
Outcome-oriented	Does the indicator measure results and not just the resources invested?
Reliable	Are the methods used to measure the indicator standardized and reliable? Is the data of a good quality?
Accepted	Is the indicator seen by other municipalities as a valid, reliable and verifiable measure?
Spatial	If possible, is the indicator spatially-oriented and able to be mapped?

*OCP policies 22.3, 22.7, 22.9, 23.1 – 23.8 provide more detailed guidance for the OCP Monitoring Program and reporting.

ANNUAL INDICATORS

The following indicators are measured on an annual basis and reported in the OCP Annual Review:

OCP Section	Annual OCP Indicators
Land Management and Development	1. New housing units 2. Share of new housing units in growth target areas 3. Regional share of new housing units 4. New commercial and industrial space in target areas
Transportation and Mobility	5. Improvements to Greenways network 6. Improvements to sidewalk network 7. Improvements to cycling network
Infrastructure	8. Improvements to underground infrastructure
Placemaking	9. Activities in public spaces
Parks and Recreation	10. New trees on City lands
Housing and Homelessness	11. New housing units by tenure 12. New housing units by type 13. Rental housing vacancy rate 14. Emergency shelter use
Economy	15. Retail, office and industrial vacancies
Plan Administration	16. <i>Official Community Plan</i> amendments 17. Contributions from development

FIVE-YEAR INDICATORS

The OCP Five-Year Monitoring Report will include indicators that cover all topic areas in the OCP. The final selection of five-year indicators will be based on resource availability and the quality of the data. For a list of proposed five-year indicators, see Appendix A.

Trends and Issues

One of the objectives of the Annual Review is to identify observable trends from the findings of the monitoring program. The Annual Review also aims to recognize other emerging issues, new knowledge and information that may be relevant to the implementation of the OCP. This information will be used to review and update relevant policies and practices in a coordinated and timely manner.

KEY MONITORING FINDINGS

This report presents data from the 2016 calendar year, which can be compared to the data from 2012 to 2015 to begin to understand if trends are developing. However, most of the OCP indicators do not yet show conclusive trends within this limited time frame. Additional data added in future years will allow more thorough analysis of trends as they develop.

Several indicators have experienced changes worth noting in the 2016 calendar year. The following is a high level summary of several targets:

- **Exceeded targets for regional share of new housing:** The regional share of new housing units applied for in the City as a whole has continued to exceed targets every year since 2012. In 2016, 36% of new housing in the region was within the City of Victoria, and 24% of units were in the City's Urban Core, both of which are higher than the targets (20% in City, 10% in Urban Core).
- **Distribution of new housing units between growth target areas generally following OCP targets, but with a lower share of units in and within walking distance of Town Centres and Large Urban Villages than envisioned:** Of the new units applied for in 2012-2016, 65% were in the Urban Core; 21% were in or within walking distance of a Town Centre or Large Urban Village; and 14% were located in a Small Urban Village or the remainder of the residential areas. In order to meet the 2041 targets, a greater share of future units would have to go to the areas in and around Town Centres and Large Urban Villages where the target is to have 40% of the growth.
- **New All Ages and Abilities (AAA) Bicycle Network adopted by Council and construction started on Victoria's first two-way protected bike lanes:** The new AAA Bicycle Network is a key step towards the goal of



increasing the proportion of people in Victoria who choose to travel by bicycle. By the end of 2018, Victoria will have 5.4 km of protected bike lanes in the downtown core close to shops, services and workplaces. The next step will then be to improve bicycle connections to the surrounding municipalities.

- **Greater vibrancy through increased number of activities in public spaces, particularly noteworthy increase in mobile food vendors:** The number of permits issued for activities in public spaces is continuing to increase. These activities, including markets, festivals and street vending, help make streets and neighbourhoods lively and vibrant. They also generate economic activity and contribute to the city's arts and cultural life.
- **Decrease in vacancy rates for industrial (2.6%), downtown office (6%), city-wide retail (4.4%) and Downtown street front (5.5%):** Vacancy rates for both retail, offices and industrial properties went down in 2016, all after seeing a peak sometime in the previous three years (compared to the 2012 baseline).
- **Significant public amenity contributions, particularly to the Downtown Heritage Building Seismic Upgrade Reserve Fund:** As of end of year 2016, there is a total of \$151,034.44 in the Downtown Core Area Public Realm Improvement Fund, and \$87,708.94 in the Downtown Heritage Building Seismic Upgrade Reserve Fund.

EMERGING TRENDS AND ISSUES

As more data is collected over the next few years, this section will provide a summary of any emerging trends, issues or new information that may have an impact on the implementation and success of the OCP.



OCP Indicators

The indicators presented in this report are based on data for the 2016 calendar year, except where noted. Results from earlier years were included for some indicators where the data was available. In many cases, this data was not available and it will be several years before conclusive trends can be determined.

Many of the OCP indicators in this report were first measured for the 2012 baseline year. This has meant finding reliable data sources and developing standard methods to collect and analyze the data. The monitoring methods for some indicators are still under development and these results will be reported in future OCP Annual Reviews. Those annual indicators are shown in the table at right.

Note: Unless otherwise noted, all data is provided by the City of Victoria.

Annual Indicators Under Development	
Indicator	Details
1. New housing units	Will be expanded to include new housing units completed, through Development Database Project (in progress)
2. Share new housing units located within target areas	Will be expanded to include new housing units completed, through Development Database Project (in progress)
3. Regional share of new housing units	Will be expanded to include new housing units completed, through Development Database Project (in progress)
4. New commercial and industrial space in target areas	Under development, as part of Development Database Project (in progress)
5. Greenways network	Will be expanded in the future to measure the percentage of the Greenways network that is complete
11. New housing units by tenure	Will be expanded to include new housing units completed, through Development Database Project (in progress)
12. New housing units by structure type	Will be expanded to include new housing units completed, through Development Database Project (in progress)
17. Contributions from development	Some data is currently reported, but this indicator is under development, as part of Development Database Project (in progress).



New Housing Units

WHAT IS BEING MEASURED?

This indicator measures the number and geographic distribution of net new housing units in the City of Victoria. Net new housing units are calculated from building permits at time of application. The number of housing units that will be lost (through demolition) are subtracted from the number of housing units that will be gained.

WHY IS THIS INDICATOR IMPORTANT?

Victoria is anticipated to grow by a minimum of 20,000 people over the next 30 years. This indicator measures how well the new housing supply is meeting the projected demand.

TARGET/DESIRED TREND:  increase sought

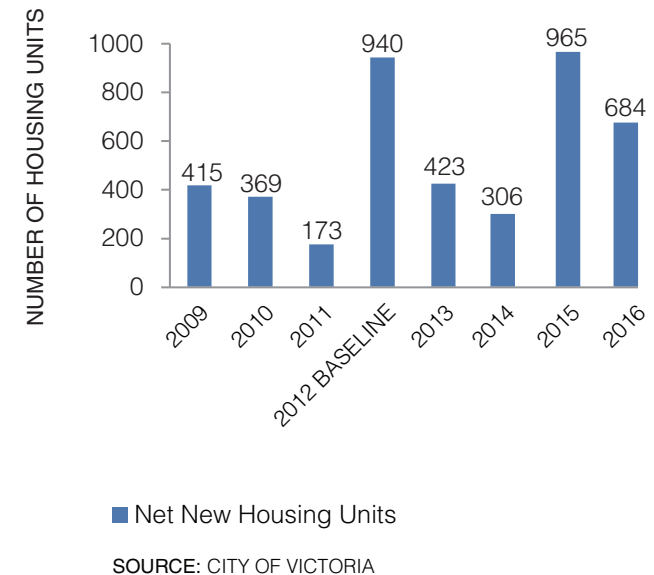
HOW ARE WE DOING?

A total of 684 net new housing units were applied and approved for construction in 2016. The neighbourhood with the largest number of housing units applied for was Victoria West, followed by Downtown and Harris Green (MAP 1).

In total, this represents 281 net new housing units less than the previous year, and 256 units less than the 2012 baseline.

Building permit records indicate that 49 units were lost due to demolition or alteration in 2016, with Fairfield seeing the highest number of units lost (9) followed by Gonzales (7) and Jubilee (7). These were mainly permits for demolition of detached dwellings. This figure is also lower than in 2015 (60 units) and 2014 (55 units), but higher than the number of units lost in 2013 (48 units) and 2012 (36 units).

Net New Housing Units in the City of Victoria



Note: New housing units are calculated from building permits at time of application.



SOURCE: CITY OF VICTORIA

MAP 1:

Net New Housing Units
by Neighbourhood

2016 Total Net New Housing Units
in Victoria = 684

Note: Net new housing units are calculated from building permits at time of application. The number of housing units that will be lost (through demolition) are subtracted from the number of housing units that will be gained.



Share of New Housing Units in Growth Target Areas

WHAT IS BEING MEASURED?

This indicator measures the annual share of new housing units located in the OCP's growth target areas. Housing growth is measured in three different target areas:

- 1) the Urban Core
- 2) located in or within walking distance (400 m) of a Town Centre or Large Urban Village
- 3) Small Urban Villages and the remainder of residential areas

Housing units are calculated from building permits at time of application, and categorized by OCP target growth areas.

WHY IS THIS INDICATOR IMPORTANT?

The OCP designates certain areas of the city for accommodating new population and associated housing growth. The Urban Core should accommodate 50% of the population growth, and areas in and near Town Centres and Large Urban Villages should accommodate 40% of the growth. Remaining growth is targeted for Small Urban Villages and other residential areas (10%). Concentrating housing and population growth in certain areas can provide the critical population mass to support better transit, local businesses, more efficient use of infrastructure, and better use of cycling and pedestrian facilities. It also reduces pressure on other residential parts of Victoria, where change is less desirable. A large share of Victoria's housing growth will be concentrated downtown to support the development of a strong urban core that retains its predominant role in the regional economy.

TARGET/DESIRED TREND:

- To accommodate at least 20,000 new residents and associated housing growth over the next 30 years in the following approximate proportions: 50% in the Urban Core; 40% in or within close walking distance of Town Centres and Large Urban Villages; and 10% in Small Urban Villages and the remainder of residential areas

HOW ARE WE DOING?

In 2016, the majority of development occurred in the Urban Core (67%), with 22% of development within walking distance of Town Centres and Large Urban Villages and 11% in Small Urban Villages or the remainder of residential areas (MAP 2).

As seen below, the distribution has varied from year to year, and looking at the cumulative numbers since the targets were established in 2012 gives the best idea of how we are doing so far. Of the new units applied for in 2012-2016, 65% were in the Urban Core; 21% were in or within walking distance of a Town Centre or Large Urban Village; and 14% were located in a Small Urban Village or the remainder of the residential areas.

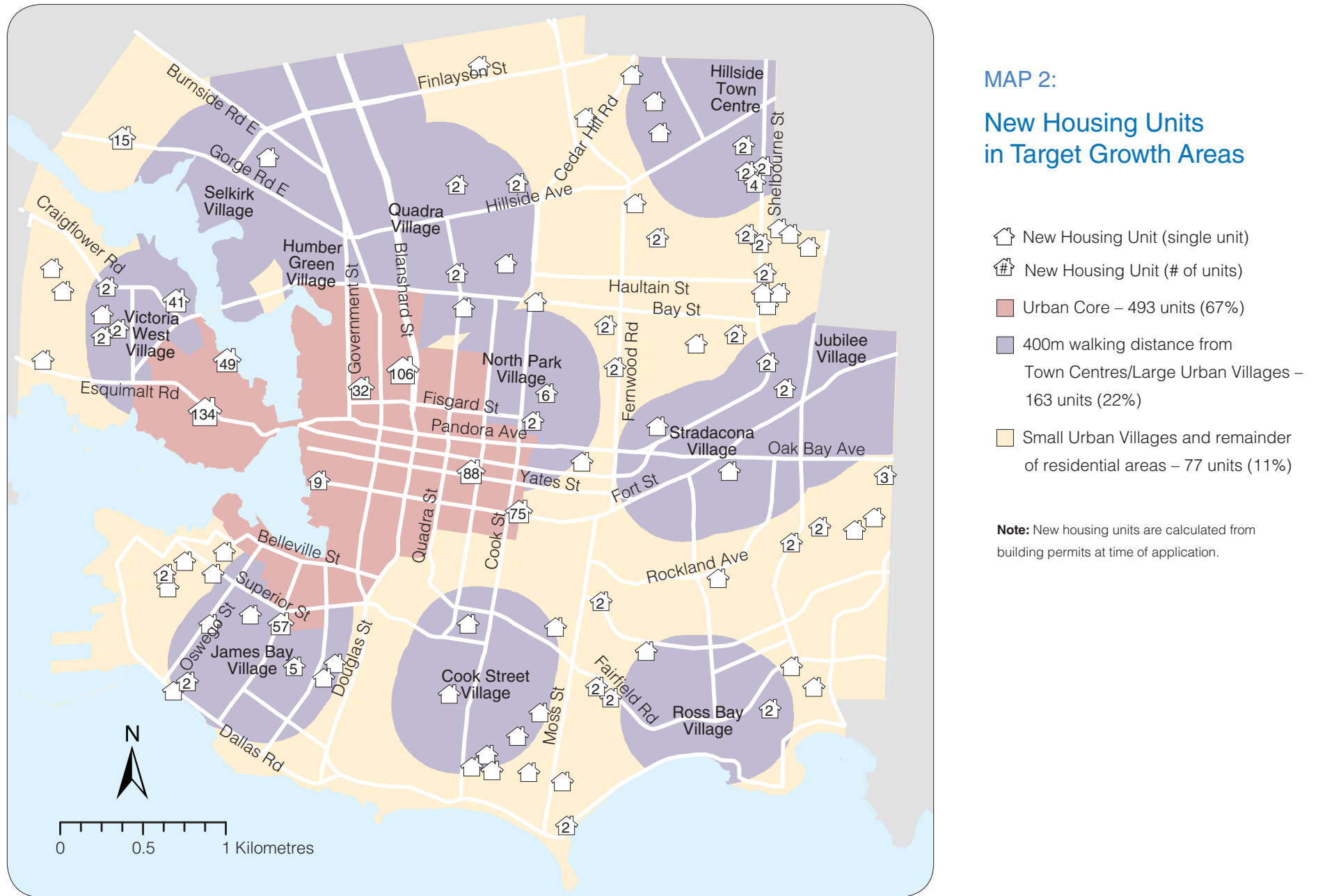
If this trend were to continue until 2041, the City would see a higher proportion of development in the Urban Core than the target as stated in the OCP, as well as a slightly higher proportion in Small Urban Villages and remainder of residential areas, while areas in and around Town Centres and Urban Villages would see less development than intended.

Share of New Housing Units in Growth Target Areas							
Growth Area	2012	2013	2014	2015	2016	2012-2016 Cumulative	Target for 2041
Urban Core	73%	33%	33%	81%	67%	65%	50%
In or within walking distance of a Town Centre or Large Urban Village	17%	28%	48%	12%	22%	21%	40%
Small Urban Village or the remainder of the residential areas	10%	39%	19%	7%	11%	14%	10%

SOURCE: CITY OF VICTORIA

MAP 2:

New Housing Units in Target Growth Areas



SOURCE: CITY OF VICTORIA

3 Regional Share of New Housing Units

WHAT IS BEING MEASURED?

This indicator measures the annual share of new housing units throughout the Capital Regional District that are located in the City of Victoria. It shows the share of the regional total that was in: 1) the City of Victoria as a whole, and 2) Victoria's Urban Core. New units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

An increased share of new housing units within Victoria's Urban Core has potential impacts for the whole region: more efficient use of infrastructure and facilities, better access to transit services, decreased air pollution, less reliance on car travel, and less development pressure on agricultural and other rural lands. Within Victoria, encouraging new housing growth within the Urban Core will support the economic vibrancy of downtown and ensure that it retains its predominant role in the regional economy.

TARGET/DESIRED TREND:

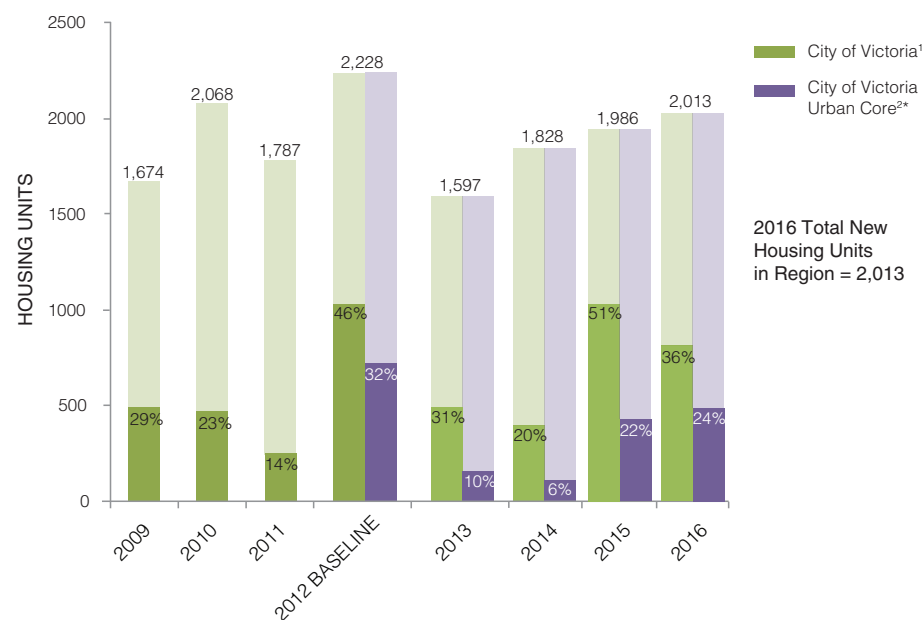
- › Victoria accommodates a minimum of 20% of the region's cumulative new housing units to 2041
- › The Urban Core accommodates a minimum of 10% of the region's cumulative new housing units to 2041

HOW ARE WE DOING?

In 2016, Victoria accommodated 36% of the region's new housing units, while the Urban Core accommodated 24%.

The cumulative figures for 2012-2016 meet or exceed the targets for 2041. From 2012-2016, 37% of new units in the Capital Regional District were within the City of Victoria; 24% of the new units in the Capital Regional District were within Victoria's Urban Core.

Annual Share of New Regional Housing Units in the City of Victoria



SOURCE: CRD MONTHLY PERMIT REPORTING TOOL, 2009-2016¹
CITY OF VICTORIA²

* % new units in Urban Core was not measured prior to 2012

4 New Commercial and Industrial Space

WHAT IS BEING MEASURED?

This indicator will measure the amount of new commercial and industrial floor area that is approved on an annual basis.

WHY IS THIS INDICATOR IMPORTANT?

A strong economic base is an essential component of a complete community. A diverse economy, including industrial, commercial and office sectors, not only provides increased stability, but also offers citizens the opportunity to access goods and services locally. The OCP focuses new employment growth in the Urban Core, Town Centres, in employment districts and along corridors served by frequent and rapid transit. New office development will be concentrated downtown to support the development of a strong downtown core that retains its predominant role in the regional economy. Outside of downtown, the concentration of employment growth in certain areas will maximize the use of municipal infrastructure, develop densities that allow for district energy, reduce commercial traffic, as well as increase the use of public transit by employees. Concentrating new employment growth in certain areas will also preserve the traditional residential character of other parts of the city.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

Data collection methods for this indicator are under development.

5 Greenways Network

WHAT IS BEING MEASURED?

This indicator measures the length of the Greenways network that is added or receives major upgrades on an annual basis. It also measures the total length of Greenways that have been added or upgraded since the inception of the *Greenways Plan* in 2004. This indicator will be expanded in the future to measure the percentage of the identified Greenways network that has been completed.

WHY IS THIS INDICATOR IMPORTANT?

Victoria's Greenways network encourages active transportation, recreation, and the restoration of native and aquatic habitat and places of cultural importance. The OCP encourages completing the Greenways network to the standards in the *Greenways Plan*, including features such as street trees and wayfinding. The OCP also supports using the Greenways network to link the Urban Core, Town Centres and Urban Villages with common destinations such as major parks, places of employment, schools, and recreational and cultural attractions.

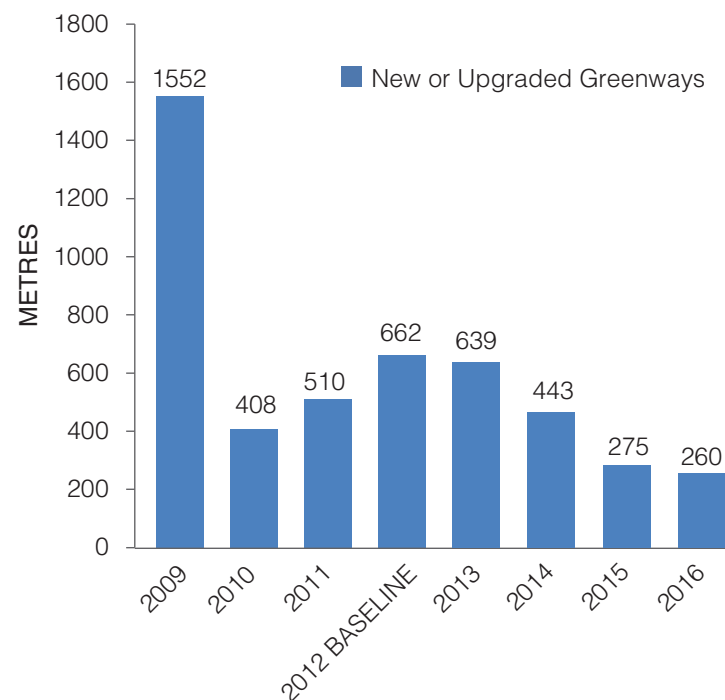
TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

The total length of the identified Greenways network measures 99.6 kilometres (MAP 3). A total of 260 metres of the Greenways network was added or upgraded* in 2016. Improvements included enhancements to Doncaster Green, better access to Gonzales Beach, and new sidewalk along Pembroke Street between Belmont Avenue and Forbes Street. Since 2004, a total of 9.86 kilometres have been added or upgraded.

The total length of the Greenways network added or improved in 2016 was lower than the previous seven years.

Annual Greenways Network Improvements



SOURCE: CITY OF VICTORIA

* Upgrades include additions such as drainage improvements, pavement replacement, sidewalk improvements, new turf, bollard installation, and signage installation.



MAP 3:

Improvements to Greenways Network (2004 – 2016)

- Greenway Improvements (2016)
- Greenway Improvements (2004 - 2015)
- Designated Greenway

Length of new or major upgrades
to Greenways network (since 2004) – 9.86 km

Total length of designated Greenways
network (2016) – 99.6 km

SOURCE: CITY OF VICTORIA

6 Sidewalk Network

WHAT IS BEING MEASURED?

This indicator measures the length of the sidewalk network that is added or receives major upgrades on an annual basis. It also measures the total length of sidewalks that have been added or upgraded since the inception of the *Pedestrian Master Plan* in 2009. New sidewalks are added where no sidewalk existed previously; a major upgrade includes work such as widening the sidewalk or making other improvements for pedestrians. The indicator was expanded this year to measure the percentage of City blocks that have a sidewalk.

WHY IS THIS INDICATOR IMPORTANT?

Creating walkable, pedestrian-friendly neighbourhoods is a central focus of Victoria's OCP. Pedestrians are the top priority in future transportation planning. Walkability has many benefits for air quality, the reduction of greenhouse gases, public health and the life and vitality of neighbourhoods. A continuous, high quality sidewalk network is important in making a street comfortable, safe and inviting for pedestrians.

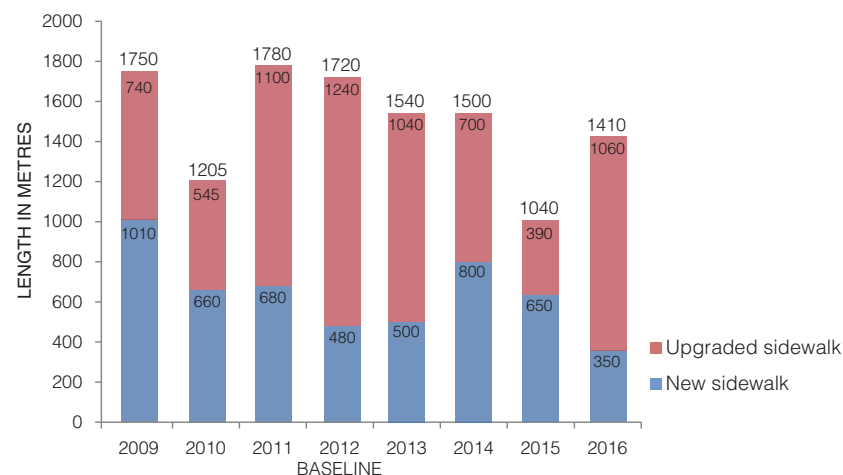
TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

The total length of the designated sidewalk network is approximately 525 linear kilometres. In 2016, 0.35 kilometres of new sidewalks and 1.06 kilometres of upgraded sidewalks were added to Victoria's sidewalk network, for a total of 1.41 linear kilometres.

The percentage of City blocks that have a sidewalk is 88.63%.

Annual Sidewalk Network Improvements



SOURCE: CITY OF VICTORIA

Total length of designated sidewalk network (2016): approx. 525 km
 Total length of completed sidewalk network (2016): 465.3 km
 Length of new or major upgrades to sidewalk network (2009–2016): 11.9 km
 Percentage of City blocks with a sidewalk: 88.63%



Cycling Network

WHAT IS BEING MEASURED?

This indicator measures the length of the cycling infrastructure that is added or receives major upgrades on an annual basis. It also measures the total length of cycling infrastructure that has been added or upgraded since the inception of the *Bicycle Master Plan* in 1995. Cycling infrastructure includes off-street multi-user trails, on-street painted cycling lanes, on-street separated cycling lanes, on-street signed cycling routes and combined bus/bike lanes.

WHY IS THIS INDICATOR IMPORTANT?

Victoria's compact size and mild climate make it well-suited for cycling, a cost efficient, low-carbon mode of transportation. The OCP encourages the expansion of cycling infrastructure (such as bike lanes and bicycle parking) in order to manage existing roadway capacity, reduce parking demand, and provide affordable, safe and convenient ways to travel. Cycling routes that connect to shops, services, schools and workplaces is an important way to support multi-modal transportation options for residents and businesses.

TARGET/DESIRED TREND:  increase sought

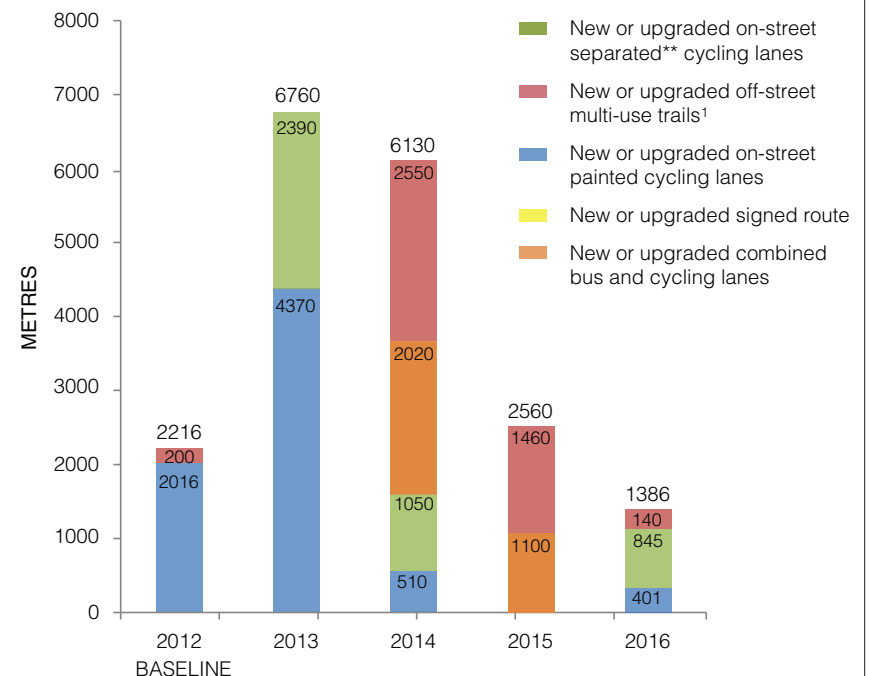
HOW ARE WE DOING?

In 2016 the City made improvements to 1.39 km of the bicycle network. These improvements included 845 m of cycling lanes separated by a painted buffer and 401 m of standard painted cycling lanes on Johnson Street. A further 140 m of (bi-directional) multi-use pathways were also added in Doncaster Green.

After extensive planning, consultation and engagement, a new All Ages and Abilities (AAA) Bicycle Network was adopted in 2016. This process included conceptual designs for a network of protected bike lanes and shared neighbourhood bikeways connecting the downtown core with village centres.

Construction of the City's first two-way protected bike lane started in 2016 on Pandora Avenue. Design for a two-way protected bike lane on Fort Street was also initiated in 2016. Both of these projects will be reported in future OCP Annual Reviews once they are completed. For more information please visit www.victoria.ca/cycling.

Annual Cycling Network Improvements*



SOURCE: CITY OF VICTORIA

*For bi-directional routes, the distance for both directions are added to make up the total length of improvements.

**On-street separated cycling lanes are separated from roads and sidewalks by parked cars, bollards, physical barriers, or painted buffer areas.



MAP 4:

Improvements to Cycling Network (1995–2016)

- On-street cycling lane (1995 - 2016)
- Off-street multi-use trail (1995 - 2016)
- Signed cycle route (1995 - 2014)

Total lane length of off-street multi-use trail (2016): 8.5 km¹

Total lane length of improvements (to date) to on-street cycling lanes (2016): 45.5 km

Total length of signed cycling routes (2016): 41 km

¹Map and diagram reconciled in 2016

SOURCE: CITY OF VICTORIA

8 Underground Infrastructure

WHAT IS BEING MEASURED?

This indicator measures the length of water, stormwater and sanitary sewer mains that are replaced or rehabilitated on an annual basis. It also measures the total length of each network. Rehabilitation includes physical improvements such as the relining of pipes in order to extend the life of the infrastructure.

WHY IS THIS INDICATOR IMPORTANT?

Underground infrastructure for drinking water, stormwater and sanitary sewers are vital to the economic, environmental and public health of a community. The location, condition and capacity used in these systems can influence development patterns. Like many municipalities across the country, Victoria is challenged with repairing and replacing aging infrastructure, while meeting new population and employment growth over the next 30 years. The OCP encourages improvements to water, stormwater and sanitary sewer systems and services to meet current and future demand. At the same time, it identifies the need to continue to make physical improvements to existing infrastructure. The OCP focuses population and employment growth in the Urban Core, Town Centres and Urban Villages in order to make use of existing infrastructure, and minimize the need for new infrastructure.

TARGET/DESIRED TREND:  increase sought*

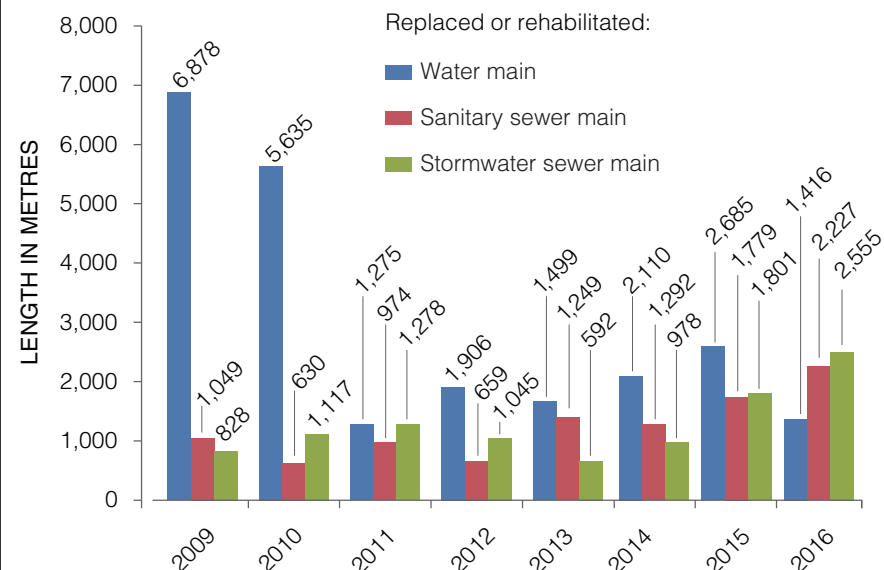
HOW ARE WE DOING?

The total length of the water main network is 330.7 kilometres, the total length of the sanitary sewer network is 236.1 kilometres, and the total length of the stormwater sewer network is 256.3 kilometres.

In 2016, 1,416 metres of the water main network were replaced or rehabilitated. This was less than the previous year (2015) which saw the highest numbers since 2009 and 2010 when a significant amount of the steel water main was rehabilitated with the support of external funding. The amount of replaced or rehabilitated sanitary sewer network (2,227 metres) and stormwater sewer network (2,555 metres) were both higher in 2016 than in 2015.

*An increase is sought in the length of mains that are added or upgraded on an annual basis but, in keeping with OCP direction, not to the total length of the overall network.

Annual Improvements to Water, Stormwater and Sanitary Sewer Mains



Total length of water main network (2016): 330.7 km
 Total length of sanitary sewer network (2016): 236.1 km
 Total length of stormwater sewer network (2016): 256.3 km

SOURCE: CITY OF VICTORIA



Activities in Public Space

WHAT IS BEING MEASURED?

This indicator measures the number of permits issued for a variety of activities that happen in outdoor and public spaces: markets, block parties, mobile food carts, sidewalk cafes, special events and street entertainers. Special events include festivals, sporting events, rallies and a variety of other public gatherings.

WHY IS THIS INDICATOR IMPORTANT?

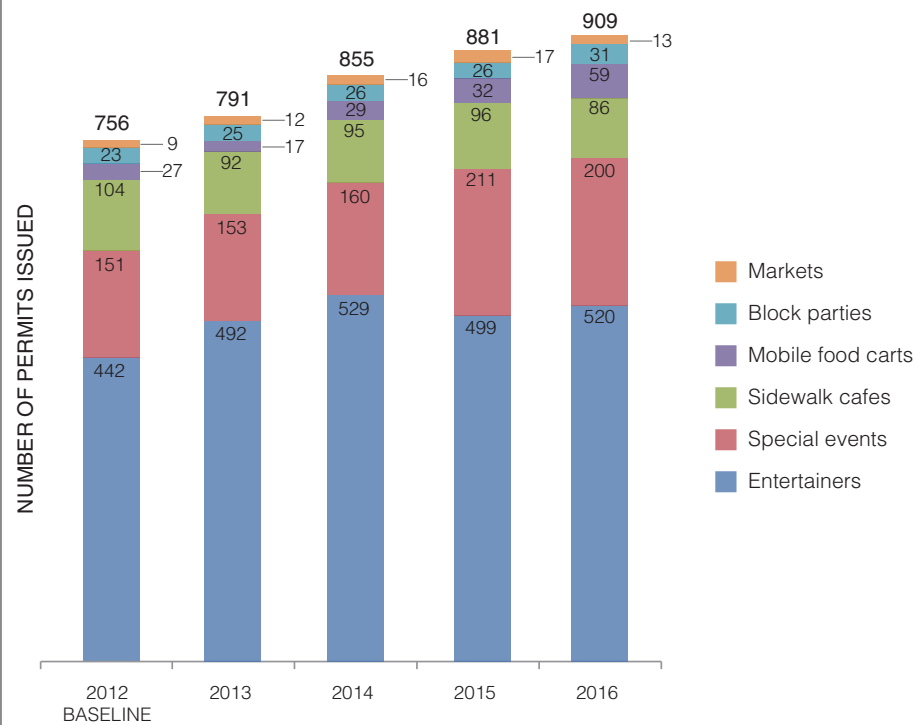
Activities such as markets, festivals and street vending help make streets and neighbourhoods lively and vibrant. They also generate economic activity, contribute to the city's arts and cultural life, reflect Victoria's unique identity, and help local residents feel more connected to each other. The OCP encourages more outdoor festivals, celebrations, concerts and special events to continue to animate the city's public spaces, streets and parks.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

The total amount of permits issued for different activities in public space is continuing to increase, with a total of 909 permits in 2016. Permits for mobile food carts saw a significant increase from previous years, and block parties also continued to increase. The number of permits issued for street entertainers increased compared to 2015 numbers as well but are still lower than in 2014. Special events, sidewalk cafes and markets all saw a slight decline in 2016 compared to the previous years, but with the exception of sidewalk cafes all indicators are higher than the 2012 baseline. Of the total, 57% of the permits were issued for street entertainers (520) and 22% of the permits were issued for special events (200).

Permits for Activities in Public Space



SOURCE: CITY OF VICTORIA

10 New Trees on City Land

WHAT IS BEING MEASURED?

This indicator measures the number of net new trees planted on City lands on an annual basis (trees planted minus trees removed). City lands include parks, boulevards and other City-owned public spaces.

WHY IS THIS INDICATOR IMPORTANT?

The urban forest provides many ecological and community benefits. Trees reduce stormwater runoff, filter air and water pollution, and provide important habitat for birds, insects and other wildlife. In addition to their beauty, trees protect people from weather, provide privacy and buffer sound. Trees add beauty to public spaces and along roads and sidewalks, making walking and cycling more enjoyable. The OCP aims to enhance the urban forest to continue to support the many benefits that an urban forest provides.

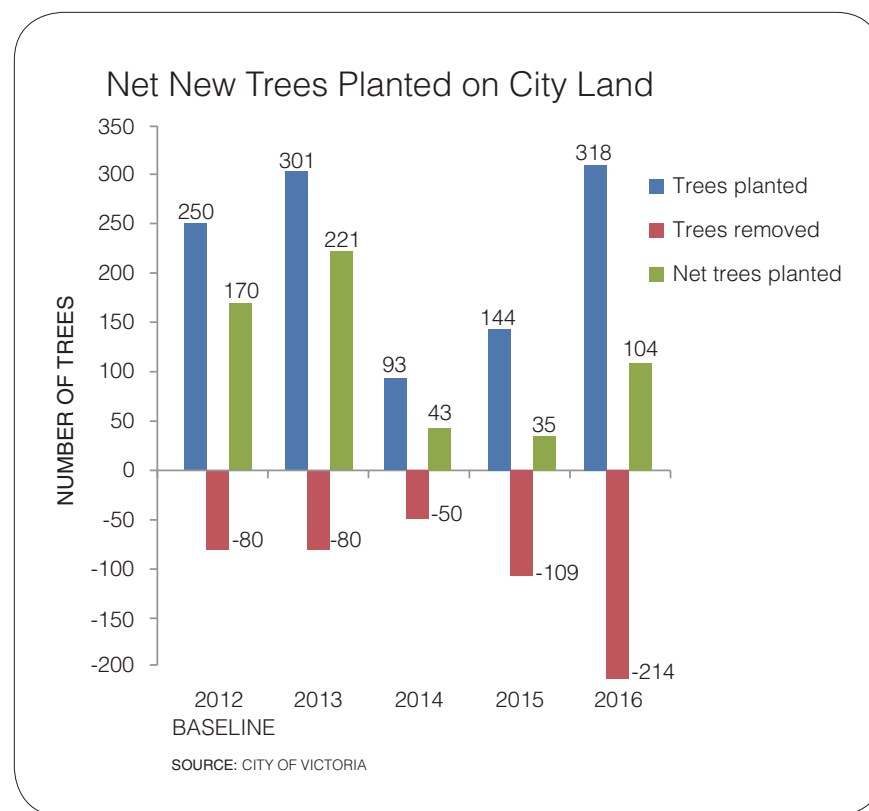
TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

In 2016, 318 trees were planted and 214 trees were removed, for a net total of 104 trees added. The net total is higher than in 2015 (35 trees) but lower than the 2012 baseline (170 trees). Both the number of trees planted and the number of trees removed were significantly higher in 2016 than in the previous two years.

In 2016, the City started to move forward with its Tree Keeper inventory data system and undertook further assessment on trees which were identified as potentially hazardous. This partly explains why the number of trees removed was relatively high. The City also saw an increase in tree removals related to development in 2016, and while those trees eventually get replaced that typically happens towards the end of a project (up to 2-3 years after removal).

There are a total of 32,857 trees on City lands.





MAP 5:

Total trees on City land (2016)

● Trees on City land (2016)

SOURCE: CITY OF VICTORIA



New Housing Units by Tenure

WHAT IS BEING MEASURED?

This indicator measures the total number of new rental¹, strata² and fee simple³ housing units at time of application of building permit on an annual basis. It also measures the new housing units gained by tenure for each neighbourhood. New units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

Providing a mix of rental and ownership (strata and fee simple) housing is important for building a diverse community. Providing options for rental and ownership housing within the same neighbourhood can accommodate people at a variety of life stages and income levels. The OCP encourages a wide range of housing types, tenures and prices in each neighbourhood. It also aims to maintain and expand Victoria's supply of aging rental housing through upgrades and regeneration.

TARGET/DESIRED TREND:

No target

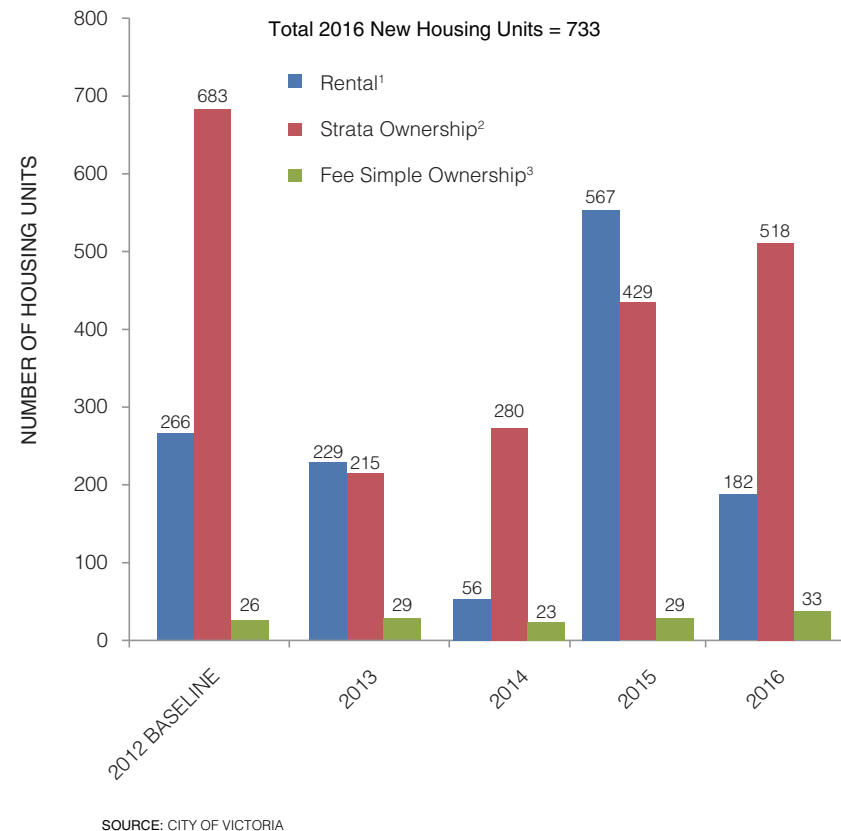
HOW ARE WE DOING?

Of the 733 gross new units that were applied for in Victoria in 2016, 25% were identified as rental units, 70% as strata ownership, and 5% as fee simple ownership. Fee simple ownership figures saw a slight increase from last year and are the highest they have been since the 2012 baseline. Strata ownership units are still lower than the 2012 baseline but the upwards trend from 2014 and 2015 is continuing in 2016. Rental figures have dropped down in 2016 again from an unusually high number in 2015, when permits were issued for three buildings which each contained 100+ rental units (in Downtown, Harris Green and Victoria West).

Map 6 shows the distribution of new housing units by tenure across the City. Most new rental housing units were in James Bay followed by Victoria West and Burnside. The majority of new strata units were concentrated in Victoria West, Downtown, Harris Green and Fairfield. As in previous years, fee simple ownership units make up a small proportion of the total new units.

SOURCE: CITY OF VICTORIA

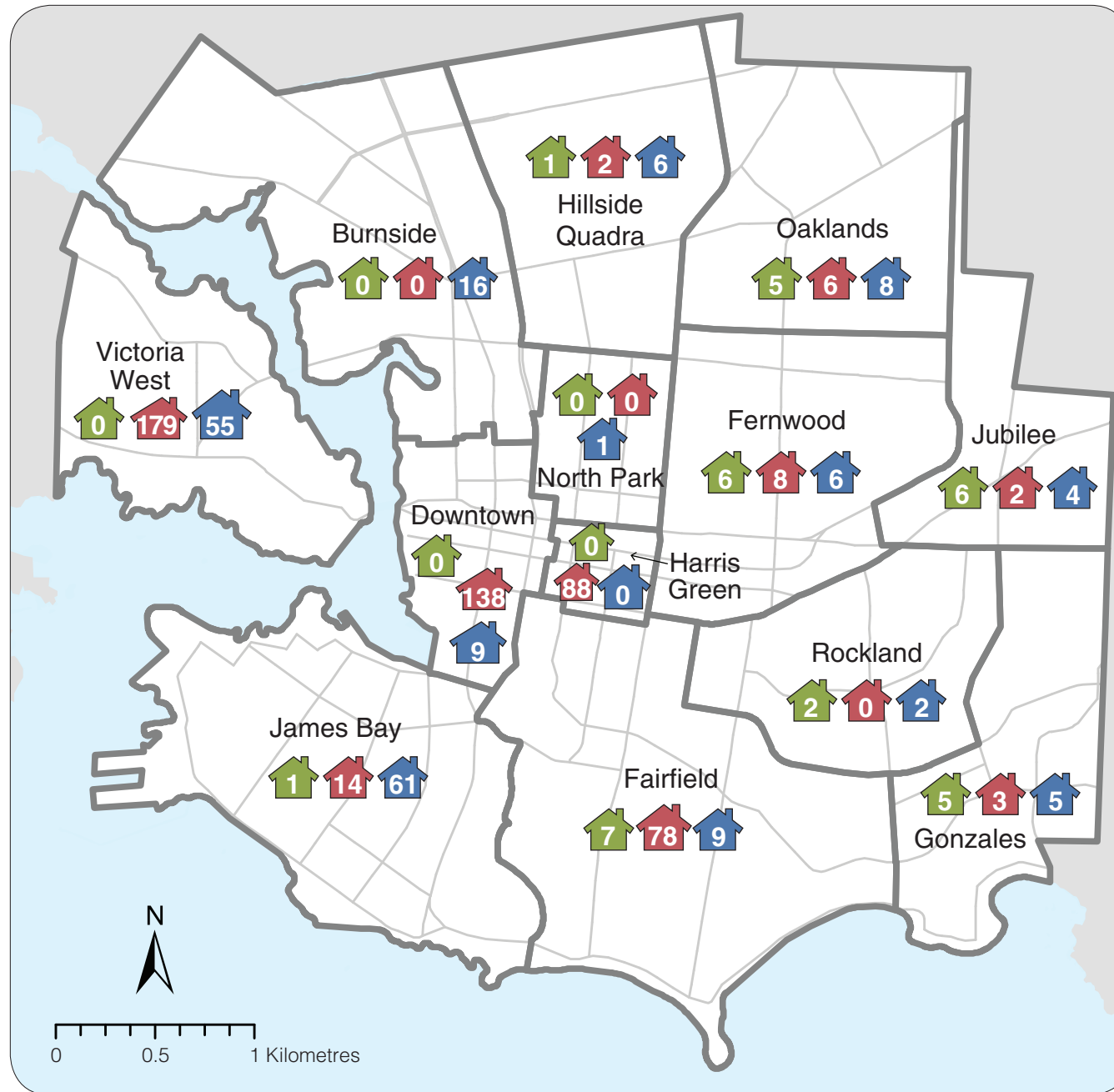
New Housing Units Applied for in the City of Victoria by Tenure



¹ Rental: includes purpose-built rental apartments, secondary suites, garden suites

² Strata: includes strata duplexes, triplexes and fourplexes; strata townhouses; strata units in apartment, mixed-used and other multi-unit buildings

³ Fee Simple: includes single family dwellings and non-strata attached houses





New Housing Units by Type

WHAT IS BEING MEASURED?

This indicator measures the total number of new housing units by type of housing (townhouse, duplex, secondary suites, etc.) on an annual basis. It also measures the number of new housing units by type of housing in each neighbourhood. New housing units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

The OCP encourages a wide range of housing types to support a diverse, inclusive and multigenerational community. Neighbourhoods with a wide range of housing types – such as townhouses, duplexes, single family dwellings, apartment buildings, special needs housing and secondary suites – can support a diverse population that includes students, families, seniors, group housing, singles or couples. This mix reinforces neighbourhood stability by allowing people to stay in the same neighbourhood throughout different stages of their life. It can also encourage social and economic diversity and different levels of affordability.

TARGET/DESIRED TREND:

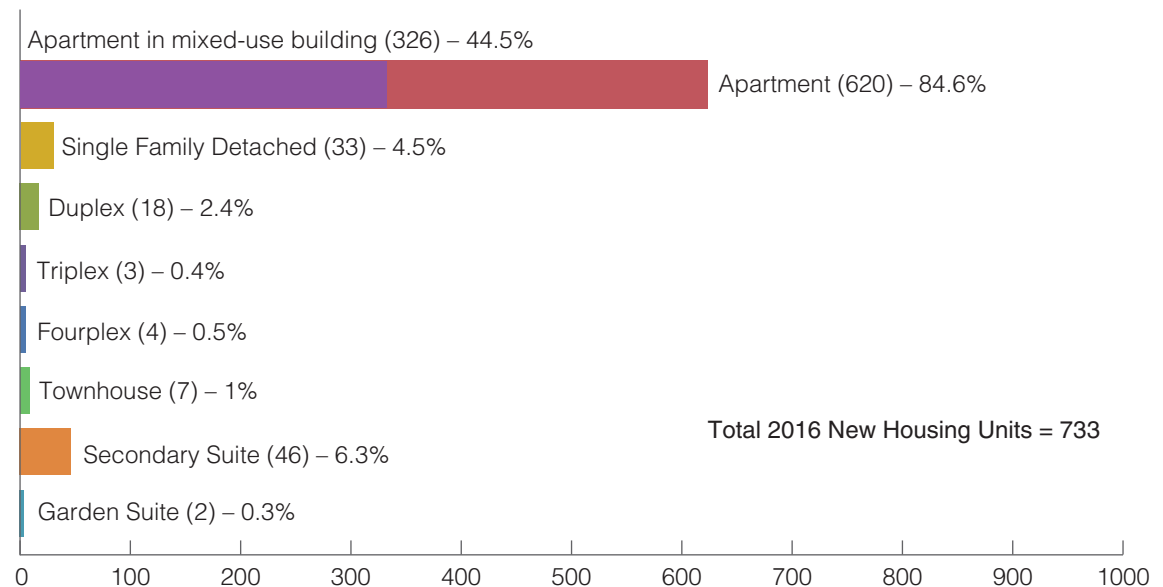
No target

HOW ARE WE DOING?

While the total number of gross new units (733) were lower in 2016 than in the previous year (1025), the distribution by housing type follows the same pattern of most units being “attached” units with the large majority (84.6%) being apartments, either in all-residential or mixed-use buildings. Other types of attached housing, including duplexes, triplexes, fourplexes, and townhouses, collectively accounted for an additional 4.3% of the new units.

In 2016, 4.5% of new units were single family detached and 6.3% were secondary suites, both numbers slightly higher than in 2015.

2016 New Housing Units by Type



SOURCE: CITY OF VICTORIA

Note: New housing units are calculated from building permits at time of application.

The table on the following page shows that Victoria West had the largest number of apartment units approved (226), followed by Downtown (147) and Harris Green (88). The largest number of single family detached units created were in Fairfield (7), followed by Fernwood (6) and Jubilee (6). Most neighbourhoods had secondary suites with Fairfield having the highest number (8), closely followed by Oaklands (7). 2 garden suites were applied for construction in 2016, these were also in Fairfield and Oaklands.

2016 New Housing Units by Type of Housing										
Type	Apartment	Mixed-use*	Single Family Dwelling	Duplex	Triplex	Fourplex	Townhouse	Secondary Suite**	Garden Suite	New Units
Burnside	15							1		16
Downtown	147	106								147
Fairfield	78	75	7					8	1	94
Fernwood	6		6	2				6		20
Gonzales			5		3			5		13
Harris Green	88	88								88
Hillside Quadra	2		1	2				4		9
James Bay	58	57	1	6			7	4		76
Jubilee			6	2				4		12
North Park								1		1
Oaklands			5	2		4		7	1	19
Rockland			2					2		4
Victoria West	226			4				4		234
Total	620	326	33	18	3	4	7	46	2	733

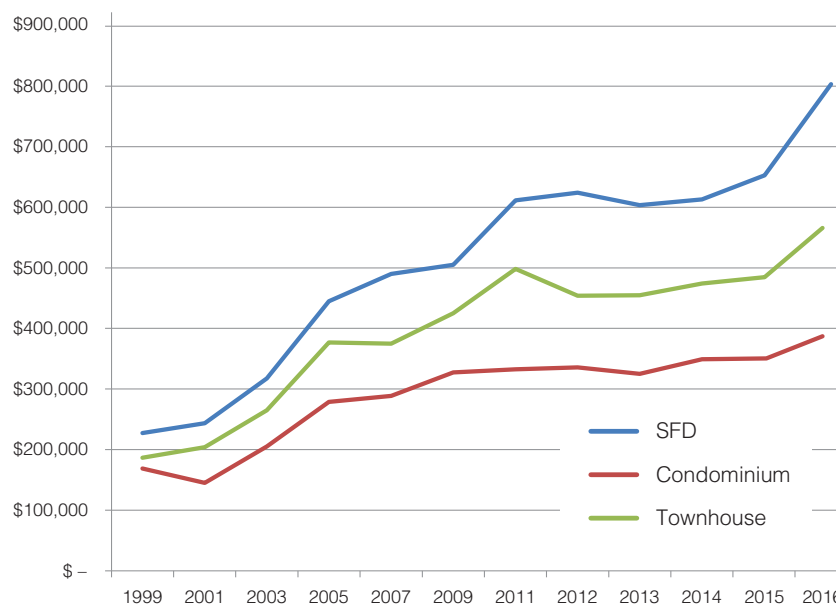
SOURCE: CITY OF VICTORIA

* Mixed-use: Building that includes both residential and commercial units

**Secondary Suite: A legal suite, located within a single family detached house

Note: New housing units are calculated from building permits at time of application.

1997 - 2016 Average Sale Prices			
	SFD	Condominium	Townhouse
1997	\$223,504	\$151,952	\$208,072
1999	\$227,309	\$168,989	\$186,864
2001	\$243,445	\$145,131	\$204,144
2003	\$317,540	\$205,379	\$264,941
2005	\$445,017	\$278,782	\$376,789
2007	\$490,000	\$288,850	\$374,900
2009	\$505,000	\$327,500	\$425,000
2011	\$611,312	\$332,638	\$498,232
2012	\$623,775	\$335,629	\$454,150
2013	\$603,477	\$325,260	\$454,556
2014	\$612,784	\$349,324	\$473,938
2015	\$651,810	\$353,409	\$488,861
2016	\$801,513	\$387,262	\$568,094



The average price of a single family home in the City of Victoria in 2016 was \$801,513, a 23% increase over 2015 prices. The average price of a condominium was \$387,262 in 2016, a 9.6% increase over 2015 prices. The average price of a townhouse was \$568,094 in 2016, a 16.2% increase over 2015 levels.

The average price is the total dollar value of all properties sold divided by the number of sales.

(SOURCE: VICTORIA REAL ESTATE BOARD MULTIPLE LISTING SERVICE)

13 Rental Housing Vacancy Rate

WHAT IS BEING MEASURED?

This indicator measures the average annual vacancy rate for purpose-built rental housing buildings with three or more units. It does not include the secondary rental market (secondary suites, private condominiums, or other private housing that is rented) which forms an important part of Victoria's rental housing market.

WHY IS THIS INDICATOR IMPORTANT?

The demand for rental housing is affected by the combination of employment growth, income levels and migration levels (people moving in and out of the city). In Victoria, the demand for rental housing is also influenced by the high cost of home ownership in the region. The OCP policies encourage an increase in the city's supply of rental housing through upgrades and re-investment, and that a wide variety of housing types, tenures and prices gives residents choice. A balanced rental market would have affordable prices for a diversity of household incomes and a vacancy rate between 2 to 3%.

TARGET/DESIRED TREND:

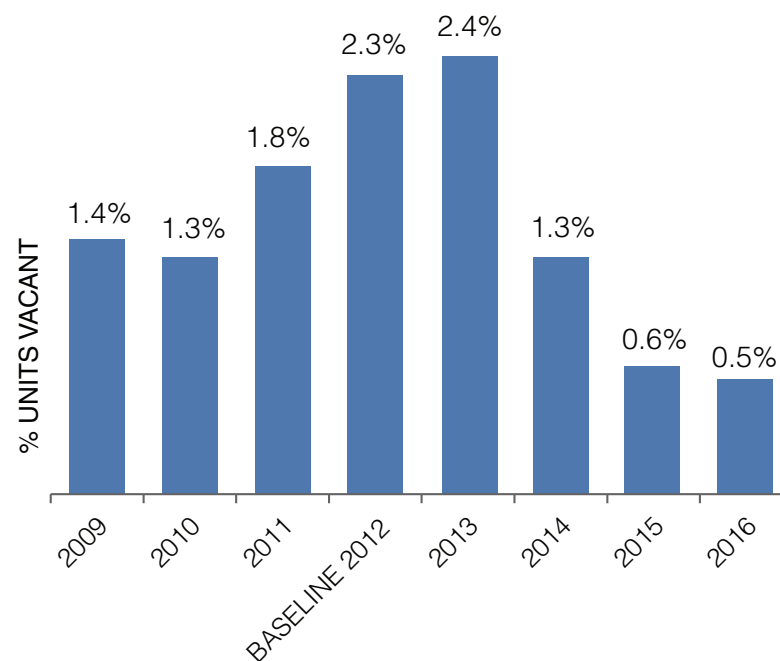
2-3% rental vacancy rate

HOW ARE WE DOING?

Vacancy rates in the City of Victoria continued to drop slightly from 0.6% in 2015 to 0.5% in 2016. Greater Victoria vacancy rates followed the same pattern and also dropped from 0.6% to 0.5% in the same period. This is still below what is considered a balanced rental market (2 - 3%). In 2016, the national vacancy rate increased to 3.7% from 3.5% in 2015.

The secondary rental market - defined by CMHC as strata condominiums - experienced a 2.2% increase in inventory to 3,195 units in 2016 from 2,906 units in 2015, an increase of 289 units. The vacancy rate for the secondary market rose to 0.7% in 2016, up from 0.4% in 2015. Of the 12,553 condominiums in Victoria, 25.5% of them are in the rental market.

Overall Vacancy Rate for Purpose-built Rental Housing Units



14 Emergency Shelter Use

WHAT IS BEING MEASURED?

This indicator measures the number of people who have used one or more emergency shelters in Greater Victoria at least one time over the preceding year. In 2012/2013, all of the emergency shelters surveyed (5) were located within the City of Victoria. The indicator does not show how many times people stayed in the shelters over the year, nor how long they stayed. The numbers are measured from April to March of the next year.

WHY IS THIS INDICATOR IMPORTANT?

One of the core principles of the OCP is that housing is a basic human need: all people deserve access to housing that is safe, stable and affordable, and supports personal health. Homelessness results from a complex set of circumstances such as the high cost of housing, unstable or inadequate income, and other factors such as illness or violence. Emergency shelter use presents only one dimension of homelessness, which includes a combination of people who are living on the street, living in a shelter, and those who live in insecure or inadequate housing. The OCP recommends that the City work with other community partners to enable stable housing for all people and to increase the supply of affordable crisis, transitional, supported and non-market rental housing so that people who are homeless have more options for stable housing.

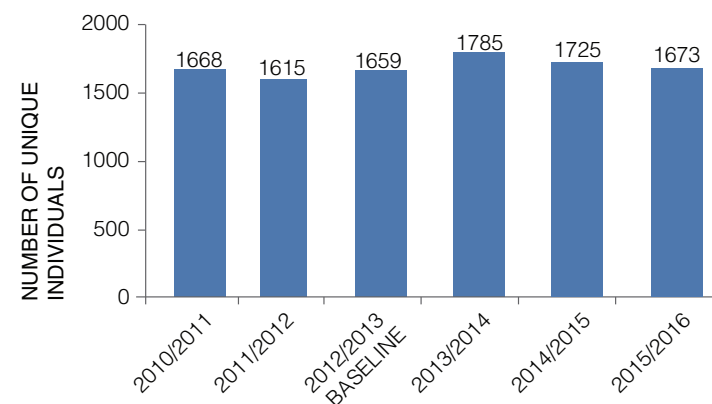
TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

The number of unique individuals using an emergency shelter decreased slightly again between 2014/2015 and 2015/2016. The figures have remained relatively stable since 2010 and fluctuations are likely due to the availability shelter beds, among other factors.

Number of Unique Individuals Using Greater Victoria Emergency Shelters



SOURCE: GREATER VICTORIA COALITION TO END HOMELESSNESS; GREATER VICTORIA COALITION TO END HOMELESSNESS COMMUNITY PLAN – PHASE 1 (AUGUST 30, 2016). TIME PERIOD MARCH TO APRIL.

15 Retail, Office and Industrial Vacancies

WHAT IS BEING MEASURED?

This indicator measures the vacancy rate for industrial, retail shopping centres¹, and downtown office properties. It also measures the vacancy rate for downtown streetfront retail properties.

WHY IS THIS INDICATOR IMPORTANT?

The availability of office, retail and industrial space is important for fostering a dynamic and competitive economy. The office, retail and industrial vacancy rate is a measure of Victoria's market strength and economic performance, showing the current balance between demand and supply. The OCP encourages Victoria to attract a reasonable share of regional growth in employment and new commercial and industrial development, to enhance the city's retail sector, and to increase the supply of downtown office space.

TARGET/DESIRED TREND:

No target

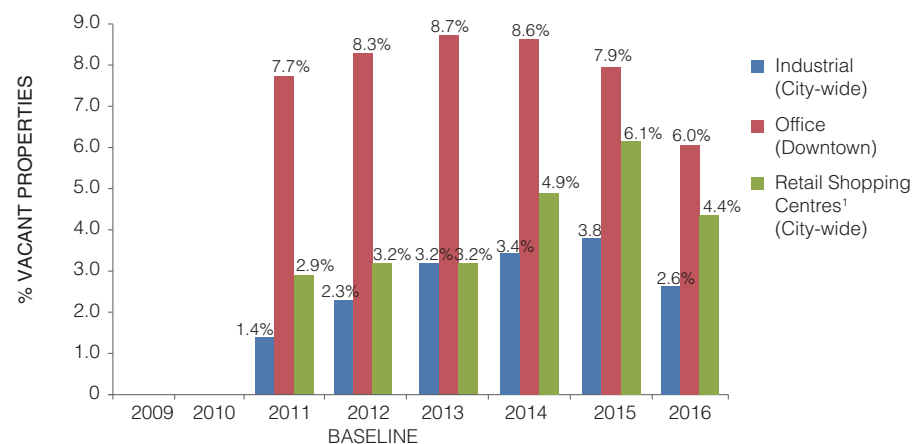
HOW ARE WE DOING?

The city-wide industrial vacancy rate decreased to 2.6% in 2016, which is just below the 2011-2016 average of 2.8%. The office vacancy rate for Downtown Victoria also decreased in 2016 to 6.0%, significantly lower than the 2011-2016 average of 7.9%. City-wide shopping centre vacancy rates followed the same pattern as the rest of Greater Victoria and decreased from 6.1% in 2015 to 4.4% in 2016, still above the average for the last six years (4.1%).

The Downtown streetfront vacancy continued to decrease, from 8.5% in 2015 to 5.5% in 2016. This is considered by Colliers International as a positive development, with increasing numbers of tourists, residents and employees in the Downtown all benefitting the retail sector. The average Downtown streetfront vacancy rate since 2009 is 6.8%.

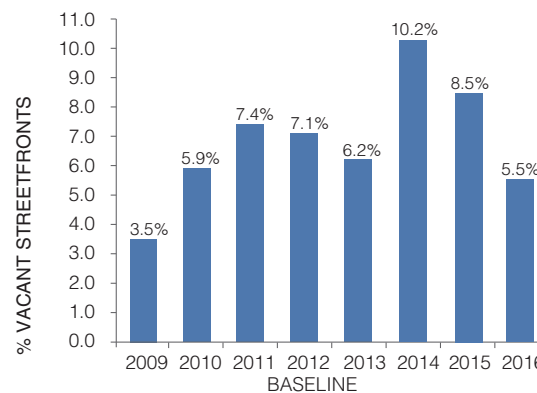
¹Retail Shopping Centres: a group of retail and commercial establishments that is planned, developed, owned and managed as a single property (International Council of Shopping Centres, 2010)

Retail, Commercial and Industrial Vacancy Rates



SOURCE: COLLIER'S INTERNATIONAL REAL ESTATE REPORTS VICTORIA, BRITISH COLUMBIA, 2016: INDUSTRIAL (SUMMER 2016); OFFICE (Q4 2016); RETAIL (Q4 2016)

Downtown Streetfront Vacancy Rate



SOURCE: COLLIER'S INTERNATIONAL REAL ESTATE REPORTS VICTORIA, BRITISH COLUMBIA, 2016: RETAIL (Q4 2016)

16 OCP Amendments

WHAT IS BEING MEASURED?

This indicator measures the number of amendments to the OCP approved by Council. The amendments are categorized by the type of amendment.

WHY IS THIS INDICATOR IMPORTANT?

The OCP provides direction on how Victoria should grow and change over the next 30 years. While all City policy, projects, and spending should be broadly consistent with the OCP, the OCP is intended to be flexible and adaptable. The number of OCP amendments indicate when Council has approved a change to the OCP policy or land use framework.

TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

Four land use amendments to the OCP were approved by Council in 2016. Two were related to rezoning applications, and the other two were related to streamlining development permit processes for minor works and to support the Growing in the City initiative.

Official Community Plan Amendments – Administrative		
Bylaw Number and Location	Date	Purpose of Amendment
n/a	n/a	n/a

Official Community Plan Amendments – Land Use		
Bylaw Number and Location	Date	Purpose of Amendment
#16-030	March 10, 2016	Change the Urban Place Designation for 1146 Caledonia Avenue from Traditional Residential to Urban Residential
#16-027	March 24, 2016	To exempt small scale buildings and structures (no greater than 9.2m ²) from requiring a development permit within specific development permit areas as well as to exempt changes to landscaping where the landscaping is not identified within a development permit for the property within specific development permit areas.
#16-053	June 23, 2016	Change the Urban Place Designation for 605-629 Speed Avenue and 606-618 Frances Avenue from Urban Residential and General Employment, respectively, to Town Centre, and to include those lands in Development Permit Area 4: Town Centres
#16-063	September 8, 2016	To clarify that altering land for urban agriculture is exempt from a development permit unless certain criteria are met



Contributions from Development

WHAT IS BEING MEASURED?

This indicator will report the total value of community benefits contributed through new development.

WHY IS THIS INDICATOR IMPORTANT?

Physical features such as greenways, pedestrian improvements, and public spaces contribute to the livability of a community. New development can play an important role in funding these and other features to serve new residents and employees, and in off-setting some of the impacts of growth.

TARGET/DESIRED TREND:

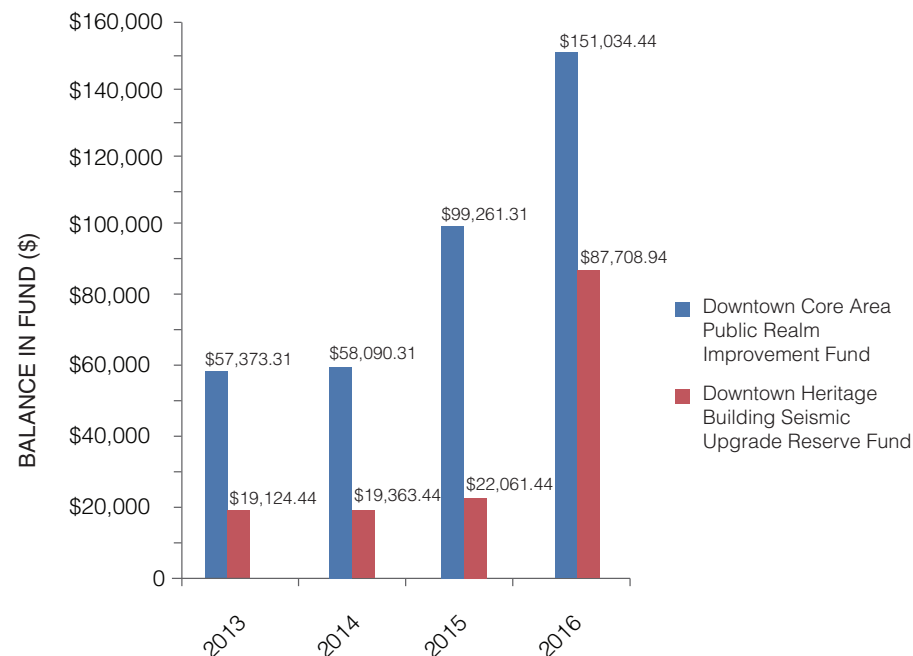
No target

HOW ARE WE DOING?

The scope of this indicator is under development to track contributions from development City-wide. As an interim indicator, contributions to the Downtown Core Area Public Realm Improvement Fund and the Downtown Heritage Building Seismic Upgrade Reserve Fund are presented.

As of end of year 2016, there is a total of \$151,034.44 in the Downtown Core Area Public Realm Improvement Fund, and \$87,708.94 in the Downtown Heritage Building Seismic Upgrade Reserve Fund. These figures are made up of contributions from projects and interest allocations less funding allocations.

Contributions from Development





Appendix A: Proposed Five-Year OCP Indicators

The OCP monitoring program includes both annual and five-year indicators. The table below lists the proposed five-year indicators. These were identified in close collaboration with other City departments and consider ongoing City monitoring initiatives and other municipal, planning and sustainability monitoring systems. It is proposed that the indicators be monitored approximately every five years, as resources permit. The list of indicators will be reviewed regularly to consider changes in data availability, data quality, and the availability of City resources.

OCP Section ¹	Proposed Five-Year Indicators (80)
Land Management and Development (10)	<ol style="list-style-type: none"> 1. Population growth 2. Share of population growth in target areas 3. New housing units 4. Share of new housing units located in target areas 5. Net new housing units by tenure 6. Net new housing units by structural type 7. Remaining residential capacity 8. Regional share of new housing units 9. New commercial and industrial space in target areas 10. Share of housing units within walking distance of Town Centres and Urban Villages
Transportation and Mobility (11)	<ol style="list-style-type: none"> 11. Percentage of all trips by mode 12. Percentage of journey to work trips by mode 13. Length of greenways network 14. Length of sidewalk network 15. Length of cycling network 16. Kilometres driven per capita 17. Share of housing within walking distance of a frequent or rapid transit stop 18. Transit service hours 19. Response time for emergency services 20. New car share parking spaces 21. New bicycle parking spaces in private development

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.



Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Placemaking (6)	22. Number of new and improved street furnishings 23. Number of street trees 24. Activities in public spaces 25. Level of pedestrian activity 26. Number of heritage properties 27. Number of artworks in public spaces
Parks and Recreation (6)	28. Percentage of land that is park and public open space 29. Share of housing within walking distance of park or open space 30. New and upgraded parks 31. Percentage tree canopy cover 32. Indoor recreation space per capita 33. Participation in recreational programs
Environment (4)	34. Percentage of park land base that is natural area or ecological habitat 35. Abundance and diversity of bird species 36. Water quality 37. Air quality
Infrastructure (4)	38. Length of upgraded storm, water and sewer mains 39. Consumption of potable water 40. Solid waste collected 41. Percentage impervious surface cover
Climate Change and Energy (2)	42. Greenhouse gas emissions 43. Energy consumption

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.



Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Housing and Homelessness (9)	<ul style="list-style-type: none"> 44. Average purchase price for residential unit 45. New rental housing units 46. Rental vacancy rate 47. Households spending more than 30% of income on housing 48. Required income to purchase a first home 49. New strata units with no restrictions on rental 50. New affordable and accessible units secured by housing agreement 51. Size of new housing units 52. Emergency shelter use
Economy (8)	<ul style="list-style-type: none"> 53. Net jobs 54. Employment growth in target areas 55. Share of total regional jobs by sector 56. Remaining capacity for employment lands 57. Value of business assessment growth 58. Percentage of population living in poverty 59. Annual unemployment rate 60. Percentage of businesses who believe Victoria is good for business

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.




Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Community Well-Being (10)	61. Age of population 62. Household income 63. Household size 64. Enrolment numbers at Victoria public schools 65. Participation in neighbourhood events 66. Number of block party permits 67. Attendance at civic meetings 68. Municipal voter participation rate 69. Crime rate 70. Feeling of safety
Arts and Culture (4)	71. Number of arts and cultural venues 72. Local visits to an arts or cultural facility 73. Library use 74. Events at Centennial Square
Food Systems (3)	75. Allotment garden plots per capita 76. Commercial urban agriculture business licences 77. Share of housing within walking distance of a food store
Emergency Management (3)	78. Percentage of civic buildings that meet seismic standards 79. Number of heritage buildings with seismic upgrades 80. Percentage of population prepared for an emergency

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.



1 Centennial Square
Victoria, British Columbia
V8W 1P6
www.victoria.ca

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CITY OF VICTORIA 2017 Housing Report



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FOR MORE INFORMATION:

City of Victoria
Sustainable Planning and Community Development Department
T 250.361.0382
E communityplanning@victoria.ca

Introduction

The 2017 Annual Housing Report is a compilation of housing data for the City of Victoria. The data comes from monthly reports of building permit issuance, and is supplemented by data from the Victoria Real Estate Board and Canada Mortgage and Housing Corporation (CMHC). Where possible, the data is broken down by neighbourhood and/or accompanied by previous years data for comparison.

Key Observations

Residential Building Permits

In 2017, building permits for 775 net new dwelling units were issued in the City of Victoria. Harris Green, North Park, and Victoria West neighbourhoods accounted for a combined 694 building permits for net new dwelling units, 89 percent of the citywide total.

Since 2006, building permits issued for net new dwelling units per year have ranged from 134 units in 2008 to 1,071 units in 2007, with an average of 575 units per year. The net gain in 2017 of 775 units significantly exceeds this average.

Building permit records indicate that 62 units were lost due to demolition or alteration. The majority of the demolition permits were for detached dwellings, while 21 of which were for rental units that were replaced by new units secured as rental through housing agreements.

Housing Grants

As of December 31, 2017 there was one approved application to the Housing Reserve Fund, for a total of \$500,000, with \$250,000 paid upon agreement signing and the remaining paid in five years. The Secondary Suite Grant Program has been fully subscribed since 2013.

Rental Market

Building permits were issued for 248 purpose-built rental units, including 196 units that are secured as rental use for a duration of 10 years with a housing agreement. Building permits for 48 secondary suites and 6 garden suites were also issued in 2017, which is seven more than in 2016, and seventeen more than the annual average.

According to CMHC, in Greater Victoria there were 351 more purpose-built rental units in 2017 than 2016, a 2% increase, bringing the total inventory to 16,661. Compared to 2016, year-to-year average rents in the City of Victoria increased by 4.7% for a bachelor unit, 7.2% for a one-bedroom unit, 7.7% for a two-bedroom unit. Rent increase data was not available for 3 bedroom units in 2017. Overall, average rent was 7.1% higher for all rental units in 2017 compared to 2016.

Vacancy rates in the City of Victoria increased from 0.5% in 2016 to 0.8% in 2017. Greater Victoria vacancy rates increased from 0.5% in 2016, to 0.7% in 2017. During the same period, the national vacancy rates decreased from 3.7% to 3.0%.

The secondary rental market - defined by CMHC as strata condominiums - experienced a 2% increase in inventory to 3,253 units in 2017 from 3,195 units in 2016, an increase of 58 units. The vacancy rate for the secondary market dropped to 0.2% in 2017, from 0.7% in 2016. Of the 12,693 condominiums in Victoria, 25.6% of them are in the rental market.

Ownership Market

Average sale prices of all housing types increased over the past year. Single family dwellings increased by 13%, condominiums increased by 17%, and townhouses increased by 12%.

Dwelling Units Approved through Building Permits Issued

(SOURCE: CITY OF VICTORIA)

Dwelling Units Approved by Neighbourhood (2017)							
Neighbourhood	New Construction	Conversions (excluding secondary/ garden suites)	Secondary Suites (including new construction and conversions)	Garden Suites (including new construction and conversions)	Total (excluding demolitions)	Demolitions	Net New Dwelling Units
Burnside	1	0	0	0	1	4	-3
Downtown	0	0	0	0	0	0	0
Fairfield	41	1	7	1	48	27	21
Fernwood	11	3	7	0	20	4	16
Gonzales	5	0	4	1	8	5	3
Harris Green	421	0	0	0	421	0	421
Hillside-Quadra	19	0	3	0	20	11	9
James Bay	4	1	5	1	9	4	5
Jubilee	10	0	7	1	14	4	10
North Park	207	2	0	0	209	0	209
Oaklands	8	1	10	1	18	2	16
Rockland	0	0	4	0	4	0	4
Victoria West	64	0	1	1	65	1	64
Total	791	8	48	6	837	62	775

Dwelling Units Approved by Year												
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Annual Average 2007 - 2017
New Construction	844	116	161	274	142	820	278	182	936	661	791	473
Conversions (excluding secondary/garden suites)	263	14	238	85	21	113	156	145	56	24	8	102
Secondary/Garden Suites (including new construction and conversions)	25	31	44	49	32	43	37	34	40	48	54	40
Demolitions	-61	-27	-28	-39	-22	-36	-48	-55	-54	-43	-62	-43
Total	1071	134	415	369	173	940	423	306	978	690	791	572

Secondary/Garden Suites Approved through Building Permits Issued

(SOURCE: CITY OF VICTORIA)

Secondary/Garden Suites Approved by Year

Neighbourhood	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Average per year 2006–2017
Burnside	0	0	1	0	2	0	1	2	1	0	1	0	1
Downtown	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairfield	1	3	5	8	12	2	9	5	5	11	9	8	6
Fernwood	1	4	3	3	8	6	5	3	3	6	6	7	5
Gonzales	4	8	6	10	7	7	6	8	10	5	5	5	7
Harris Green	0	0	0	0	0	0	0	0	0	0	0	0	0
Hillside Quadra	1	1	4	3	5	3	6	4	4	3	4	3	3
James Bay	0	3	3	4	3	4	2	3	2	1	4	6	3
Jubilee	1	2	1	0	2	1	3	1	4	4	4	8	3
North Park	0	0	0	0	0	2	1	0	2	0	1	0	1
Oaklands	0	0	5	10	5	6	8	5	1	4	8	11	5
Rockland	0	1	0	1	3	0	2	5	1	2	2	4	2
Victoria West	1	3	3	5	2	1	2	1	1	4	4	2	2
Total	9	25	31	44	49	32	45	37	34	40	48	54	37

Note: In 2007 the City amended its zoning regulations to enable easier installation of secondary suites in existing homes. The program was piloted in the Gonzales neighbourhood starting in 2005.

Purpose-Built Rental Units Approved through Building Permits Issued

(SOURCE: CITY OF VICTORIA)

Purpose-Built Rental Units Approved by Neighbourhood

Neighbourhood	Purpose-built rental
Burnside	0
Downtown	0
Fairfield	1
Fernwood	6
Gonzales	0
Harris Green	0
Hillside Quadra	15
James Bay	0
Jubilee	0
North Park	207
Oaklands	0
Rockland	0
Victoria West	19
Total	248

Note: Purpose-Built Rental Units do not include secondary or garden suites. In 2017, 196 of the total purpose-built rentals were secured for rental use with a housing agreement for a duration of 10 years.

Victoria Housing Fund

(SOURCE: CITY OF VICTORIA)

The Victoria Housing Fund was established for the purpose of providing grants for capital funding to:

- assist in the development and retention of housing for households with no, low or moderate incomes;
- support community diversity and infrastructure; and
- facilitate the development of affordable rental housing.

Housing Fund Activity						
Year	Agency	Address	Amount	Units	Type of units	Neighbourhood
2017	Pacific Housing Advisory Association	1601 - 1609 Douglas St	\$500,000	62	No/Low Income Housing	Downtown
2015	Victoria Cool Aid Society	3211-3223 Quadra St	\$112,000	45	Supportive Housing	Saanich
2015	Society of St. Vincent de Paul	4351 West Saanich Rd	\$297,000	42	Low Income & Supportive Housing	Saanich
2015	Victoria Native Friendship Centre	120 Gorge Rd	\$20,000	2	Low Income & Supportive Housing	Burnside
2014	Greater Victoria Rental Housing Society	1950 Blanshard St	\$543,725	65	Affordable rental	Burnside
2013	Pacifica Housing Advisory Association	105 Wilson Street	\$840,000	84	Affordable Rental	Victoria West
2012	Gr. Victoria Housing Society	35 – 39 Gorge Rd	\$680,000	68	Affordable rental units	Burnside Gorge
2011	City of Victoria	710 Queens Ave	\$360,000	36	Low income supported housing	Burnside Gorge
2011	City of Victoria	120 Gorge Rd	\$390,000	39	Low income aboriginal housing	Burnside Gorge
2010	Gr. Victoria Housing Society	575 Pembroke	\$250,000	25	Low income single rental	Downtown
2010	Gr. Victoria Housing Society	15/21 Gorge Rd	\$370,000	37	Low income family rental	Burnside Gorge
2009	Pacifica Housing	105 Wilson St	\$510,000	51	Affordable rental units	Victoria West
2009	Cool Aid Society	525 Ellice St	\$296,341	104	80 emergency shelter beds and 24 supported housing units	Burnside Gorge
2009	Capital Region Housing Corp	Dockside Green	\$460,000	46	Affordable rental	Victoria West
2009	Beacon Community Services	834 Johnson St	\$120,000	12	Affordable rental for adults with disabilities	Downtown
2009	BC Housing	950 Humboldt	\$236,681	44	Supportive housing units	Fairfield

Victoria Housing Fund, continued

(SOURCE: CITY OF VICTORIA)

Housing Fund Activity						
Year	Agency	Address	Amount	Units	Type of units	Neighbourhood
2009	BC Housing	469 Swift St/ 1634 Store St	\$16,705	26	Supportive housing units	Downtown
2008	Cridge Centre for the Family	confidential	\$80,000	8	Transition homes for women	confidential
2007	Victoria Native Friendship Centre	1250 Balmoral St	\$300,000	6	Transitional youth housing	Fernwood
2007	Roofs & Roots Housing Co-operative	1511 Bank St	\$50,000	5	Low income single parent families	South Jubilee
2007	Fernwood Neighbourhood Resource Group	1222 Yukon St	\$60,000	6	Homeless and underhoused families	Fernwood
2007	Capital Region Housing Corp and Beckley Farm Lodge	408 Parry St	\$55,000	22	Frail seniors	James Bay
2006	Our Place	919 Pandora St	\$50,000	45	Supportive housing for homeless at-risk single adults	Harris Green
2005	Pacifica Housing	2821 Irma St (The Georgian Apts)	\$50,000	5	Homeless families and low income empty nesters	Burnside Gorge
2005	Fernwood Neighbourhood Resource Group	1301 Gladstone (The Cornerstone)	\$50,000	4	Homeless and underhoused families	Fernwood

Secondary Suite Grant Program

The Secondary Suite Grant program was established to help facilitate the development of secondary suites in the City of Victoria. The program had a total budget of \$250,000, and was fully subscribed in 2013.

Secondary Suite Grants	
Total Number of grants committed overall	50
Number of grants committed in 2017	0

Rental Market Statistics - Victoria City 2017

(SOURCE: CMHC 2017 FALL RENTAL MARKET REPORT)

Canada Mortgage and Housing Corporation publishes an annual Rental Housing Report for Greater Victoria. The summary tables below highlight the rental inventory for the City of Victoria.

Primary Rental Market (Purpose built rental buildings with 3+ units per building)

Number units	2010	2011	2012	2013	2014	2015	2016	2017
Bachelor	2,161	2,159	2,221	2,246	2,279	2,349	2,349	2,346
1 bedroom	9,378	9,415	9,510	9,492	9,567	9,649	9,615	9,858
2 bedroom	4,111	4,094	4,160	4,167	4,234	4,265	4,238	4,268
3 bedroom	175	185	154	150	190	205	189	189
Total	15,825	15,853	16,045	16,055	16,270	16,468	16,310	16,661

Average Rent

	2010	2011	2012	2013	2014	2015	2016	2017
Bachelor	\$668	\$679	\$700	\$715	\$731	\$749	\$795	\$854
1 bedroom	\$817	\$830	\$839	\$844	\$861	\$879	\$928	\$991
2 bedroom	\$1,044	\$1,064	\$1,082	\$1,094	\$1,121	\$1,157	\$1,224	\$1,321
3 bedroom	\$1,294	\$1,350	\$1,464	\$1,505	\$1,451	\$1,472	\$1,620	\$1,715

Secondary Rental Market

	2010	2011	2012	2013	2014	2015	2016	2017
Total number of condominiums	11,064	11,176	11,452	11,437	11,730	12,327	12,553	12,693
Number of rental units	2,506	2,671	2,743	2,790	2,844	2,906	3,195	3,253
% units in rental market	22.7%	23.9%	24.0%	24.4%	24.2%	23.6%	25.5%	25.6
Vacancy rate	1.5%	1.0%	2.6%	2.3%	1.7%	0.4%	0.7%	0.0%

Overall Vacancy Rates

	2010	2011	2012	2013	2014	2015	2016	2017
Victoria	1.3%	1.8%	2.3%	2.4%	1.3%	0.6%	0.5%	0.8%
CMA	1.5%	2.1%	2.7%	2.8%	1.5%	0.6%	0.5%	0.7%
National (10,000+)	2.6%	2.2%	2.6%	2.7%	2.9%	3.5%	3.7%	3.0%

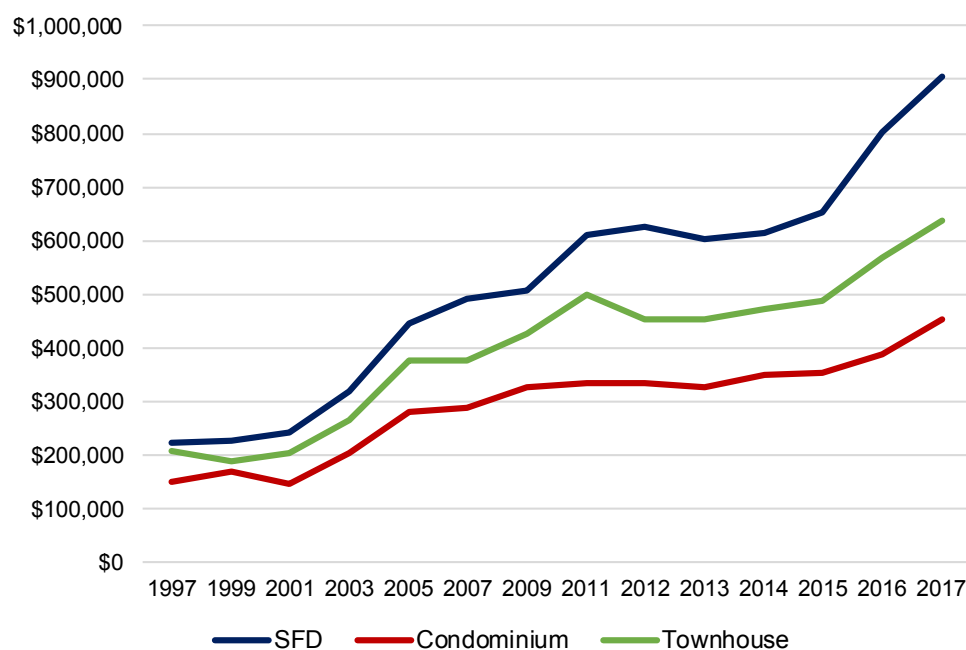
Average House Prices

(SOURCE: VICTORIA REAL ESTATE BOARD MULTIPLE LISTING SERVICE)

The average price is the total dollar value of all properties sold divided by the number of sales.

1997 - 2016 Average Sale Prices			
	SFD	Condominium	Townhouse
1997	\$223,504	\$151,952	\$208,072
1999	\$227,309	\$168,989	\$186,864
2001	\$243,445	\$145,131	\$204,144
2003	\$317,540	\$205,379	\$264,941
2005	\$445,017	\$278,782	\$376,789
2007	\$490,000	\$288,850	\$374,900
2009	\$505,000	\$327,500	\$425,000
2011	\$611,312	\$332,638	\$498,232
2012	\$623,775	\$335,629	\$454,150
2013	\$603,477	\$325,260	\$454,556
2014	\$612,784	\$349,324	\$473,938
2015	\$651,810	\$353,409	\$488,861
2016	\$801,513	\$387,262	\$568,094
2017	\$905,556	\$452,732	\$636,456

Average Housing Sale Prices - Victoria - 1997-2017





1 Centennial Square
Victoria, British Columbia
V8W 1P6
www.victoria.ca



CITY OF VICTORIA 2016 Housing Report



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FOR MORE INFORMATION:

City of Victoria
Sustainable Planning and Community Development Department
T 250.361.0382
E communityplanning@victoria.ca

Introduction

The 2016 Annual Housing Report is a compilation of housing data for the City of Victoria. The data comes from monthly building permit reports supplemented by data from the Victoria Real Estate Board and Canada Mortgage and Housing Corporation (CMHC). Where possible, the data is broken down by neighbourhood and/or accompanied by previous years data for comparison.

Key Observations

Residential Building Permits

In 2016, building permits for 684 net new dwelling units were issued in the City of Victoria. The Downtown Core, Fairfield, Harris Green and Victoria West neighbourhoods accounted for a combined 550 building permits for net new dwelling units, 80 per cent of the citywide total.

Since 2006, building permits issued for net new dwelling units per year have ranged from 134 units in 2008 to 1,071 units in 2007, with an average of 567 units per year. The net gain in 2016 of 684 units exceeds this average.

Building permit records indicate that 49 units were lost due to demolition or alteration. These were mainly permits for demolition of detached dwellings.

Housing Grants

As of December 31, 2016 45 grants for secondary suites had been fully paid out. There were no approved applications to the Housing Fund in 2016.

Rental Market

Building permits were issued for 139 purpose-built rental units. Building permits for 46 secondary suites and 2 garden suites were also issued in 2016, which is eight more than in 2015, and twelve more than the annual average.

According to CMHC, there were 158 less purpose-built rental units in 2016 than 2015, a 1.0% decrease, bringing the total inventory to 16,310. Compared to 2015, year-to-year average rents increased by 6.8% for a bachelor unit, 5.5% for a one-bedroom unit and 5.5% for a two-bedroom unit. Rent increase data was not available for 3-Bedroom units. in 2016. Overall, average rent was 5.9% higher for all rental units in 2016 compared to 2015.

Vacancy rates in the City of Victoria dropped from 0.6% in 2015 to 0.5% in 2016. Greater Victoria vacancy rates also dropped to 0.5% in 2016, down from 0.7% in 2014. During the same period, the national rental vacancy rates of Census Metropolitan Areas increased from 3.5% to 3.7%.

The secondary rental market - defined by CMHC as strata condominiums - experienced a 2.2% increase in inventory to 3,195 units in 2016 from 2,906 units in 2015, an increase of 289 units. The vacancy rate for the secondary market rose to 0.7% in 2016, up from 0.4% in 2015. Of the 12,553 condominiums in Victoria, 25.5% of them are in the rental market.

Ownership Market

Average sale prices of all housing types increased over the past year. Single family dwellings increased by 23.0%, condominiums increased by 9.6%, and townhouses increased by 16.2%.

Dwelling Units Approved through Building Permits Issued

(SOURCE: CITY OF VICTORIA)

Dwelling Units Approved by Neighbourhood (2016)							
Neighbourhood	New Construction	Conversions (excluding secondary/ garden suites)	Secondary Suites (including new construction and conversions)	Garden Suites (including new construction and conversions)	Total (excluding demolitions)	Demolitions	Net New Dwelling Units
Burnside	15	0	1	0	16	1	15
Downtown	138	9	0	0	147	0	147
Fairfield	82	3	8	1	94	6	85
Fernwood	14	0	6	0	20	5	14
Gonzales	5	3	5	0	13	7	6
Harris Green	88	0	0	0	88	0	88
Hillside-Quadra	3	2	4	0	9	4	5
James Bay	69	3	4	0	76	3	72
Jubilee	6	2	4	0	12	6	5
North Park	0	0	1	0	1	1	0
Oaklands	11	0	7	1	19	5	14
Rockland	2	0	2	0	4	1	3
Victoria West	228	2	4	0	234	4	230
Total	661	24	46	2	733	43	684

Dwelling Units Approved by Year												
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Average Annual 2006 – 2016
New Construction	625	844	116	161	274	142	820	278	182	936	661	458
Conversions (excluding secondary/garden suites)	140	263	14	238	85	21	113	156	145	56	24	114
Secondary/Garden Suites (including new construction and conversions)	9	25	31	44	49	32	43	37	34	40	48	36
Demolitions	-30	-61	-27	-28	-39	-22	-36	-48	-55	-54	-43	-40
Total	744	1071	134	415	369	173	940	423	306	978	690	568

Secondary/Garden Suites Approved through Building Permits Issued

(SOURCE: CITY OF VICTORIA)

Secondary/Garden Suites Approved by Year

Neighbourhood	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Average per year 2006–2016
Burnside	0	0	1	0	2	0	1	2	1	0	1	1
Downtown	0	0	0	0	0	0	0	0	0	0	0	0
Fairfield	1	3	5	8	12	2	9	5	5	11	9	6
Fernwood	1	4	3	3	8	6	5	3	3	6	6	4
Gonzales	4	8	6	10	7	7	6	8	10	5	5	7
Harris Green	0	0	0	0	0	0	0	0	0	0	0	0
Hillside Quadra	1	1	4	3	5	3	6	4	4	3	4	3
James Bay	0	3	3	4	3	4	2	3	2	1	4	3
Jubilee	1	2	1	0	2	1	3	1	4	4	4	2
North Park	0	0	0	0	0	2	1	0	2	0	1	1
Oaklands	0	0	5	10	5	6	8	5	1	4	8	5
Rockland	0	1	0	1	3	0	2	5	1	2	2	2
Victoria West	1	3	3	5	2	1	2	1	1	4	4	2
Total	9	25	31	44	49	32	45	37	34	40	48	36

Note: In 2007 the City amended its zoning regulations to enable easier installation of secondary suites in existing homes. The program was piloted in the Gonzales neighbourhood starting in 2005.

Purpose-Built Rental Units Approved through Building Permits Issued

(SOURCE: CITY OF VICTORIA)

Purpose-Built Rental Units Approved by Neighbourhood

Neighbourhood	Purpose-built rental
Burnside	15
Downtown	9
Fairfield	0
Fernwood	0
Gonzales	3
Harris Green	0
Hillside Quadra	2
James Bay	59
Jubilee	0
North Park	0
Oaklands	0
Rockland	0
Victoria West	51
Total	139

Note: Purpose-Built Rental Units do not include secondary or garden suites.

Victoria Housing Fund

(SOURCE: CITY OF VICTORIA)

The Victoria Housing Fund was established for the purpose of providing grants for capital funding to:

- assist in the development and retention of housing for households with no, low or moderate incomes;
- support community diversity and infrastructure; and
- facilitate the development of affordable rental housing.

Housing Fund Activity						
Year	Agency	Address	Amount	Units	Type of units	Neighbourhood
2015	Victoria Cool Aid Society	3211-3223 Quadra St	\$112,000	45	Supportive Housing	Saanich
2015	Society of St. Vincent de Paul	4351 West Saanich Rd	\$297,000	42	Low Income & Supportive Housing	Saanich
2015	Victoria Native Friendship Centre	120 Gorge Rd	\$20,000	2	Low Income & Supportive Housing	Burnside
2014	Greater Victoria Rental Housing Society	1950 Blanshard St	\$543,725	65	Affordable rental	Burnside
2013	Pacifica Housing Advisory Association	105 Wilson Street	\$840,000	84	Affordable Rental	Victoria West
2012	Gr. Victoria Housing Society	35 – 39 Gorge Rd	\$680,000	68	Affordable rental units	Burnside Gorge
2011	City of Victoria	710 Queens Ave	\$360,000	36	Low income supported housing	Burnside Gorge
2011	City of Victoria	120 Gorge Rd	\$390,000	39	Low income aboriginal housing	Burnside Gorge
2010	Gr. Victoria Housing Society	575 Pembroke	\$250,000	25	Low income single rental	Downtown
2010	Gr. Victoria Housing Society	15/21 Gorge Rd	\$370,000	37	Low income family rental	Burnside Gorge
2009	Pacifica Housing	105 Wilson St	\$510,000	51	Affordable rental units	Victoria West
2009	Cool Aid Society	525 Ellice St	\$296,341	104	80 emergency shelter beds and 24 supported housing units	Burnside Gorge
2009	Capital Region Housing Corp	Dockside Green	\$460,000	46	Affordable rental	Victoria West
2009	Beacon Community Services	834 Johnson St	\$120,000	12	Affordable rental for adults with disabilities	Downtown
2009	BC Housing	950 Humboldt	\$236,681	44	Supportive housing units	Fairfield
2009	BC Housing	469 Swift St/ 1634 Store St	\$16,705	26	Supportive housing units	Downtown
2008	Cridge Centre for the Family	confidential	\$80,000	8	Transition homes for women	confidential

Victoria Housing Fund, continued

(SOURCE: CITY OF VICTORIA)

Housing Fund Activity						
Year	Agency	Address	Amount	Units	Type of units	Neighbourhood
2007	Victoria Native Friendship Centre	1250 Balmoral St	\$300,000	6	Transitional youth housing	Fernwood
2007	Roofs & Roots Housing Co-operative	1511 Bank St	\$50,000	5	Low income single parent families	South Jubilee
2007	Fernwood Neighbourhood Resource Group	1222 Yukon St	\$60,000	6	Homeless and underhoused families	Fernwood
2007	Capital Region Housing Corp and Beckley Farm Lodge	408 Parry St	\$55,000	22	Frail seniors	James Bay
2006	Our Place	919 Pandora St	\$50,000	45	Supportive housing for homeless at-risk single adults	Harris Green
2005	Pacifica Housing	2821 Irma St (The Georgian Apts)	\$50,000	5	Homeless families and low income empty nesters	Burnside Gorge
2005	Fernwood Neighbourhood Resource Group	1301 Gladstone (The Cornerstone)	\$50,000	4	Homeless and underhoused families	Fernwood

Secondary Suite Grant Program

The Secondary Suite Grant program was established to help facilitate the development of secondary suites in the City of Victoria. The program had a total budget of \$250,000, and was fully subscribed in 2013.

Secondary Suite Grants	
Total Number of grants committed overall	50
Number of grants committed in 2016	0

Rental Market Statistics - Victoria City 2016

(SOURCE: CMHC 2015 FALL RENTAL MARKET REPORT)

Canada Mortgage and Housing Corporation publishes an annual Rental Housing Report for Greater Victoria. The summary tables below highlight the rental inventory for the City of Victoria.

Primary Rental Market (Purpose built rental buildings with 3+ units per building)

Number units	2010	2011	2012	2013	2014	2015	2016
Bachelor	2,161	2,159	2,221	2,246	2,279	2,349	2,349
1 bedroom	9,378	9,415	9,510	9,492	9,567	9,649	9,615
2 bedroom	4,111	4,094	4,160	4,167	4,234	4,265	4,238
3 bedroom	175	185	154	150	190	205	189
Total	15,825	15,853	16,045	16,055	16,270	16,468	16,310

Average Rent

	2010	2011	2012	2013	2014	2015	2016
Bachelor	\$668	\$679	\$700	\$715	\$731	\$749	\$795
1 bedroom	\$817	\$830	\$839	\$844	\$861	\$879	\$928
2 bedroom	\$1,044	\$1,064	\$1,082	\$1,094	\$1,121	\$1,157	\$1,224
3 bedroom	\$1,294	\$1,350	\$1,464	\$1,505	\$1,451	\$1,472	\$1,620

Secondary Rental Market

	2010	2011	2012	2013	2014	2015	2016
Total number of condominiums	11,064	11,176	11,452	11,437	11,730	12,327	12,553
Number of rental units	2,506	2,671	2,743	2,790	2,844	2,906	3,195
% units in rental market	22.7%	23.9%	24.0%	24.4%	24.2%	23.6%	25.5%
Vacancy rate	1.5%	1.0%	2.6%	2.3%	1.7%	0.4%	0.7%

Overall Vacancy Rates

	2010	2011	2012	2013	2014	2015	2016
Victoria	1.3%	1.8%	2.3%	2.4%	1.3%	0.6%	0.5%
CMA	1.5%	2.1%	2.7%	2.8%	1.5%	0.6%	0.5%
National (10,000+)	2.6%	2.2%	2.6%	2.7%	2.9%	3.5%	3.7%

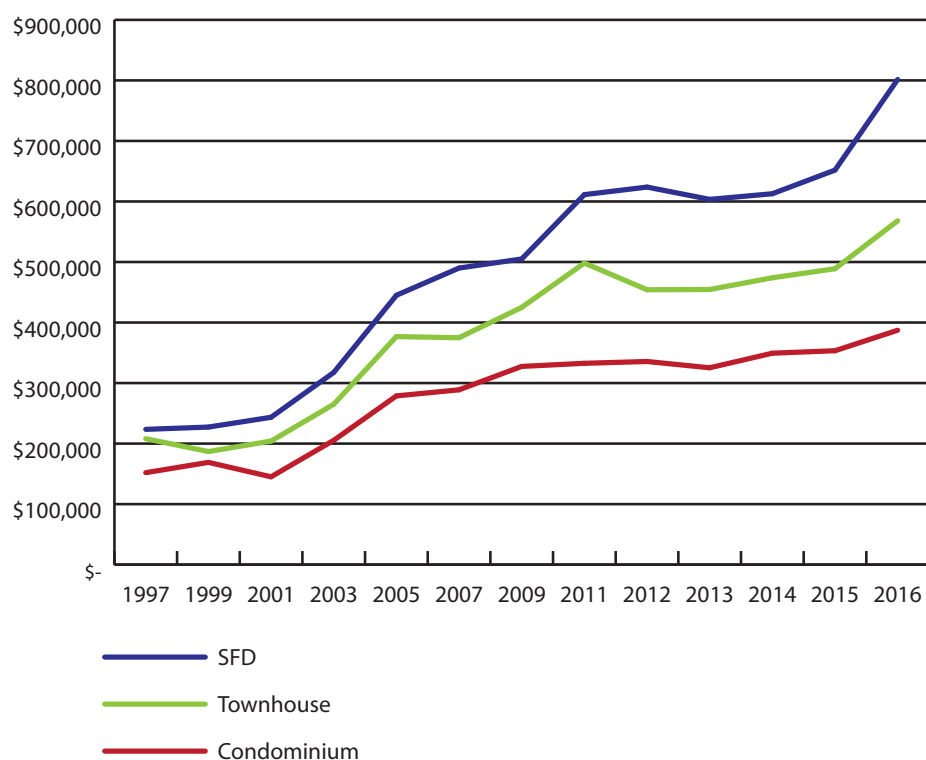
Average House Prices

(SOURCE: VICTORIA REAL ESTATE BOARD MULTIPLE LISTING SERVICE)

The average price is the total dollar value of all properties sold divided by the number of sales.

1997 - 2016 Average Sale Prices			
	SFD	Condominium	Townhouse
1997	\$223,504	\$151,952	\$208,072
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2003	\$317,540	\$205,379	\$264,941
2005	\$445,017	\$278,782	\$376,789
2007	\$490,000	\$288,850	\$374,900
2009	\$505,000	\$327,500	\$425,000
2011	\$611,312	\$332,638	\$498,232
2012	\$623,775	\$335,629	\$454,150
2013	\$603,477	\$325,260	\$454,556
2014	\$612,784	\$349,324	\$473,938
2015	\$651,810	\$353,409	\$488,861
2016	\$801,513	\$387,262	\$568,094

Average Housing Sale Prices - Victoria 1997-2016





1 Centennial Square
Victoria, British Columbia
V8W 1P6
www.victoria.ca

OFFICIAL COMMUNITY PLAN 5-Year Review



OCP Monitoring Program



Annual Review

- Snapshot of progress
- 17 annual indicators



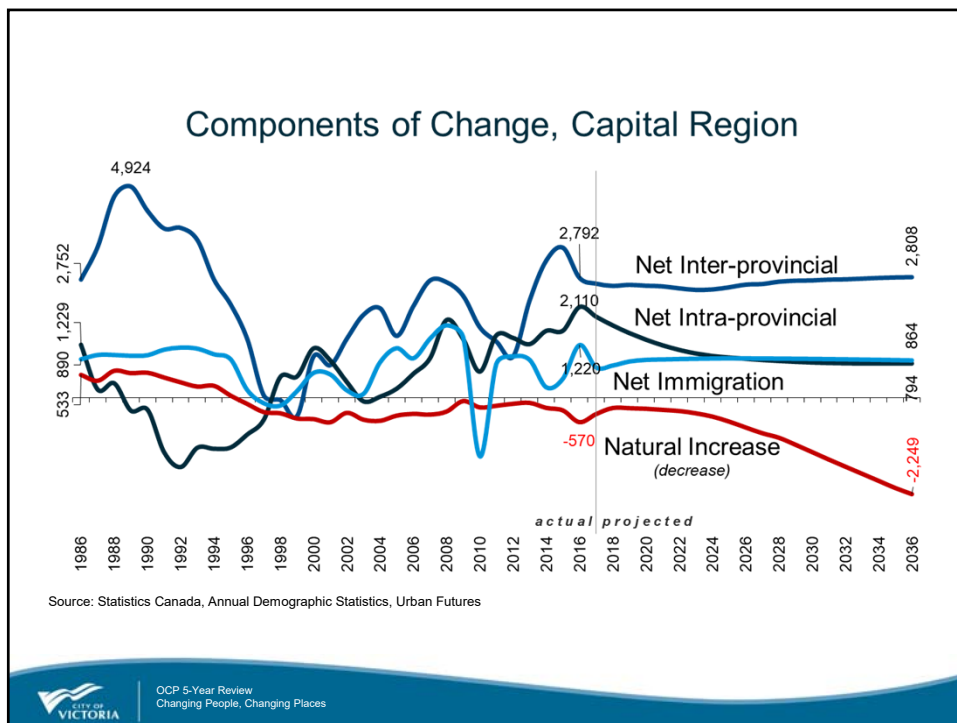
Five Year Review

- Trends and forecasts
- Identification of policy implications for inclusion in future work plans

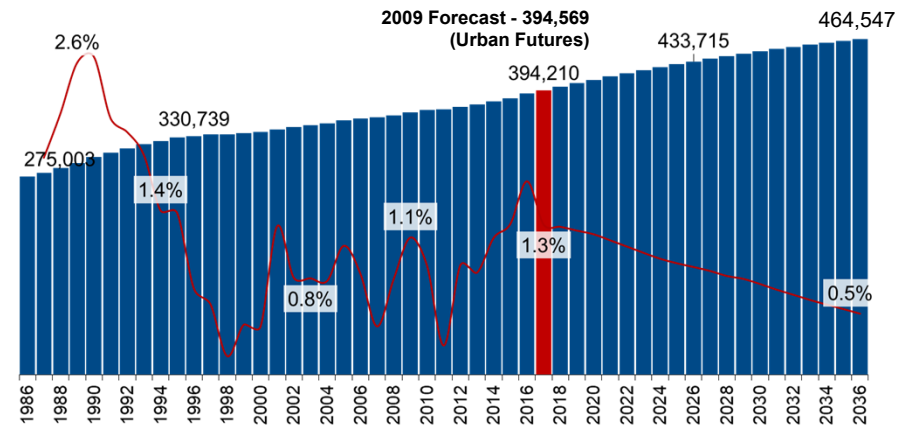


OCP 5-Year Review
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Population and Demographics



2018 Population Forecast, Capital Regional District

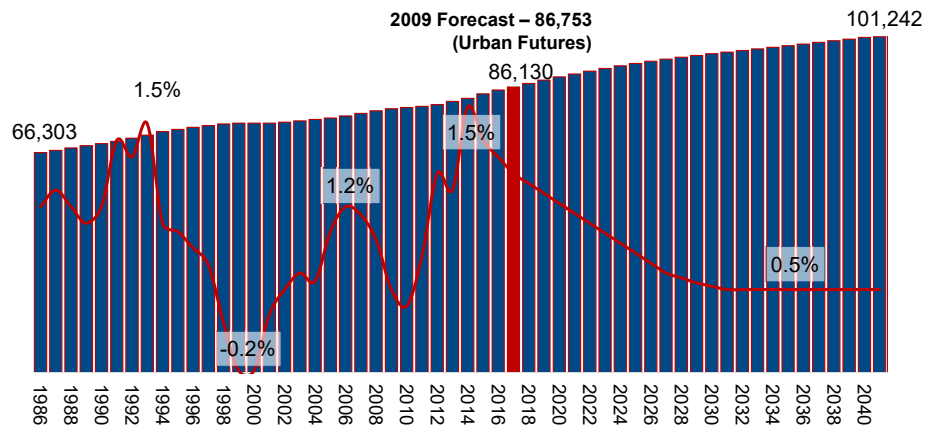


Source: Statistics Canada, Annual Demographic Statistics, Urban Futures



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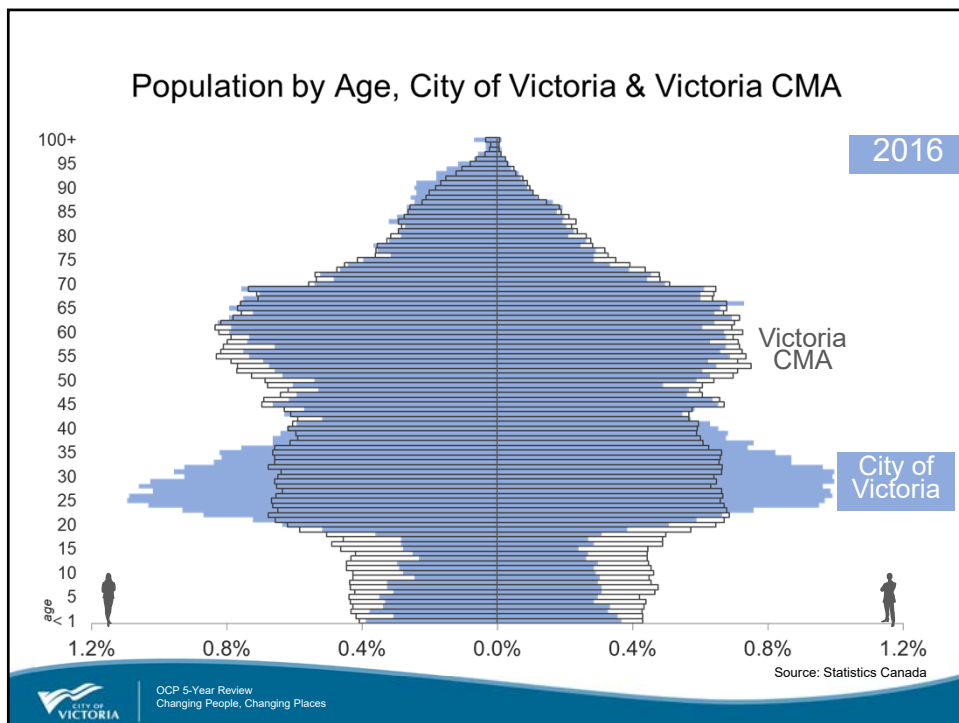
2018 Population Forecast, City of Victoria

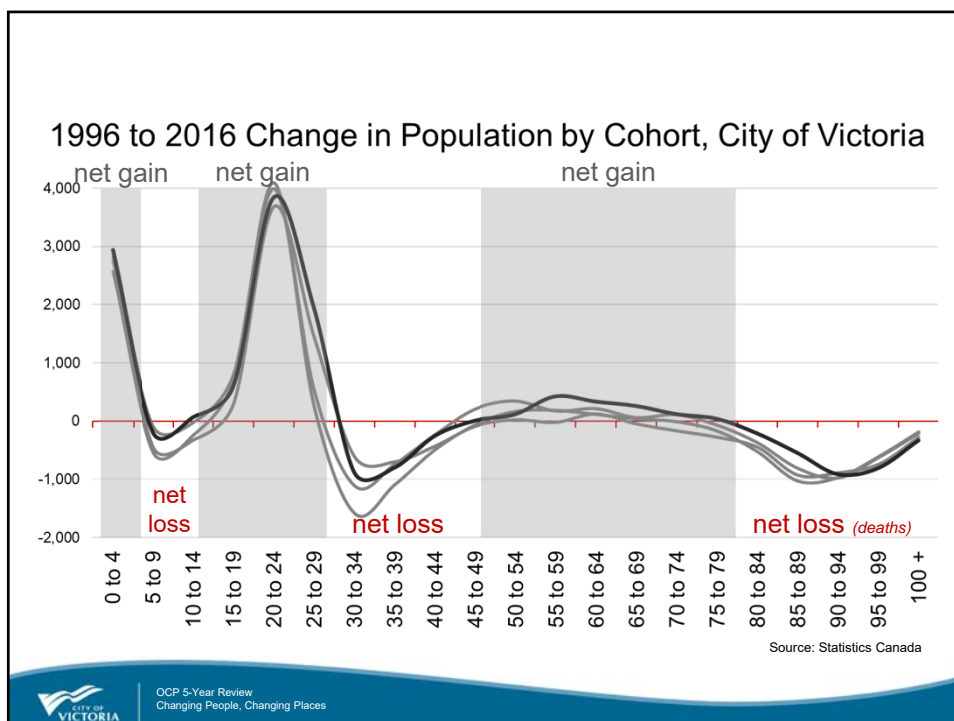
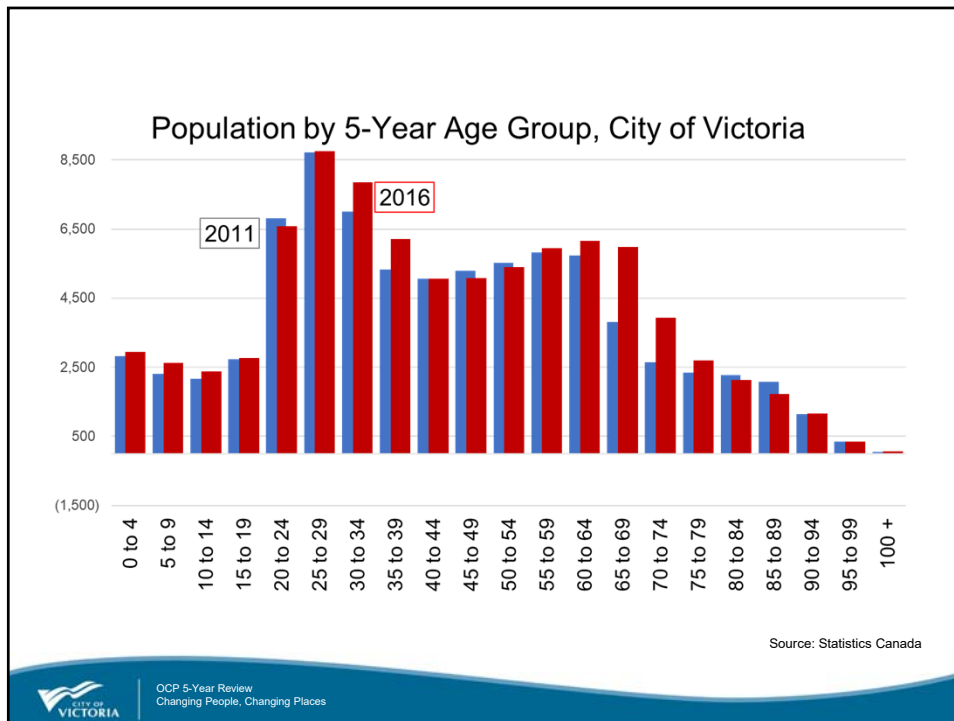


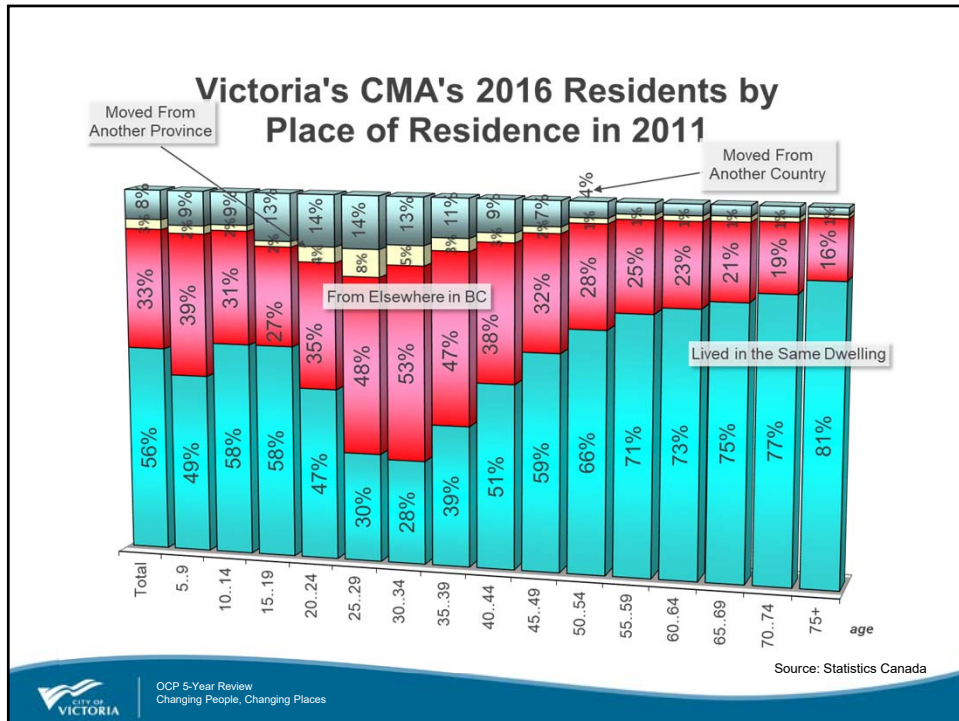
Source: Statistics Canada, City of Victoria, Urban Futures



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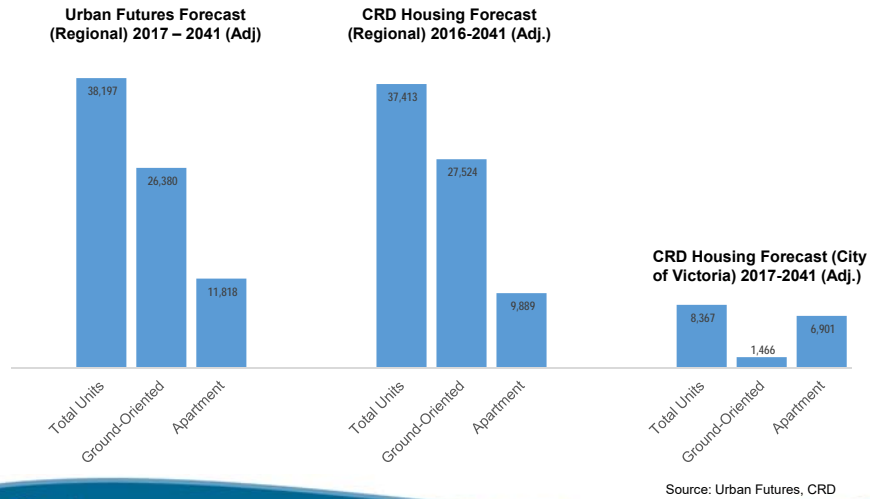




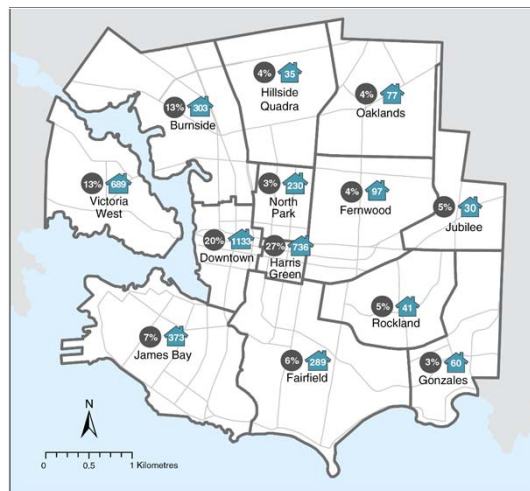


Housing

Housing Unit Demand Forecast 2017-2041



Neighbourhood Growth



- Net New Housing Units 2012-2016 (City of Victoria, Building Permit)
- Population Growth 2011-2016 (Statistics Canada Census, 2011, 2016)

Source: City of Victoria

Growth in Target Areas, 2017



Source: City of Victoria

Growth in Target Areas 2012-2017

Growth Area	2012	2013	2014	2015	2016	2017	2012-2017 Cumulative	Target for 2041
Urban Core	73%	33%	33%	81%	67%	78%	61%	50%
In or within walking distance of a Town Centre or Large Urban Village	17%	28%	48%	12%	22%	14%	24%	40%
Small Urban Village or the remainder of the residential areas	10%	39%	19%	7%	11%	8%	15%	10%

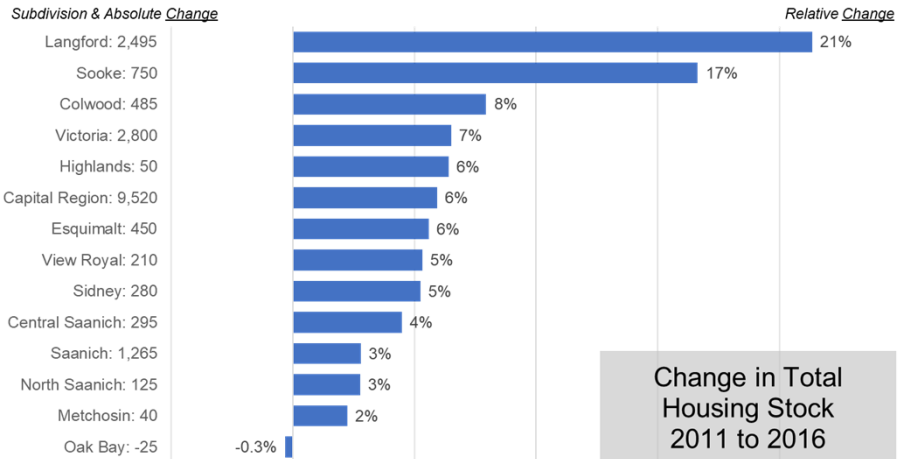
↑ Exceeding targets

↓ Below targets

↑ Exceeding targets

Source: City of Victoria

Housing Growth 2011-2016



Source: Statistics Canada



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Changing People, Changing Places

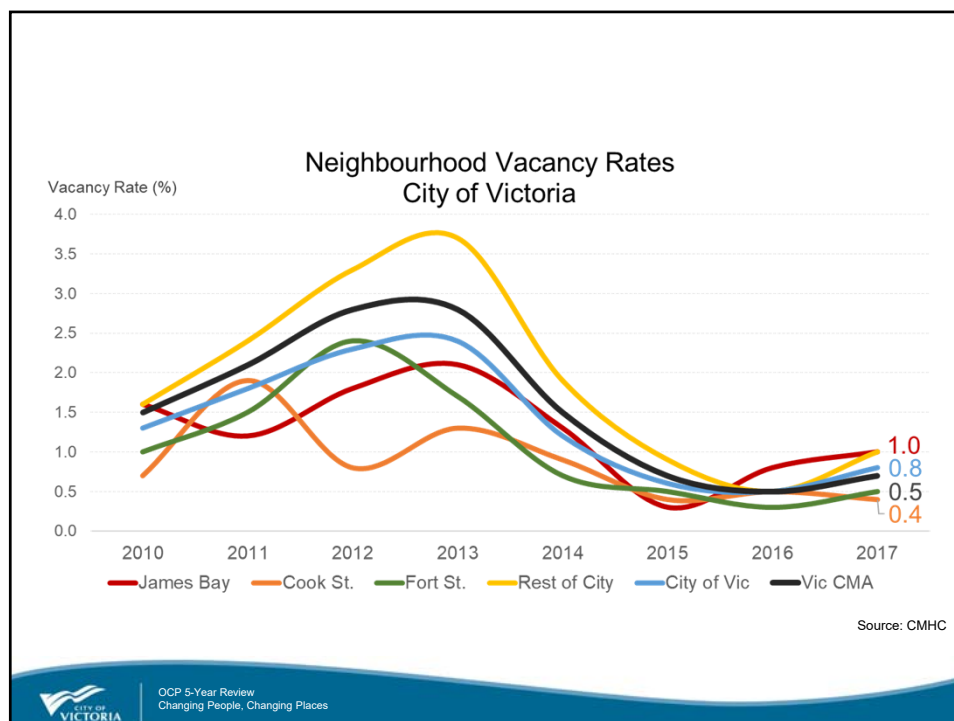
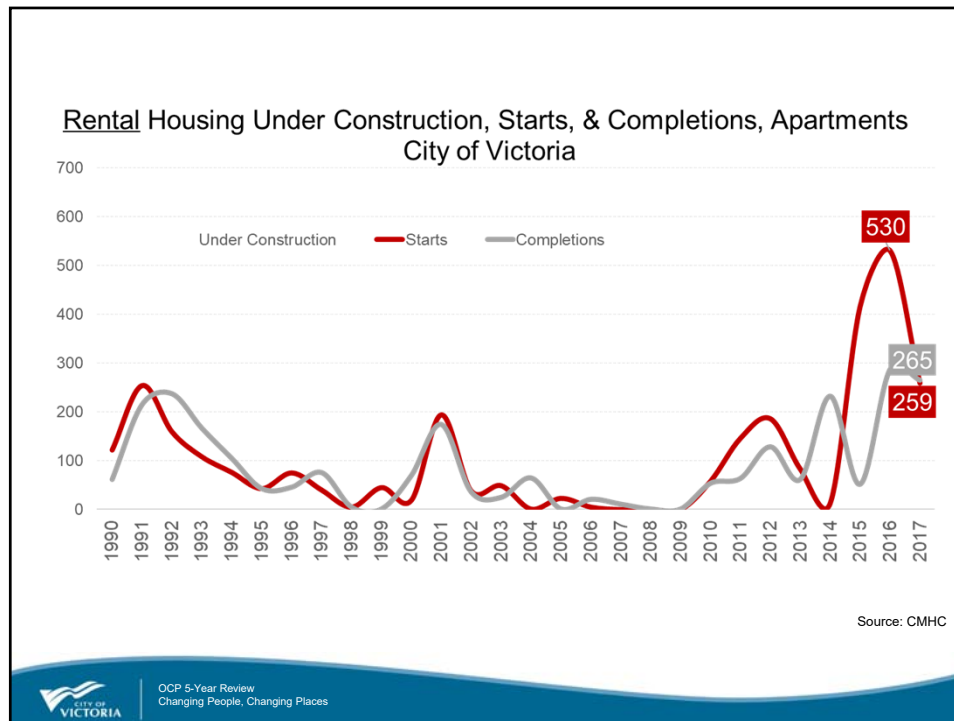
Housing Under Construction, Starts, & Completions, All Property Types City of Victoria

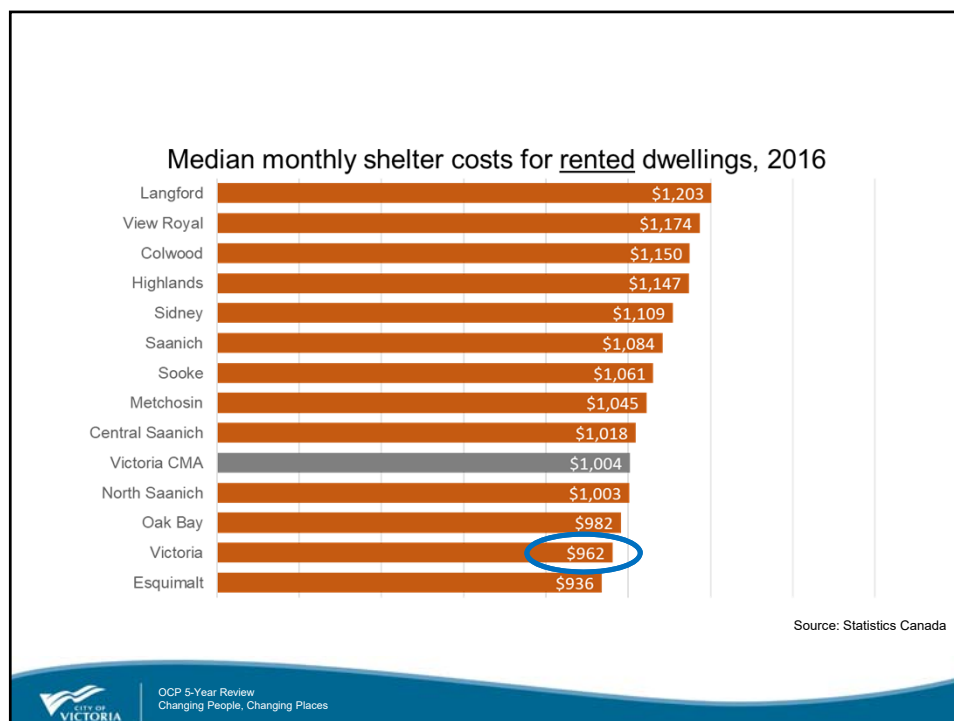
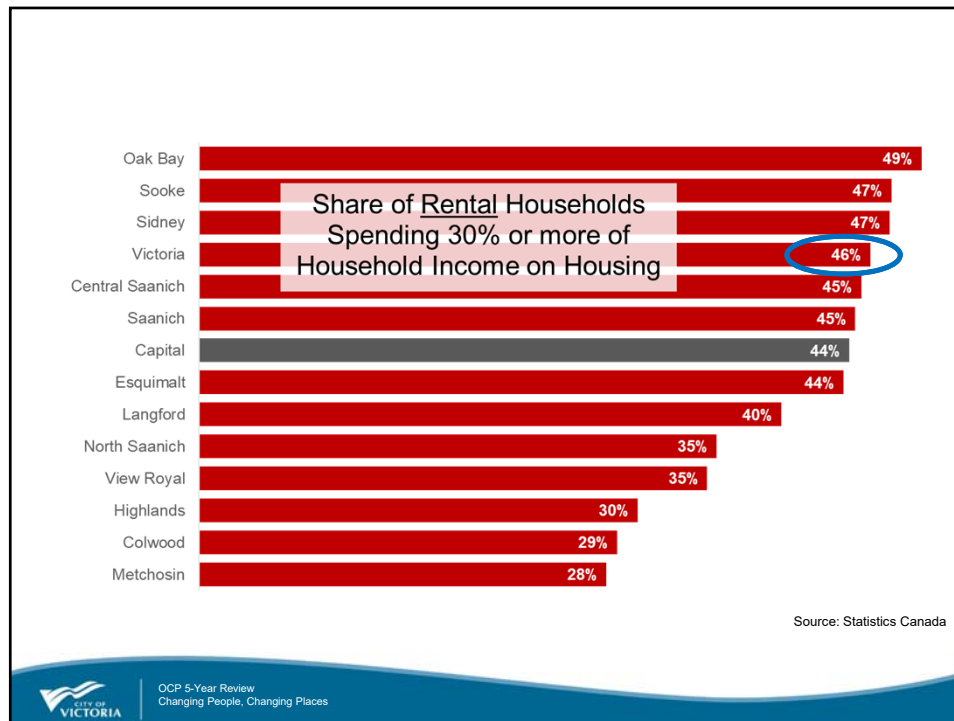


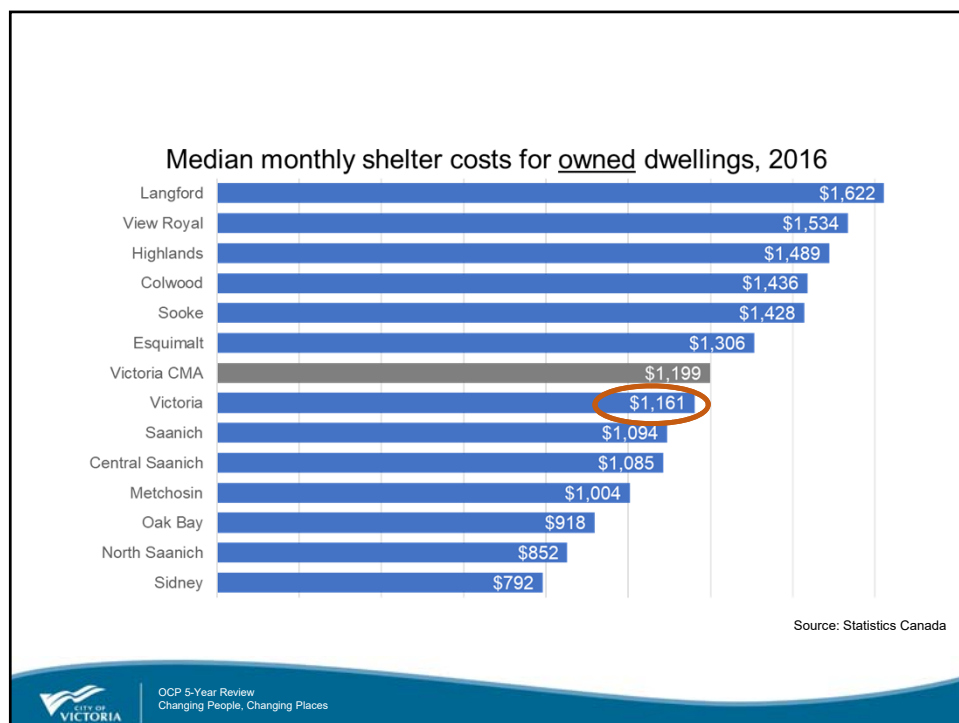
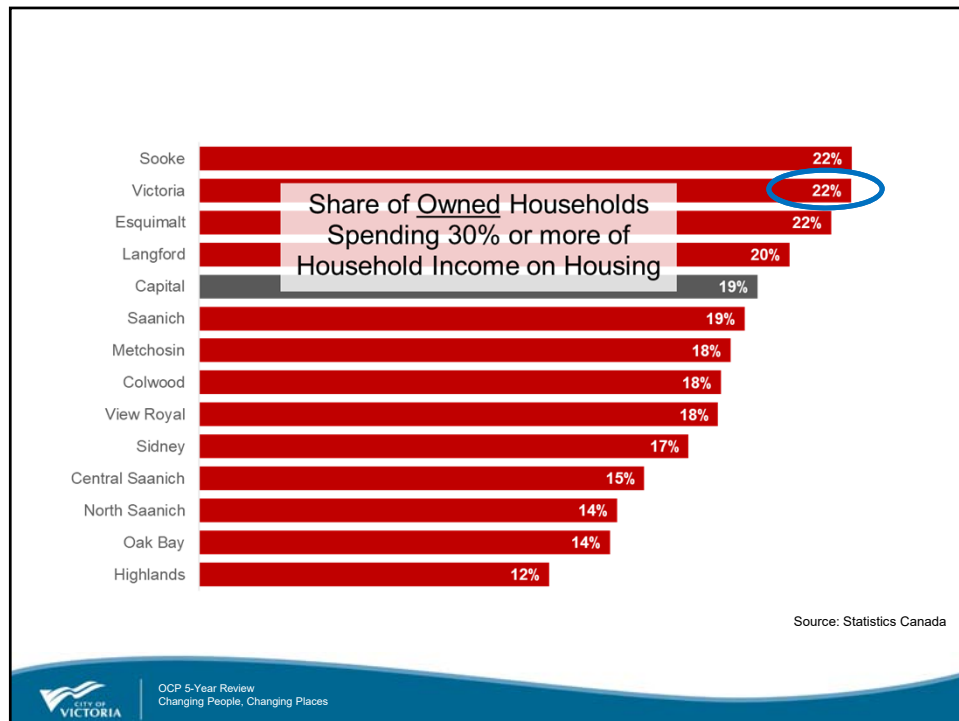
Source: CMHC



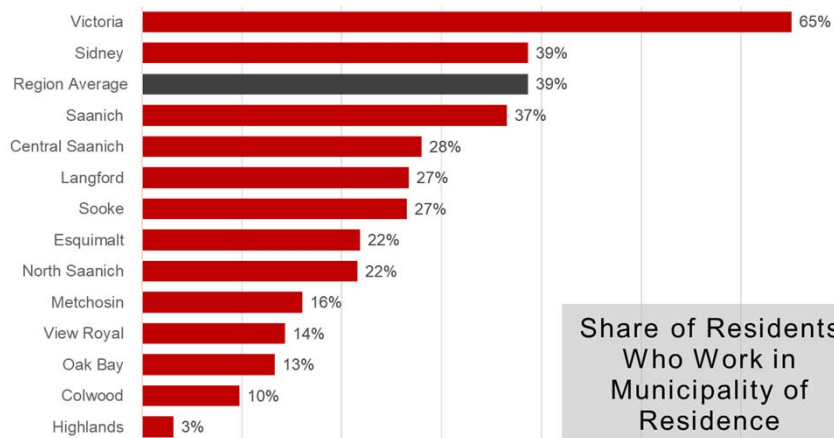
OCP 5-Year Review
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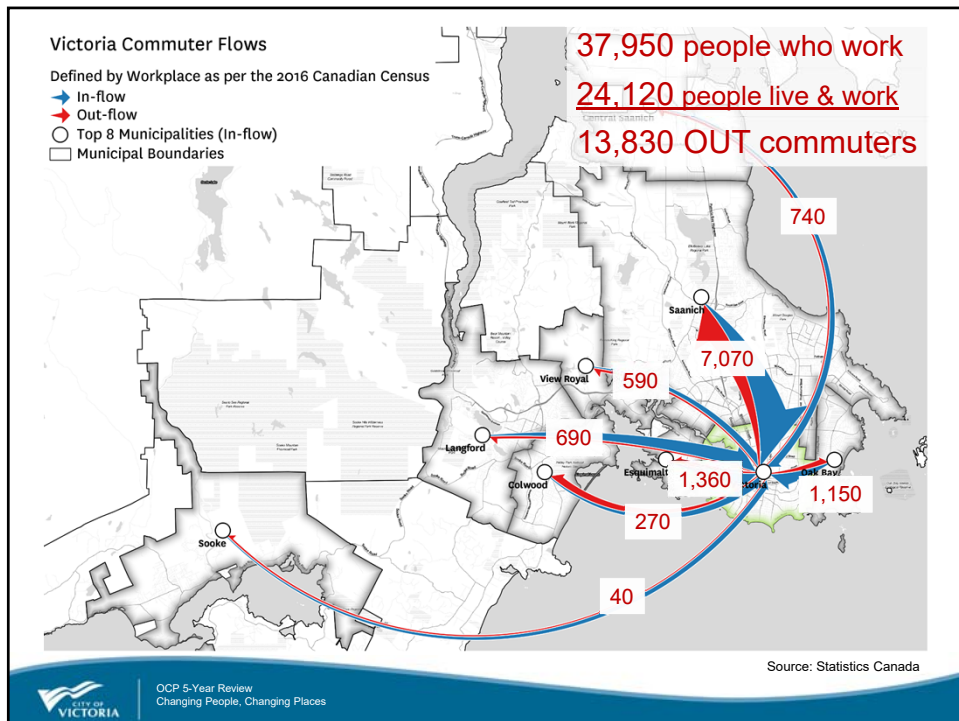
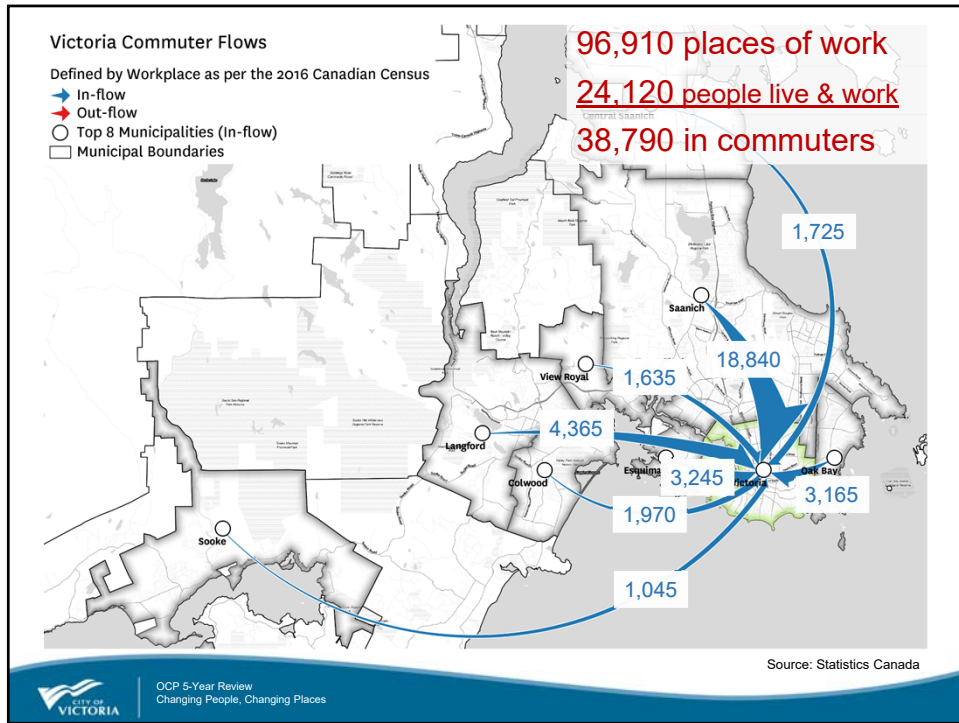




Transportation and Mobility

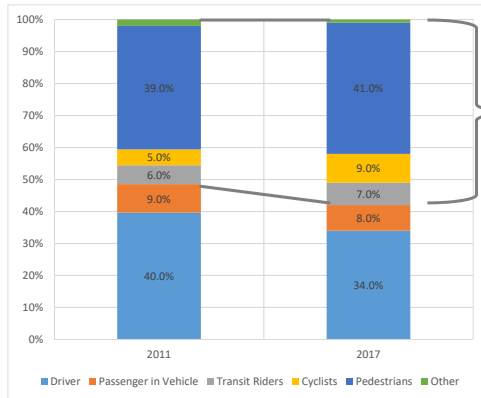


Source: Statistics Canada



CRD Origin and destination survey 2017

Travel within Victoria



Increasing use of transit, walking and cycling for all trips within Victoria between 2011 (50%) and 2017 (57%)



OCP 5-Year Review
Changing People, Changing Places



MAP 4:

Improvements to Cycling Network (1995–2017)

- On-street cycling lane (1995 - 2017)
- Off-street multi-use trail (1995 - 2017)
- Signed cycle route (1995 - 2014)
- Improvements completed in 2017
- Improvements initiated in 2017

Total lane length of off-street multi-use trail (2017): 8.9 km¹

Total lane length of improvements (to date) to on-street cycling lanes (2017): 48 km

Total length of signed cycling routes (2017): 41 km

¹ Map and diagram reconciled in 2017

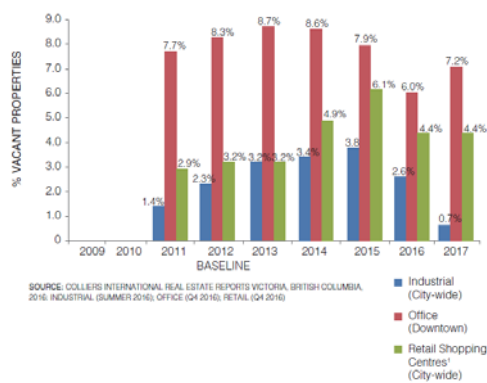


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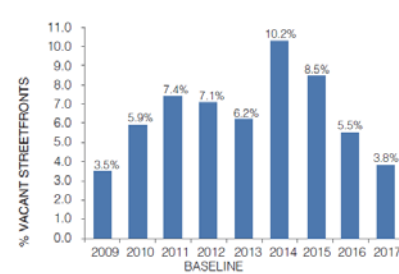
Employment

Vacancy Rates

Retail, Commercial and Industrial Vacancy Rates

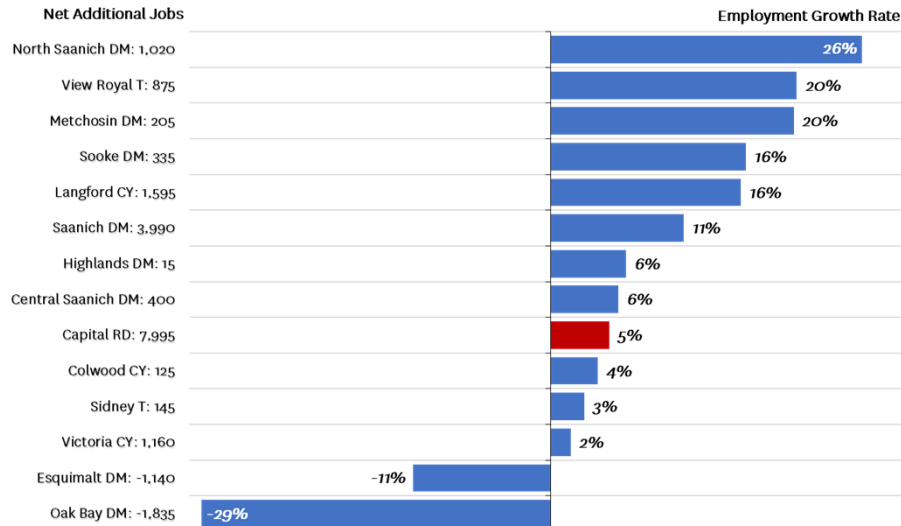


Downtown Streetfront Vacancy Rate



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Employment* Change by Selected Municipalities, 2011 - 2016



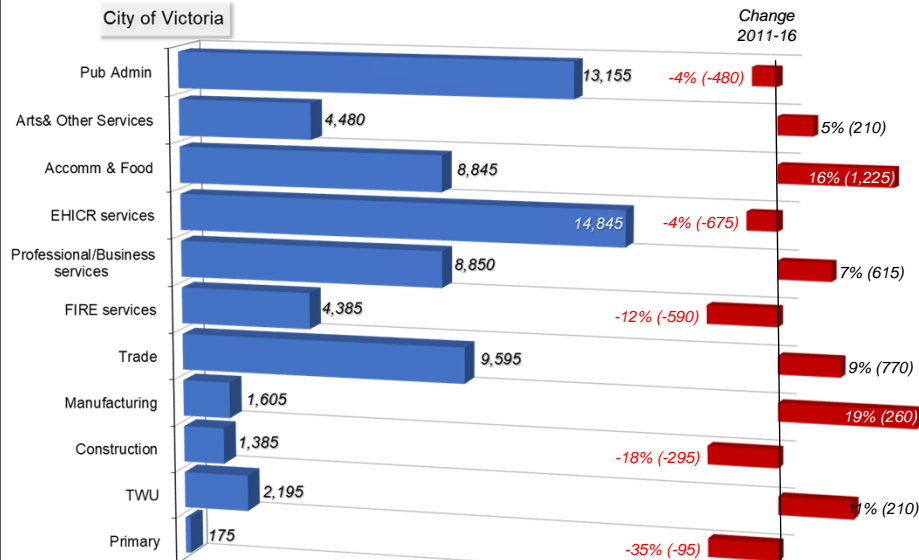
*Employment counts by Census Subdivision of Work (worked at home or at a usual place outside the home)

Source: Statistics Canada



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Employment* Composition by Industry Sector, 2016



*Worked at home or at a usual place outside the home

Source: Statistics Canada



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Policy Considerations

Policy Considerations

Victoria population growing as anticipated

- ✓ 2009 projection indicated growth by ~20,000 people to **101,142** by 2041
- ✓ Actual growth aligned with projection 2017 population **86,130** vs. projection of **86,753**
- ✓ Reaffirms OCP growth targets

OCP policies are proving effective

- ✓ Exceeding targets for regional share of new housing
- ✓ Exceeding growth targets for core area growth

Policy Considerations (continued)

Lower share of housing developed in and near town centres and villages:

- ✓ Downtown Core Area experiences largest share of development
- ✓ Informs and being addressed through neighbourhood planning
- ✓ Consider additional ways to facilitate housing supply and diversity to support life stages and commercial vitality

Connection between demographic growth and housing

- ✓ Suggests further analysis to support family and seniors housing



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Policy Considerations (continued)

Increased need and demand for rental housing

- ✓ Significant increase in rental housing construction experienced in 2015-2017
- ✓ Continued demand and low vacancy indicates potential need to support rental housing going forward

Majority of Victoria residents (65%) work in Victoria

- ✓ Consider additional ways to facilitate workforce housing
- ✓ Creates opportunities to meet sustainable mobility goals

Modest employment growth overall

- ✓ Reaffirms importance of protecting employment lands
- ✓ Continue and enhance initiatives to remove barriers for economic development (Business Hub, zoning initiatives)



OCP 5-Year Review
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Recommendations

That Council:

1. Receive the following for information and direct staff to communicate the findings and highlights to the public:
 - a) OCP Annual Review 2017
 - b) City of Victoria 2017 Housing Report
 - c) OCP Annual Review 2016
 - d) City of Victoria 2016 Housing Report
2. Consider the data and trends highlighted in the OCP 5-Year Review to inform future policy initiatives and priorities.



OCP 5-Year Review
Changing People, Changing Places



Committee of the Whole Report

For the Meeting of July 26, 2018

To: Committee of the Whole **Date:** July 20, 2018
From: Fraser Work, Director of Engineering and Public Works
Subject: Climate Leadership Plan and Climate Action Program Update

RECOMMENDATION

That Council:

Approve the City's Climate Leadership Plan for publishing and ongoing work/collaboration with community stakeholders.

EXECUTIVE SUMMARY

Council approved the draft Climate Leadership Plan (CLP) in December 2017 and directed staff to engage with the community for input and feedback to improve the plan to a final version by mid 2018. Council also approved the allocation of funding from the Climate Action Reserve Fund for temporary staffing and priority actions. This report provides an overview of the CLP's review and engagement process and delivers an update on the Climate Action Program.

The CLP is the City's action plan to reduce greenhouse gases (GHGs) by 80 percent below 2007 levels by 2050 and transition to 100 percent renewable energy by mid-century. The CLP covers five sectors and identifies the goals, targets, strategies and actions to reduce GHG emissions and prepare for a changing climate. The plan aims to galvanize public and business support for investments and priority actions to reduce GHGs and energy use to ensure Victoria plays its part to keep global temperature increases within safe limits. Early action is required to avoid significant cost and social and environmental risks to our community.

The CLP and its content is the product of collaboration and engagement with the public, business, stakeholder groups, and subject matter experts from academia, industry and other levels of government. The CLP is outlined in this report and attached for Council's review and consideration for approval.

The City continues to progress a series of GHG reduction projects, including strategy development, priority actions, electric vehicle charging infrastructure improvements, transit and other active transportation improvements, waste management strategies, and energy upgrades for existing and new buildings. These projects and others will continue through the remainder of 2018 and into 2019.

PURPOSE

The purpose of this report is to present the final Climate Leadership Plan for council consideration and to provide an update on the Climate Action Program for Council's information.

BACKGROUND

In August 2016, Council committed to a long-term greenhouse gas (GHG) reduction target for both corporate and community emissions of 80 percent GHG reduction by 2050, including a corresponding target of 100 percent renewable energy by the same date. These targets align with Provincial, Federal and international requirements set forth by the United Nations Framework Convention on Climate Change (UNFCCC), and mirror commitments made by hundreds of worldwide cities.

Council passed the following motion on August 18, 2016:

- Establish a long-term GHG Reduction target for both corporate and community emissions consistent with global goals: an 80 percent GHG reduction by 2050, and a corresponding target of 100 percent renewable energy in the same timeframe.

And directed staff to take a several steps including:

Develop an action plan based on our existing work done to date, in support of meeting reduction targets. This plan will include:

- a. Priority actions / programs for consideration;
- b. Governance and documentation renewal plan;
- c. Resource plan; and
- d. Internal / external stakeholder communication, education and engagement plans.

In December 2016, staff returned to brief Council with an update on completed actions and further work on the Climate Action Program to enable a suite of priority climate actions for 2017, including development of the Climate Leadership Plan (CLP).

In September 2017, staff provided council with an update on the development of the CLP and an overview of its structure, approaches and content, with a commitment for a completed draft in December 2017 to be released for community and public comment.

In December 2017, Council approved the draft CLP and directed staff to proceed with community and stakeholder engagement on the Plan to gather feedback and input, in preparation of a final version. At that time, Council also approved the allocation of over \$400,000 in funds from the Climate Action Reserve Fund for priority staffing and actions, and directed staff to report back with the final Climate Leadership Plan on June 1, 2018 with a long-term funding strategy and program update.

An additional month of time was required to complete the final changes that are outlined in this report and embedded in the CLP. This report provides a high-level outline of the completed Climate Leadership Plan and provides a progress/status report on the Climate Action Program.

ISSUES & ANALYSIS

This issues and analysis section provides an overview of the CLP, staff's review process and the public and subject matter expert (SME) engagement. It also provides an update on the Climate Action Program.

Issues Summary

The City's 2018 Climate Action Program has been primarily focussed on the improvement/development of the final CLP and priority 2018 actions. The following issues/considerations have shaped the program, staff's approach, and constitute risks/issues for ongoing management:

1. **CLP quality and comprehension:** Staff are satisfied that the current CLP is ready for adoption and publishing and continued meaningful engagement with the public. The final version of the CLP represents a balance of quality, cost, current resource and time constraints.
2. **Resource Constraints:** New climate and sustainability management staff joined the City in January and February 2018, and had only a few short months to progress the CLP and other important initiatives.
3. **Level of Engagement:** Staff have focussed CLP engagement on direct review with technical and subject matter experts, and general engagement for awareness building and document utility across the broader community. Staff's strategy was to reach an acceptable level of engagement with key groups and community members, within the time and resource constraints.
4. **Government Alignment:** Ongoing and meaningful liaison with BC, regional and neighbouring municipalities is required to ensure consistent, effective, convenient and complementary public programs are available for GHG reduction requirements. Staff will continue to work closely with all relevant players to ensure opportunities are taken to reduce cost, and ensure access to programs.
5. **Stakeholder Perspectives and Buy-In:** Reaching the necessary community GHG reductions will require steadfast and meaningful energy and GHG mitigations across all stakeholder groups, including business, residential, government and others. In some cases, specific groups hold the responsibility and key for reaching our overall community targets. In certain instances, these groups have not yet developed their own plans of how they would achieve significant GHG reductions by mid-century. Staff identify that the City's role is to lead, inspire and help support the necessary change by setting ambitious and prudent targets, implementing supporting systems, regulations where required, and tracking progress. The City is at risk of being criticised in areas where stakeholders have not yet agreed to the target, or timeline. These issues apply throughout the CLP and represent key considerations for Council to determine how bold or otherwise they wish to approach our GHG reduction responsibilities.

CLP Development and Stakeholder Engagement

Following the draft CLP adoption in December, the document was posted prominently on www.victoria.ca/climateaction for review and comment by the public. Staff began formal engagement on the plan, including one-on-ones with key stakeholders, SME meetings, and presentations and workshops with the community in February 2018. In March 2018, extensive promotion of the CLP began, including print and online advertisements, posters, postcard distribution at local businesses, and social media posts (detailed information on promotions can be found in the Engagement Summary, Appendix A). The formal engagement period closed in May to allow Climate Action staff time to carefully review and integrate feedback received into the final analysis and drafting exercises. Presentations, meetings, and correspondence with other stakeholders and SMEs continued into July 2018.

2018 Staff Review

Beginning in January 2018, staff engaged in a thorough review of the draft plan. This review focussed on identifying factual errors or omissions, continuation of community GHG analysis and modelling, and assessment of aesthetic document needs.

Subject Matter Expert Engagement

In parallel to staff's internal review, meetings took place with experts, government and municipal colleagues, and key stakeholders. Between January and May, staff met and shared the plan with, the following major groups: Chamber of Commerce; BC Healthy Communities; Downtown Victoria Business Association; South Island Prosperity Project; Simon Fraser University; BC Transit; Greater Victoria Harbour Authority; Fortis BC; BC Hydro; the District of Saanich; University of Victoria; Capital Region District; and others (a full list is found in Appendix A).

Community Engagement

Staff undertook community and stakeholder engagement beginning in February until May 2018. Engagement focused on the five sectors of the draft Climate Leadership Plan: Buildings, Transportation, Waste Management, Adaptation, and City Leadership & Municipal Operations. While these sectors were the focus of the workshops, the public had access to the full draft CLP and sector summaries (online and at workshops) and could comment on all aspects of the draft.

The following graphical table outlines key highlights from our engagement summary:

27 Presentations information sessions, and meetings	25,842 People reached on Social Media	9 different advertising and marketing platforms utilized	5 Student and Youth focused meetings and information sessions
3 Community Association meetings	80+ City led workshop/event participants	19 submittals and responses to the draft plan	

To increase awareness around the City's draft climate plan being open for commentary, and to solicit feedback online and ensure participation in community events, staff undertook various promotional actions, including:

- Storefront posters at City Hall and local businesses
- Informational postcards at local businesses and non-profits around the city, and at the City Hall Public Service Centre and Business Hub
- Ads in the Times Colonist and Victoria News
- Metropolis posters in the downtown core (spanning five days)
- Advertisement in the Greater Victoria Chamber of Commerce's BizNews
- Inclusion in two City E-Newsletters (approximately 1000 subscribers)
- Instagram and Twitter posts
- First ever Facebook and Instagram carousel ad and a promoted Facebook post

- Distribution of promotional materials and information by the City's Neighbourhoods Team
- Information displayed on Royal Athletic Park digital sign
- Information sharing at Surfrider beach cleanup event
- Email invites to neighbourhood and community associations
- Cold calls and in-person invites to local businesses
- Attendance at local networking breakfasts, meetings, and events to promote CLP events/workshops and the draft plan engagement period

Engagement Outcomes

Feedback on the draft plan was received through workshops and presentations by City staff, through in-person conversations with City staff, paper and email submissions, and through social media.

The overarching feedback themes from community are as follows:

- Accessible and easy to understand language in the final plan is important – the community must understand what needs to be done before they can take action
- The final CLP should provide practical solutions and show how change is possible, and where to start
- Interim targets and progress updates on where the City and community are in meeting its targets is important (2050 seems far away). Transparency and clear communication is key
- Ensure that the actions in each sector of the CLP are easily found in the document
- Education and awareness about the local causes of climate change, and what people can do is key in getting people to pay attention to what is going on in their community
- The City cannot do it alone – partnerships with the Provincial and Federal governments, as well as with utilities and other agencies are needed to succeed (and the City must advocate to these other levels of government)
- Change can be difficult, but incentives (for residents and businesses) can be a key motivator in getting people to change their attitudes and actions
- Many businesses are already making efforts to reduce greenhouse gas emissions and to engage in environmentally friendly practices. It is important for the City to acknowledge those efforts, and to leverage these businesses as educational models of what is possible for other businesses
- Many business owners are renters and want to know how they can still make an impact without undertaking large scale retrofits
- Youth should be involved in the City's climate action efforts and future planning.
- The Climate Leadership Plan is an important step in climate action by the City

CLP Improvements (December 2017 – July 2018)

Overview of Changes

The final CLP presented for Council's consideration has a distinctly different 'look and feel' using multiple visual aids and photographs, whereas the draft in December was text-dense without many visual illustrations/photographs. In addition to a major aesthetic upgrade, the final CLP includes updated content and new developments as follows:

1. Rewritten and improved text and content;
2. Updated document structure, adding the required executive summary, re-formatted introduction, updated climate imperative, new City baseline information and planning elements, and improved sector details for buildings, mobility, waste, municipal operations, adaptation;

3. Additional final chapter introducing embodied emissions and the circular economy and how those will help shape GHG improvements over time;
4. Improved graphics, icons, photos, and charts;
5. Feature content dedicated to community in action – those who are leading the way to a low carbon and renewable energy future;
6. Reviewed, renewed and improved actions set;
7. Refined goal and target language to better align with most recent analysis, stakeholder discussions and best-practice; and
8. Updated information and GHG performance (e.g. CRD Origins and Destinations data, 2017 GHG emissions data, etc.).

Sector Chapter Improvements

Within the sectors themselves, staff reflected on and integrated community feedback to better articulate the goals, targets and actions so that they are easy to understand by people of all ages and professional backgrounds. In addition, infographics were added, and wherever possible, images that showcase the climate challenges and opportunities in the community.

To set the stage for the reader, each sector includes “The Challenge,” which discusses the current challenges faced in reaching an 80 percent reduction in greenhouse gases, or preparing for a changing climate. Following that, each sector now includes “The Plan,” which discusses the necessary actions and ways forward to reach a low carbon, prosperous future. Much of “The Plan” content was text from the December draft that staff reorganized.

Low Carbon Waste Management: After review and engagement, staff identified that the content of the waste sector in the draft CLP was addressing both direct GHG reductions as well as the broader impacts of local consumption patterns, which had the risk of conflating two distinct issues. In response, staff refined the waste sector to focus only on disposed organic materials – a major source of local GHG emissions – and included targets not just on food and yard waste, but on all organic waste materials including wood and paper. The final CLP also features new content to explicitly address consumption-based emissions, titled: “The Next Chapter: Embodied Emissions.” This two-page feature acknowledges the GHG impacts associated with the materials, products and services that are consumed in the city, but produced elsewhere, and how this topic will inform future climate planning. The waste sector and the embodied emissions feature underscore the importance of the City’s forthcoming sustainable waste management strategy.

No significant removals or changes were applied to the core goals and targets in the remaining four sectors (Low Carbon, High-Performance Buildings, Low Carbon Mobility, Municipal Operations, Adapting Early). These sectors were refined, streamlined, and updated with improved content.

CLP Document Overview

The current plan has the following key highlights, while the full plan is found in detail in Annex A.

1. Vision – Low Carbon Prosperity

The City’s vision for 2050 is of a vibrant, healthy, and prosperous community, fueled by renewable low carbon energy systems, and designed and integrated in ways that promote a high quality of life for all Victorians. The City’s mission is to lead Victoria’s transition to a renewable energy future, and to inform, equip, enable and inspire the community to rapidly reduce their own GHG emissions and prepare for climate change.

2. Document Structure

a. The CLP that is presented today is organized into four categories:

- i. Message from the Mayor and Executive Summary
- ii. Introduction to the CLP, the climate imperative and challenges faced, and the City's vision for low carbon prosperity
- iii. The five sectors of the CLP
- iv. The next chapter for climate action planning at the City and concluding remarks

b. For ease of use, each sector of the CLP follows the same structure:

- i. **The Vision:** where we aspire to be in 2050 when it comes to buildings, mobility, waste management, adaptation and municipal operations.
- ii. **The Goals:** the desired outcome for each sector.
- iii. **The Challenge:** discussion of the factors contributing to the climate challenge.
- iv. **The Plan:** presentation of some of the solutions identified for the collective climate challenge. This section discusses the actions that the City will take and that the whole community must engage with to reach our ambitious targets.
- v. **Targets:** each sector includes a table that showcases the goals and corresponding targets. Targets (below) and actions act to reduce GHGs, replace fossil fuels with renewable fuel, redesign systems to be more sustainable, or add resiliency to systems to protect against a changing climate.
- vi. **Actions:** the specific targets that staff are proposing the City and community undertake to address the climate challenge. These actions are organized by those that are currently underway, those that will be initiated by 2020 and those that require more planning and are thus future actions.
- vii. **Community (or City) in Action:** each sector has one or two featured pieces on community members who are leading the way to a renewably powered, low carbon future. For Municipal Operations, there is a focus on what the City has done thus far. These features are meant to inspire others to action and show that an 80 percent reduction in GHGs and a transition to 100 percent renewable energy is possible.

3. Key Principles: The key principles have minor improvements that attempt to reduce any confusion/duplication with improved language and content. Continual improvement of the CLP and barriers were clarified in the latest version.

- a. **Lead and inspire** – The City will be a regional and national leader on climate mitigation and adaptation. It will take urgent action to drive innovative GHG reductions, creatively and collaboratively with other leaders and key stakeholders.
- b. **Harmonize climate action to secure co-benefits** – GHG reduction actions should be integrated with all other priority areas for City planning, including health, safety, and environmental protection, affordability, and quality of life.
- c. **Universal accountability** – All Victorians (residents, businesses, employees, and visitors) have a role to play in improving GHG performance, and should be encouraged to take meaningful action.
- d. **Make energy visible** – Our community's energy use, GHG performance, and climate impacts must be clearly known to drive effective change.
- e. **Evidence-based decisions** – Energy and GHG decisions should be socially-minded, cost-effective and supported by science, including a full, life-cycle understanding of relevant issues and technologies.

- f. **Renewable energy for all** – Our entire community, regardless of circumstances, must have access to efficient, affordable and renewable energy options.
- g. **Dismantle barriers** – The City will remove barriers preventing rapid decarbonisation of our energy mix by supporting policies that support smart energy choices and GHG-reduction behaviours.
- h. **Climate resilience is developed early** – Victoria must act with a sense of urgency and take early and meaningful action to avoid the most disruptive economic, social, and environmental impacts imposed by climate change.
- i. **Think globally, change locally, partner regionally** – Partnering and advocating across jurisdictional boundaries is key to achieving consensus and maximizing global GHG reductions.
- j. **Track and Adjust** – The City will measure, track and report on its targets and actions annually, making adjustments where required.

4. **Goals:** The following goal excerpt from the CLP document defines desired outcome for each sector:

SECTOR

CLIMATE LEADERSHIP GOALS



BUILDINGS

Page 24

- » All buildings are highly energy efficient.
- » All buildings are powered by renewable energy.



MOBILITY

Page 34

- » All Victorians have access to low carbon, high-performance and affordable multi-modal transportation.
- » Vehicles in Victoria are powered by renewable energy.
- » Smart land use minimizes transportation emissions.



WASTE MANAGEMENT

Page 42

- » Organic materials are managed to avoid GHG emissions.



MUNICIPAL OPERATIONS

Page 48

- » The City is a recognized leader in climate mitigation and adaptation.
- » The City takes integrated and informed climate action.
- » The City will provide timely and accurate data supporting strong climate mitigation and adaptation actions.



ADAPTING EARLY

Page 54

- » All climate-related risks to city infrastructure are minimized through early planning and action.
- » Victoria's natural environment flourishes in a changing climate.
- » All Victorians are empowered and prepared for climate impacts and emergencies.

5. **Sector Goals, Targets and Actions:** The CLP is broken out into five chapters covering five sectors: buildings, mobility, waste management, municipal operations and adaptation. In each chapter, high-level goals describe broad climate action objectives for the sector that are supported by more detailed targets and a list of actions. Colour-coding identifies which actions are underway, those the City intends to initiate by 2020, and others to follow in the future. Only some actions include well-defined strategies. For the rest, the City must first gain a fuller understanding of the related barriers and opportunities to determine how best to proceed. In all cases, performance metrics will be established to track progress.
6. **GHG Sector Target Highlights** (time-based applying to the goals above):

SECTOR	TARGETS
Low-Carbon, High Performance Buildings	<ul style="list-style-type: none"> • By 2030, all new buildings are 'net zero' energy ready • By 2050, all existing buildings meet new high efficiency standards • By 2030, heating oil is phased out • By 2050, all buildings exclusively use renewable energy
Low Carbon Mobility	<ul style="list-style-type: none"> • By 2030, 25 percent of all trips by Victoria residents are taken by public transportation • By 2030, 100 percent of BC Transit buses are renewably powered • By 2030, Victoria residents choose walking and cycling for 55 percent of all trips • By 2030, renewable energy powers 30 percent of passenger vehicles registered in Victoria, and 100 percent of passenger vehicles are renewably powered by 2050 • By 2030, 30 percent of commercial vehicles operating in Victoria are renewably powered • By 2030, 100 percent of Victoria's neighbourhoods are "complete" by design with substantial transportation system diversity
Low Carbon Waste Management	<ul style="list-style-type: none"> • Eliminate 100 percent of food and yard waste sent to the landfill by 2030 • Eliminate 100 percent of other organic materials sent to the landfill by 2030 • Capture methane from collected organic waste to provide renewable energy by 2025
Municipal Operations	<ul style="list-style-type: none"> • By 2040, all City facilities are powered by 100 percent renewable energy • All new City facilities are renewably powered • By 2025, all City power tools and small engine-driven equipment are renewably powered • By 2040, 80 percent of the City's fleet is electrified or renewably powered • By 2020, capital and operating plans are informed by climate data, carbon pricing, and the City's GHG reduction targets • By 2022, the City has developed a 'triple bottom line' accounting system that guides City business planning by assessing and balancing environmental and social risks and financial costs and opportunities

	<ul style="list-style-type: none"> • By 2022, partner with other local governments and the region to develop a community-accessible Energy and GHG information management System (EGIMS) to define, communicate and track community energy and GHG reduction across all sectors
Adapting Early	<ul style="list-style-type: none"> • Climate resilience is embedded into all City business • The City's infrastructure and services are ready to protect and respond to the risks associated with a changing climate • Natural habitats support healthy fish, wildlife, and plant populations and healthy ecosystem function • The community is knowledgeable and prepared to address the impacts from a changing climate • The City incorporates best practices in risk communication (e.g. advanced warning systems, short videos) covering all climate hazards • Climate resilience enhances quality of life for all Victorians, especially the most vulnerable

Climate Action Program Update

Starting in January of this year, staff began work on advancing the staffing and key priorities approved by Council in December. Work on the City's EV Ecosystem strategy is underway and the installation of additional electric vehicle charging stations will take place later this summer. Staff are also working to advance the City's Corporate Energy Management Plan and to develop a home retrofit strategy. In February, the City became host to the ICLEI Canada BC office. Staffing wise, work is underway to continue supporting the Fortis BC Energy Specialist position and to staff a Corporate Energy Manager. Staff have also been focused on the development of a comprehensive Climate Action Program community engagement strategy and will continue this work in Q3 and into Q4. A full status update on all staffing and priority actions is found in Annex B.

2018 Climate Program Outlook

The remainder of 2018 will be focussed on the completion of priority staffing and actions approved in December 2017. This includes advancing the EV ecosystem study, development of a Corporate Energy Management Plan and a home retrofit strategy. Efforts and discussion will also focus on long-term strategies to fund both community and corporate GHG reduction and renewable energy projects.

An important initiative in 2018 includes staff working closely with community members and key stakeholders to discuss opportunities for GHG reductions, engagement, partnerships and collaboration. Staff remain focused on developing a comprehensive and wide-reaching engagement strategy for climate action in the city that will include the development of a climate ambassadors program.

OPTIONS & IMPACTS

This report outlines the CLP recommended for Council's consideration and approval.

Option 1: Approve the Climate Leadership Plan (**Recommended**).

Option 2: Defer adoption of this version of the CLP and direct staff to make alterations.

Council may choose to defer adoption of plan, descope, or implement a different set of actions. If Council supports the adoption of the CLP then the pace of change can remain high, and GHG reduction strategies can continue, with a focus on building community capacity for change, building retrofit strategy development, and EV charging infrastructure. Staff can review and reconsider the plan, as Council directs.

Accessibility Impact Statement

Infrastructure planning will always incorporate both accessibility and climate action design requirements.

2015 – 2018 Strategic Plan

Aligns mainly with objective 12 (Plan for Emergencies including Climate Change, Short and Long Term) and closely with 1, 8, and 13.

Impacts to Financial Plan

Climate Action Program requirements are normally met by drawing funds from the Climate Action Reserve, which has approximately \$380,000 available (uncommitted) funds. These monies are topped-up annually using CARIP, and from 2018 will include LED street light replacement program energy (amount to be confirmed at the end of Q4). The CARIP and LED savings are also intended to fund ongoing City energy savings initiatives, and to maintain healthy reserve levels. Provincial Gas Tax Funds may also be suitable each year for GHG and climate related initiatives.

Priority Climate Action Program spending for the remainder of 2018 is budgeted and planned to meet Council's approved priorities from December 2017.

Staff remain focussed on implementing actions that achieve the highest GHG reduction per dollar of investment together with co-benefits to other Council priorities, including health and well being, affordability, and sustainability.

Financial planning across all City departments consider the requirements to meet the objectives set forth in the CLP and will include energy and GHG related reductions as part of their annual financial planning.

More detailed funding strategies, including grant and partnering arrangements will be outlined in staff's next program update to Council in Q4 2018.

Official Community Plan Consistency Statement

OCP Sustainability Vision:

"Victoria is an urban sustainability leader inspiring innovation, pride and progress towards greater ecological integrity, livability, economic vitality, and community resiliency confronting the changes facing society and the planet today and for generations to come, while building on Victoria's strengths as a harbour-centred, historic, capital city that provides exceptional quality of life through a beautiful natural setting, walkable neighbourhoods of unique character, and a thriving Downtown that is the heart of the region."

Section 12 - Climate Change and Energy Goals:

- 12(A) Victoria and Victorians are more resilient to climate change and energy scarcity and costs.

- 12(B) New and existing buildings are energy efficient and produce few greenhouse gas emissions.
- 12(C) Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants.
- 12(D). The waste stream to the regional landfill is reduced to a minimum, with recovery, re-use, recycling and composting of resources undertaken as standard practice.
- 12(E) Victoria relies on clean renewable, diverse and efficient energy sources.

Section 12 – Climate Change and Energy Broad Objectives:

- 12(a) That climate change is mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste.
- 12(b) That the community is prepared for climate change through adaptation planning that reduces future impacts on public health, property and the natural environment.
- 12(c) That community energy consumption and generation are managed to give priority to conservation and efficiency, diversification of supply, renewable energy, and low carbon fuels.
- 12(d) That the supply, distribution and efficient use of energy, including the provision of renewable energy at the district scale, is achieved in alignment with the urban Place Guidelines in this plan.

CONCLUSION

The Climate Leadership Plan (CLP) is presented for Council's consideration, and reflects two years of staff work centred around planning, modelling, mapping and expert GHG/energy/climate action consultation. The final draft is a product of staff led, community inputs, and subject matter expertise. More targeted community engagement will continue, starting in September 2018.

In the coming months, the Climate Action Program will focus on the progression and completion of the 2018 priority actions, continued climate research and analysis, and public and stakeholder engagement.

The City will invest in collaborative communication with neighbourhood associations, businesses and business groups, transit and utility providers, developers, youth focused organizations and networks, and non-profit organisations to promote the most uptake and discussion of the plan to achieve the required 80 percent GHG reductions and a transition to 100 percent renewable energy.

Staff recommend that Council approve the Climate Leadership Plan and direct staff to continue progression of the 2018 priority actions, distribution of the plan across the community and ongoing Climate Action Program planning.

Respectfully submitted,



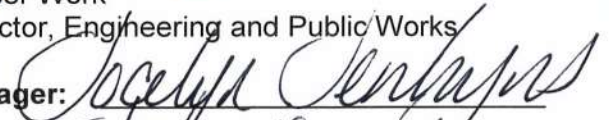
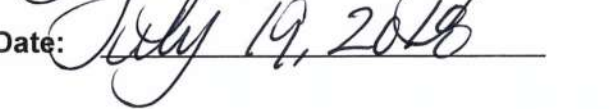
Jess Dawe
Manager, Energy and Climate Action



Fraser Work
Director, Engineering and Public Works

Report accepted and recommended by the City Manager:

Date:

Attachments:

- Appendix A – Climate Leadership Plan Final Draft for Council Consideration
- Appendix B – Engagement Summary
- Appendix C – Redacted Emails/Submissions
- Appendix D – Climate Action Program Update Details

FOR COUNCIL CONSIDERATION

CITY OF VICTORIA CLIMATE LEADERSHIP PLAN

*Strategies and actions for a
prosperous, low carbon future*

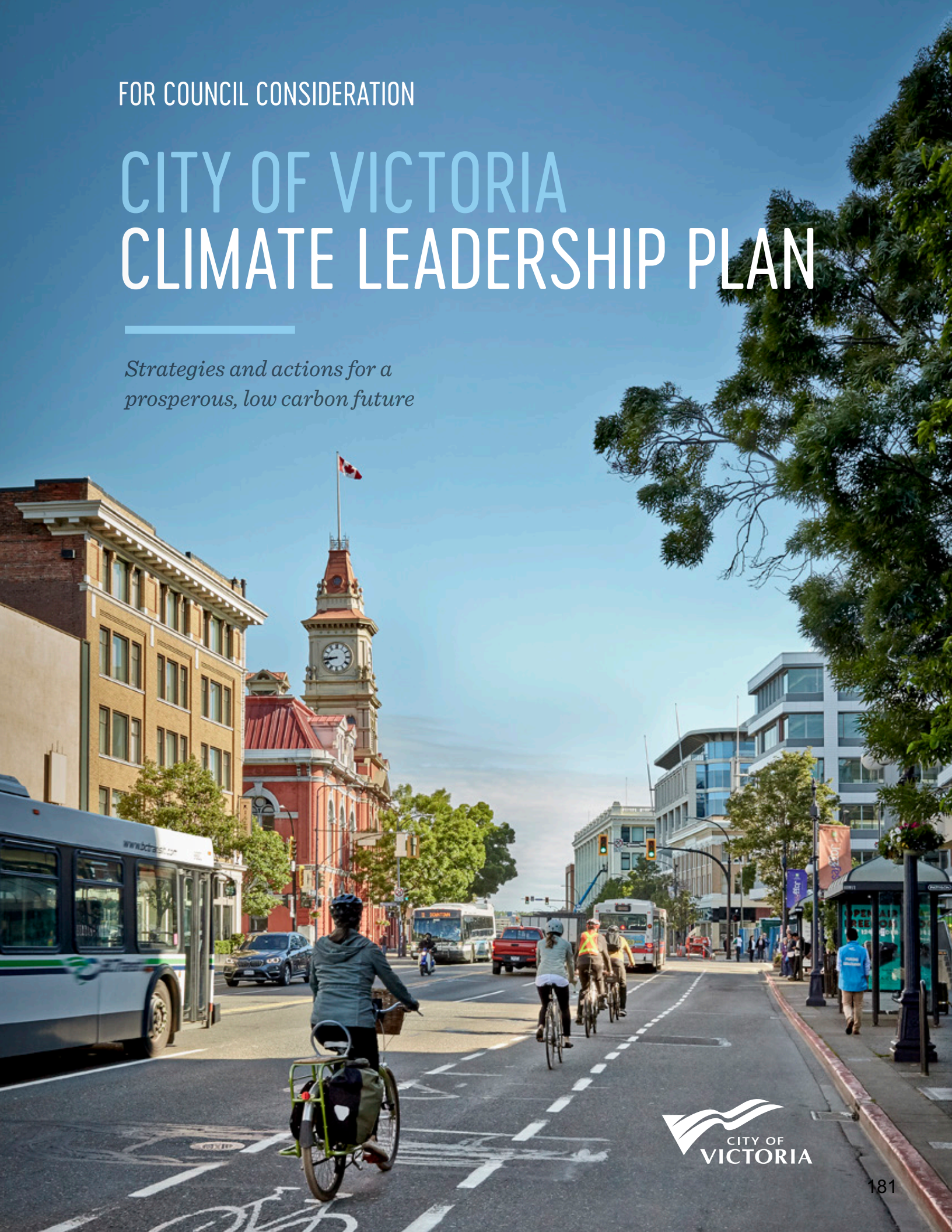


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The City of Victoria is located on the traditional territories of the Songhees and Esquimalt Nations.



MESSAGE FROM THE MAYOR

It's 2050. Victoria is a prosperous, affordable, sustainable and smart city. Victorians' health and well-being is the best in the nation and Victoria features in the annual World Happiness Report as one of the happiest small cities on the planet. Here's how...

We live in a dense, compact city with people clustered along corridors, in village centres and downtown.

We've stewarded our natural assets – tree canopy, parks and open spaces, ocean – and these continue to contribute to our quality of life and the livability of our city.

We live and work in buildings that are powered by 100 percent renewable energy. We move about mostly by affordable, efficient, 100 percent electric rapid public transit, and by walking and cycling. Some of

us still drive, but we use vehicles powered by 100 percent renewable energy.

All our kids are safer, happier and healthier than they were in 2018. And they all have more opportunities. No one has been left behind in the transition from a fossil fuel based economy to a low carbon economy. New educational opportunities match the new job opportunities that have sprung up as Victoria's amazing entrepreneurs leapt at the challenge to innovate and invent the goods and technologies needed for this clean energy future.

Our Climate Leadership Plan lays the foundation for this future. It is a series of goals, targets, strategies and actions for each of us to work towards that will take us towards low carbon prosperity. The City's role is to lead and inspire, to transform our own fleet, buildings, energy use, consumption habits and waste management. We aim to make the City's buildings, fleets and public spaces into a model of what is possible. But the City's actions are not enough. Corporate emissions account for only one percent of total emissions in the city. Our core commitment and our number one job is to support our residents and businesses as they take action.

To get to 100 percent renewable energy by 2050 and to reduce our greenhouse gas emissions by 80 percent over 2007 levels by that same year means we need to do more than turning off lights when we leave the room, recycling,

and using less water. It means that, at our core, we need to acknowledge that we have to fundamentally change the way we live in cities. This also means making our daily lives more convenient, affordable, efficient and happier at the same time as healing the planet.

First and foremost this climate challenge is human-centred. It is about us, all of us. Yes, technology and innovation will help us get there. But to truly solve the climate challenge we need to weave a strong social fabric. We must build on the gifts and talents of our friends, neighbours, and colleagues. It means we need to shift our thinking from me to we, from now to the long term. We are all in this together.

LISA HELPS, VICTORIA MAYOR



EXECUTIVE SUMMARY

Climate change poses the greatest environmental challenge we face. Extra heat in Earth's atmosphere from global burning of fossil fuels is affecting communities around the world, and Victoria is no exception. The Climate Leadership Plan (CLP) charts a local response to this global challenge.

Victoria has both a responsibility and an opportunity to respond to the causes and impacts of climate change. The City's vision for 2050 is of a vibrant, healthy, and prosperous community, fueled by renewable low carbon energy systems, and designed and integrated in ways that promote a high quality of life for all Victorians. The CLP presents goals and actions to deliver on this vision – actions that, together with actions across the world, can help mitigate global climate change.

The City of Victoria is committed to an **80 percent reduction** in **greenhouse** gas (GHG) emissions and a shift from GHG-intensive fossil fuels to **100 percent renewable energy**.

Since the City's corporate operations contribute a small fraction of Victoria's GHG emissions and energy consumption, meeting the climate goals must be a community-wide effort. The CLP's core planning principle is to lead and inspire action, and to partner with citizens, businesses, other levels of government and stakeholders to meet

climate goals and become a more prosperous and affordable community.

The CLP's goals and actions are organized in this plan by sector and type, and presented in five separate chapters. Each chapter includes baseline performance data and a climate action roadmap, which includes goals for the sector (see chart on next page), and specific action items to deliver on the goals.

Four of the five sector chapters address Victoria's GHG reduction and renewable energy challenge for Victoria's built environment (Low Carbon High-Performance Buildings), for how we get around (Low Carbon Mobility), for the materials we discard (Low Carbon Waste Management), and for the City's fleet and buildings (Municipal Operations). Throughout the sectors, the CLP presents actions to reduce GHGs, energy demand and replace fossil fuels with renewable energy. It also defines broader system redesigns that eliminate unnecessary energy use and build resilience.

The actions within the CLP also seek to maximize Victoria's resilience by enhancing infrastructure and ecosystems so they will flourish amidst the shifts and extremes from a changing climate. The challenge of preparing for climate-driven impacts is addressed in the CLP's final sector (Adapting Early). Through innovation, and the early launch of long-term projects, Victoria can manage the expected increase in severe and prolonged storms, heatwaves, flooding, and sea level rise. Early investments will minimize costly and disruptive actions later.

The CLP is a living document designed to evolve with scientific understanding and improved climate response strategies. One development underway is a growing understanding of the importance of embodied emissions, which are the GHGs produced to make and deliver the food, energy and products that we consume (see The Next Chapter: Embodied Emissions). Future iterations of the CLP will take these imported emissions into account to more comprehensively address Victoria's greenhouse gas 'footprint.'

SECTOR

CLIMATE LEADERSHIP GOALS



BUILDINGS

Page 24

- » All buildings are highly energy efficient.
- » All buildings are powered by renewable energy.



MOBILITY

Page 34

- » All Victorians have access to low carbon, high-performance and affordable multi-modal transportation.
- » Vehicles in Victoria are powered by renewable energy.
- » Smart land use minimizes transportation emissions.



WASTE MANAGEMENT

Page 42

- » Organic materials are managed to avoid GHG emissions.



MUNICIPAL OPERATIONS

Page 48

- » The City is a recognized leader in climate mitigation and adaptation.
- » The City takes integrated and informed climate action.
- » The City will provide timely and accurate data supporting strong climate mitigation and adaptation actions.



ADAPTING EARLY

Page 54

- » All climate-related risks to city infrastructure are minimized through early planning and action.
- » Victoria's natural environment flourishes in a changing climate.
- » All Victorians are empowered and prepared for climate impacts and emergencies.

INTRODUCING THE CLIMATE LEADERSHIP PLAN

*Victoria Council voted for action in August 2016 when it committed to reduce community-wide greenhouse gases (GHGs) **by 80 percent by 2050 (from 2007 levels)** and to shift away from fossil fuels to **100 percent renewable energy¹ by 2050**. These targets align with provincial and federal commitments as well as the international targets agreed to in the 2015 Paris Climate Agreement.²*

This Climate Leadership Plan (CLP) is the City's first attempt to comprehensively size-up and begin delivering on its climate and energy commitments. It is the result of community and stakeholder outreach and analysis by city departments, assisted by expert consultants. The result is a comprehensive assessment of Victoria's GHG emissions and sector-specific plans for tackling them.

The CLP calls for a transformation of how we use and manage energy, from heating and powering our homes and buildings to how we power our automobiles and dispose of our waste. It is an action plan to drastically improve energy efficiency, because doing more with less energy is the cheapest way to cut carbon emissions. It is also a plan to use

low carbon energy to provide the remaining energy needed to support our daily quality of life.

Why must cities such as Victoria embark on such ambitious action if climate change is a global problem? The imperative to act locally stems first and foremost from the fact that cities are a big part of the problem. Urban centres consume nearly 80 percent of global energy and account for more than 70 percent of GHG emissions, and their share is growing.

But as global centres of innovation, technology, industry and efficiency, cities are also a big part of the solution. As Harvard professor and author Ed Glaeser has said, "cities magnify the human ability to learn from others around us."³

¹ The City of Victoria defines renewable energy as any energy that is generated from naturally occurring processes that can be replenished over a human timescale. This includes sunshine, wind, flowing water, and geothermal heat. In 2017, 40 percent of all energy used within Victoria's municipal boundaries came from renewable sources. By 2050, we aim to run exclusively on renewable energy.

² An agreement within the United Nations Framework Convention on Climate Change (UNFCCC) dealing with greenhouse gases emissions mitigation, adaptation and finance starting in the year 2020.

³ Glasner, E.L. (2011). *Triumph of the City: how our greatest invention makes us richer, smarter, greener, healthier, and happier*. New York: Penguin Press.

The CLP is about accelerating climate innovation and action, and providing goals to measure our progress. In some cases, it is not yet clear how to best achieve our goals, but bold and ambitious targets will help galvanize and align the innovative and creative solutions that are required. In most cases, no ‘technology miracles’ are required since affordable, low carbon, options are already available in the marketplace.

This document is a ‘leadership’ plan because it is about more than just improving municipal services and operations. The City’s corporate GHG emissions account for roughly one percent of our community’s carbon footprint, so the CLP’s big win lies in inspiring

the entire Victoria community to bring climate action into their daily lives and decisions.

Victorians’ creativity and innovation will play a part in reimagining how we all can do better, and they can build jobs and economic prosperity in the process. Local industries, for example, can showcase their national and international leadership in the design and delivery of high-performance buildings, vehicles, technology, and equipment that consume or help use drastically less energy. Only with the City working closely alongside community, industry and institutional partners can we all reach our targets.

Acting on climate change will also deliver financial, environmental, and social benefits across our community, like better air quality, less noise, reduced traffic congestion, increased building comfort, healthier and more active lifestyles, new jobs, and more independent and affordable energy choices.



VICTORIA'S CLIMATE IMPERATIVE

Global human civilization is highly dependent on fossil fuels to heat and power buildings, produce food, and propel vehicles. The result is a changing climate.

Burning fuels such as gasoline, diesel, heating oil and natural gas produces carbon dioxide (CO₂) — a heat-trapping greenhouse gas (GHG). That CO₂, along with other GHGs such as methane, traps the sun's energy and causes an overall warming of the planet. It is called the greenhouse effect, and it has heated Earth's surface by about 0.8 degrees Celsius since the end of the 19th Century. At least another 2 degrees of warming is expected by the end of this century, unless we act now.

Two or three degrees may not sound like much. But, as with a child's fever, a few degrees of extra warmth is enough to throw a complex, balanced system into danger. For the Earth, extra heat is already causing profound changes. As the United Nation's Intergovernmental Panel on Climate Change (IPCC) concluded in its latest global report: "Warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen,

and the concentrations of greenhouse gases have increased."³

Climate change is worsening because GHGs stay in Earth's atmosphere for decades, and because we keep adding more each year. The GHGs are building up. In 2016, the atmosphere contained over 400 parts per million (ppm) of CO₂ year-round for the first time in human history, and two years later CO₂ is already averaging 407 ppm⁴. The IPCC has warned that CO₂ concentrations should not exceed 445 to 490 ppm to limit global temperature rise to 2°C. Holding warming there is important because climate scientists say that adding more than 2°C to the global fever will unleash more extreme impacts. The 2015 Paris Climate Agreement binds the international community to keeping global warming to no more than 2°C, but also pledges further effort to limit the temperature increase during this century to 1.5°C.

Holding the line on global temperature rise means slashing GHG emissions worldwide faster than planned. Nearly all countries have pledged to

³ IPCC. (2014). Climate Change 2014 Synthesis Report. https://www.ipcc.ch/news_and_events/docs/ar5/ar5_syr_headlines_en.pdf

⁴ IPCC. (2014). Climate Change 2014 Synthesis Report. https://www.ipcc.ch/news_and_events/docs/ar5/ar5_syr_headlines_en.pdf

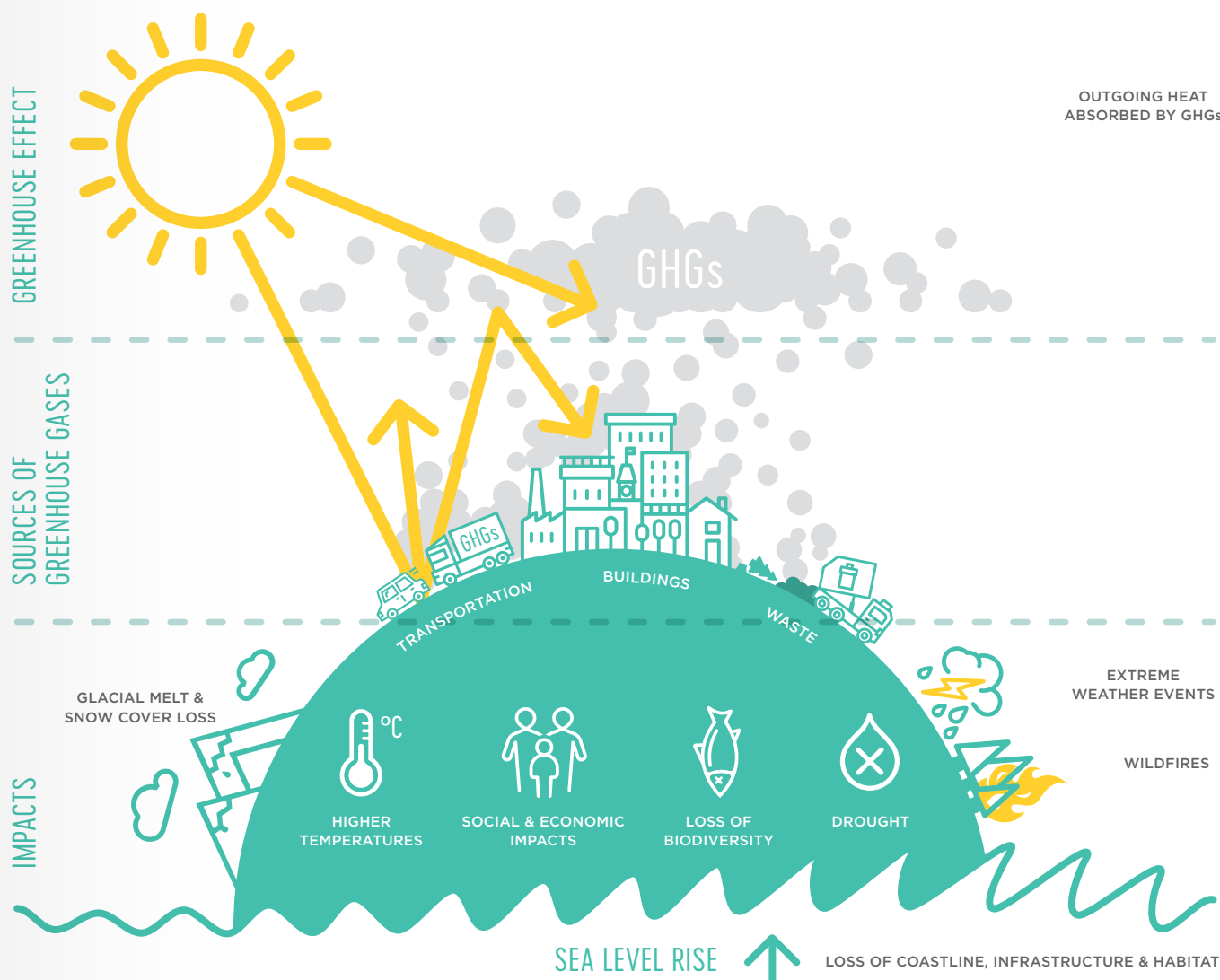
reduce their emissions. Canada, for example, pledged to cut its emissions 80 percent by 2050, relative to 2005 levels. But the global ambition displayed to date falls far short of what's needed to meet the Paris commitments. The United Nations Environment Programme last year called the gap between national climate action plans and what is needed to meet the Paris agreement's 2°C target, "alarmingly high."⁵

Climate scientists have already documented a host of impacts including droughts, flooding, sea level rise, more frequent and destructive storms, global ecosystem

decline, loss of biodiversity, food and water scarcity, and increased disease caused by historic GHG emissions.

Their models project that climate-driven impacts could go from bad to catastrophic without rapid, deep cuts in future emissions. Leading economists estimate that such climate impacts and costs to protect against them could cut economic activity around the world by 5 to 20 percent.⁶

Bold, precautionary action at the earliest possible opportunity is the only reasonable response to minimize these risks.



⁵ UNEP. (2017). Emissions Gap Report 2017. <https://www.unenvironment.org/resources/emissions-gap-report>

⁶ Stern, N. H. (2007). The Economics of Climate Change: The Stern review. Cambridge, UK: Cambridge University Press.

LOCAL CLIMATE RISKS

By 2050, impacts of global GHG emissions on Greater Victoria⁷ will likely include:

- » **Increased seasonal precipitation** — 31 percent more rain and snow on ‘very’ wet days and 68 percent more on ‘extremely’ wet days — may cause local flooding and property damage.
- » **Rising sea levels** of at least half a metre will likely cause local flooding, coastal erosion, and heightened risk of property damage, requiring increased investment in protections and infrastructure. These risks will be pronounced during more frequent storm events, especially storms that hit during high tides.
- » **More frequent, longer and hotter heatwaves** will place socially and economically vulnerable populations at risk of negative health impacts including potentially deadly heat stress and stroke.
- » **Other unavoidable impacts** include increased wildfires, drought, water contamination, and loss of biodiversity, as well as increased building and infrastructure damage and risk management costs.

Wider Climate Considerations

As the climate changes, so too do the ecosystems that we rely on. Globally, it is likely that climate change will exacerbate food insecurity in areas that already suffer most from hunger and malnutrition,⁷ and the IPCC predicts that roughly one billion people could face increasing water scarcity as a result of climate change. Victorians are at lower risk of water shortages due to local precipitation levels and our watershed management and conservation practices. But climate change may [disproportionately] reduce access to a healthy diet in lower income groups by increasing food costs.⁸



A fallen tree after a strong windstorm in Victoria.

⁷ CRD. (2017). Climate Projections for the Capital Region. (Projections based on RCP 8.5 and 2.6)

⁸ BC Ministry of Health. (2013). Evidence review: Food security. <https://www2.gov.bc.ca/assets/gov/health/about-bc-s-health-care-system/public-health/healthy-living-and-healthy-communities/food-security-evidence-review.pdf>



EARLY ACTION ON STORMWATER

Victoria will experience intense rain storms by mid-century that could easily overwhelm parts of our aging stormwater system, some of which is 100 years old. That is, if we weren't continually updating it. In 2014, the City built climate projections of increased rainfall into its 2014 Stormwater Master Plan. As a result, designers are 'future-sizing' the drain pipes, catch basins, and outlets that move stormwater away from our buildings and roadways. The City of Victoria is also reducing how much rainwater enters the system. A Stormwater Utility created in 2016 provides incentives for residents and businesses to use 'green' infrastructure such as rain gardens and water-permeable pavement. These low-impact strategies can slow down and filter stormwater flows, and also recharge aquifers.

VICTORIA'S CLIMATE CHALLENGE

Achieving Victoria's climate action goals — an 80 percent reduction of community-wide GHGs (based on 2007 levels) and transitioning to 100 percent renewable energy by 2050 — does not mean starting from scratch. As a community, we are already moving in the right direction, but we must increase our efforts.

Emissions Snapshot and Scenarios

Victoria's carbon footprint stems largely from the energy used to heat buildings, the fuels that propel vehicles, and what becomes of waste after it is discarded. In 2017, of the 370,000 tonnes of greenhouse gases emitted, approximately 50 percent of Victoria's GHG emissions came from buildings, 40 percent came from transportation, and 10 percent from waste.⁹

Electricity in Victoria is relatively clean, since nearly all of the electricity supplied by BC's power grid comes from renewable hydropower.¹⁰ Due in part to this, the city is moving towards reaching its 100% renewable energy target. Currently, 40% of Victoria's energy is renewable (Figure 3).

Building-related GHG emissions thus come primarily from combustion of heating oil and natural gas (figure 2). The transportation sector produces GHGs

mainly by burning gasoline, diesel, and propane fuels in passenger vehicles.

Regionally, emissions from municipal waste come from methane released by decomposition of organic waste at the Hartland Landfill. Methane is a powerful greenhouse gas, which traps heat in Earth's atmosphere more effectively than CO₂.

Interim targets:

To help Victoria track progress and make mid-course corrections as we work towards our 2050 commitments, the CLP sets a pair of interim targets. They are to reduce community GHG emissions by 50 percent (by 2007 levels) by 2030, and to cut the City of Victoria's corporate emissions by 60 percent by 2030.

⁹ The City of Victoria tracks its emissions through the Global Protocol for Community-Scale Greenhouse Gas Emissions inventories (GPC).

¹⁰ The Clean Energy Act mandates BC Hydro to supply at least 93 percent clean power, including renewable sources such as hydropower. In 2016 it supplied 96 percent clean power.

2017 GHG EMISSIONS BY SECTOR (387,694 tCO₂e¹¹)

32% COMMERCIAL, INSTITUTIONAL, INDUSTRIAL, AND MULTI-UNIT RESIDENTIAL

19% SINGLE FAMILY HOMES

9% SOLID AND LIQUID WASTE

40% ON-ROAD TRANSPORTATION

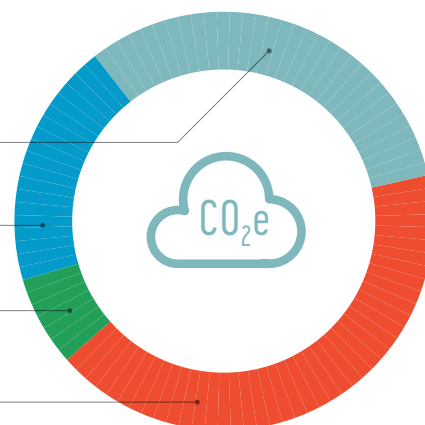


Figure 1: City of Victoria GPC Compliant Inventory, 2017

2017 GHG EMISSIONS BY FUEL TYPE

36% GASOLINE

3% ELECTRICITY

7% DIESEL

2% WOOD

2% PROPANE

12% HEATING OIL

38% NATURAL GAS

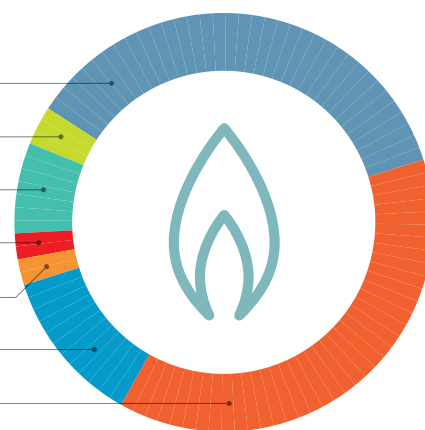


Figure 2: City of Victoria GPC Compliant Inventory, 2017

2017 RENEWABLE AND NON-RENEWABLE ENERGY MIX

35% RENEWABLE ELECTRICITY

8% HEATING OIL AND PROPANE

3% WOOD

<1% RENEWABLE NATURAL GAS

2% BIODIESEL AND ETHANOL

23% GASOLINE AND DIESEL

29% NATURAL GAS

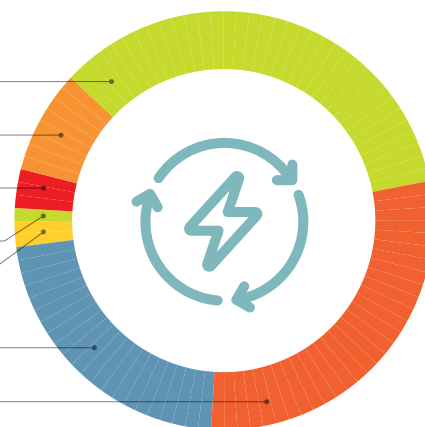


Figure 3: City of Victoria GPC Compliant Inventory, 2017

Between 2007 and 2016, Victoria's population increased by 9.9 percent, while our community GHG emissions dropped by 7.4 percent. This progress is mainly due to lower carbon building, transportation and waste systems, and to people making energy reduction a priority in their lives. While

positive, the overall pace falls short of what is required to meet our 2050 GHG commitments and, if continued, would only bring us to a 32 percent reduction by mid-century. Reaching our targets will require wise planning decisions and collective acceleration of our climate action efforts.

¹¹ CO₂e is a unit that uses carbon dioxide as the baseline to describe different greenhouse gases and their global warming potential.

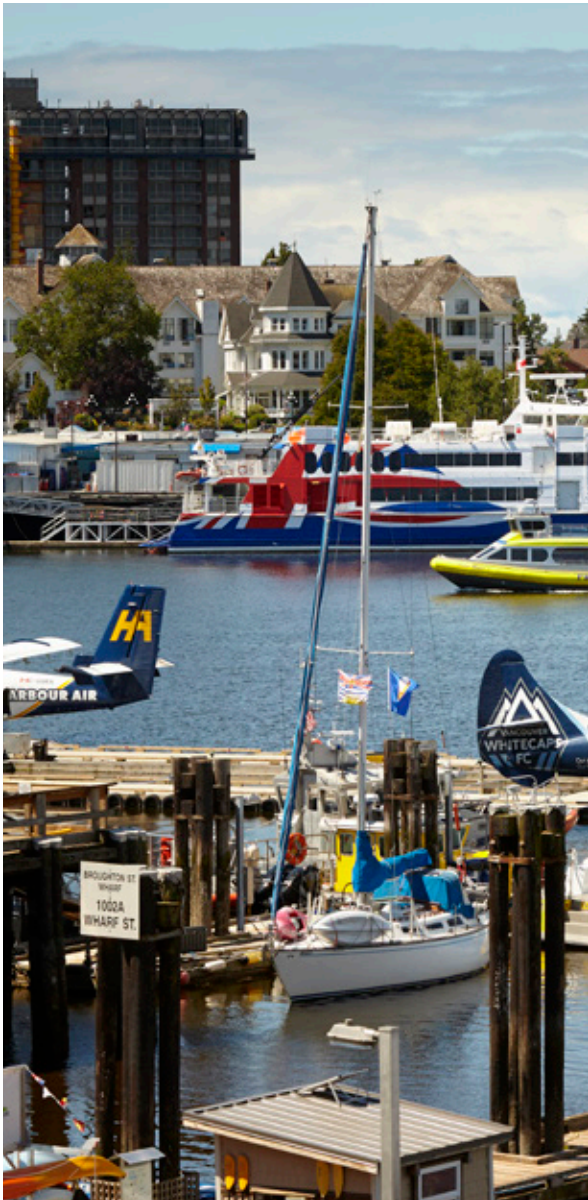
Getting Past 'Business as Usual'

The City uses a model to estimate how many tonnes of GHGs the community is likely to release in the future. The model simulates the effectiveness of potential GHG reduction strategies for the buildings, transportation and waste sectors. Based on a suite of climate action strategies, two scenarios are modelled:

Business As Usual (BAU): Includes effects on GHG emissions from population and job growth, anticipated changes in Victoria's building stock, and established provincial/federal climate and

energy policies, but assumes that Victoria takes no additional action to reduce its carbon footprint. Even when the established Official Community Plan climate commitments and approved City infrastructure programs (e.g. City's bike plan) are added to the BAU scenario, Victoria will not meet its targets.

Hitting Targets: Projected GHG reductions anticipated from the strategies described in the CLP sectors, which collectively meet the City's 2050 emissions and renewable energy goals.



ADDITIONAL GHG SOURCES

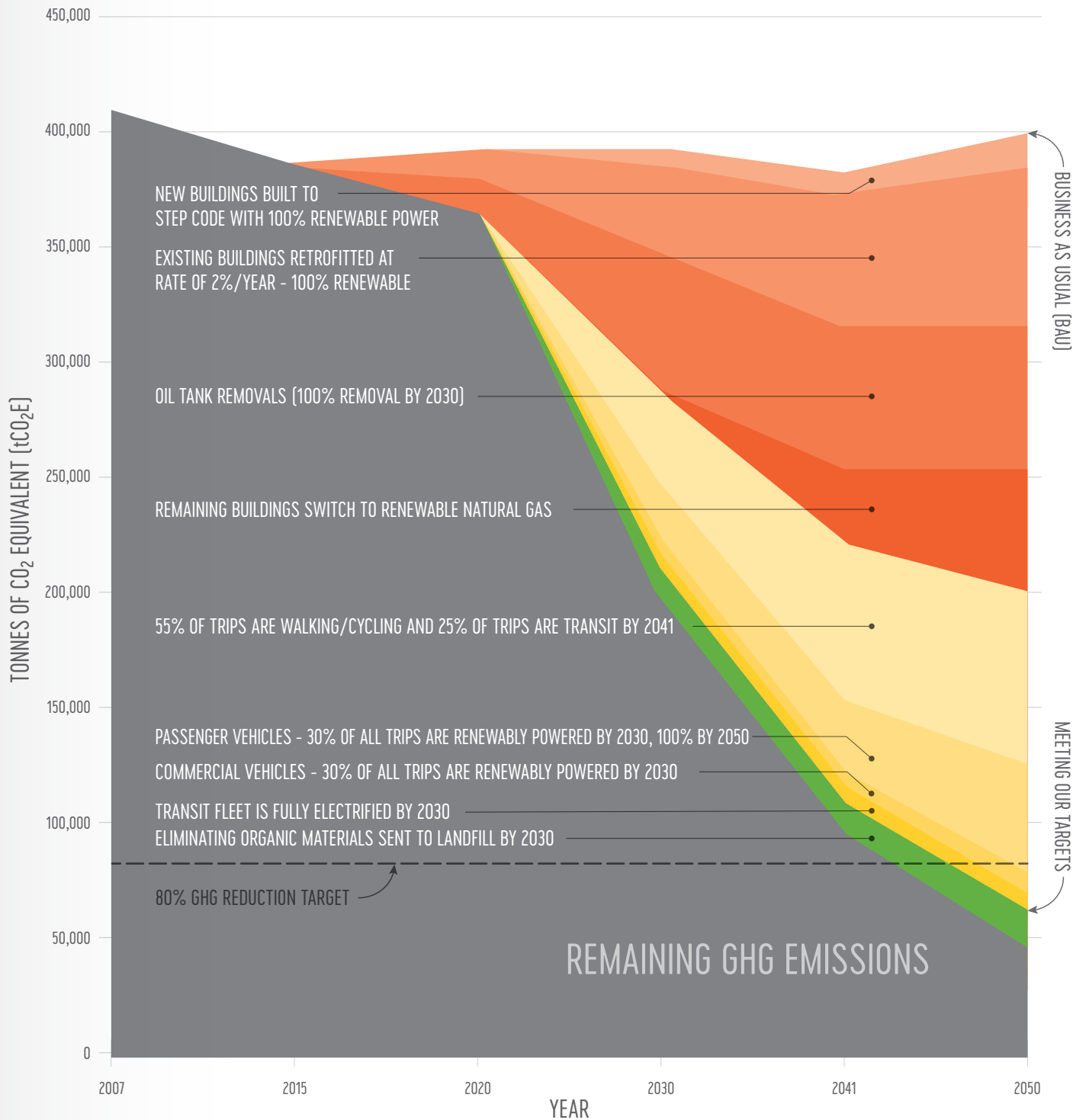
Additional sources of GHG emissions include marine transportation (ferries, recreational and commercial vessels), air transportation, agriculture, forestry, and other land use, and industrial product use. These sources serve regional demands and are outside of the City's jurisdiction.

The City is committed to partnering with local marine and air transportation stakeholders to accurately measure and report on these local emissions and develop mitigation strategies.

This diagram shows how each strategy creates a reduction in GHGs and how, collectively, they will get us to an 80 percent reduction in GHGs.



PATHWAYS TO 2050 GHG REDUCTION TARGETS



GETTING TO LOW CARBON PROSPERITY

The City's vision for 2050 is of a vibrant, healthy, and prosperous community, fueled by renewable low carbon energy systems, and designed and integrated in ways that promote a high quality of life for all Victorians. The City's mission is to lead Victoria's transition to a renewable energy future, and to inform, equip, enable and inspire the community to rapidly reduce their own GHG emissions and prepare for climate change.

Leading Through Collaboration

Bold action now can overcome barriers and unlock opportunities to achieve 80 percent GHG reductions, and 100 percent renewable energy. The City can support GHG reductions through control of municipal infrastructure (e.g. roads, utilities, sidewalks, parking, facilities), and it can also influence community action through planning policies, guidelines and by-laws. Using these important municipal powers, the City can directly and indirectly influence GHG reductions.

Direct action will also tackle the City's corporate emissions. City-owned fleets, facilities and operations, account for only one percent of total emissions in Victoria. Reductions there can set an example for GHG performance and renewable energy adoption, but it is the broader community where the vast majority of emissions reduction and

energy change must be achieved. Decisions and choices made by residents, business and institutions will shape the energy and GHG intensity of their buildings, transportation and waste.

To provide leadership, the City's role must also extend to informing, educating and encouraging change among resident and business stakeholders. The City must partner to remove barriers to action, and to develop the most useful climate action programs if we are to collectively meet our targets.

Planning principles can help guide this collaboration and continuous improvement. They represent values that underpin all of the climate actions defined in this plan, seeking to ensure that they are integrated with, and enhance, other community priorities.

Finally, the City also has an important advocacy role to play. The City will regularly call on regional, provincial

and federal levels of government, as well as the private sector, to make climate action a priority.

CLIMATE LEADERSHIP PLANNING PRINCIPLES

- 1 Lead and inspire** – The City will be a regional and national leader on climate mitigation and adaptation. It will take urgent action to drive innovative GHG reductions, creatively and collaboratively with other leaders and key stakeholders.
- 2 Harmonize climate action to secure co-benefits** – GHG reduction actions should be integrated with all other priority areas for City planning, including health, safety, and environmental protection, affordability, and quality of life.
- 3 Universal accountability** – All Victorians (residents, businesses, employees, and visitors) have a role to play in improving GHG performance, and should be encouraged to take meaningful action.
- 4 Make energy visible** – Our community's energy use, GHG performance, and climate impacts must be clearly known to drive effective change.
- 5 Evidence-based decisions** – Energy and GHG decisions should be socially-minded, cost-effective and supported by science, including a full, life-cycle understanding of relevant issues and technologies.
- 6 Renewable energy for all** – Our entire community, regardless of circumstances, must have access to efficient, affordable and renewable energy options.
- 7 Dismantle barriers** – The City will remove barriers preventing rapid decarbonisation of our energy mix by supporting policies that support smart energy choices and GHG-reduction behaviours.
- 8 Climate resilience is developed early** – Victoria must act with a sense of urgency and take early and meaningful action to avoid the most disruptive economic, social, and environmental impacts imposed by climate change.
- 9 Think globally, change locally, partner regionally** – Partnering and advocating across jurisdictional boundaries is key to achieving consensus and maximizing global GHG reductions.
- 10 Track and Adjust** – The City will measure, track and report on its targets and actions annually, making adjustments where required.

THE CLIMATE LEADERSHIP PLAN

A series of goals, strategies, and actions have been developed for each of the five sectors to reduce energy consumption and GHG emissions, transition to renewable energy, and prepare Victoria for climate impacts.

The energy and GHG plans all begin by first maximizing energy efficiency, which has been called the “largest, least expensive, most benign, most quickly deployable, least visible, least understood, and most neglected way to provide energy services.”¹² Energy efficiency improvements should always be at the top of the actions list when addressing energy and GHGs and will constitute a main pillar across all the City’s climate actions.



The Actions: Viable, Renewable and Sustainable

The CLP’s actions fit into four general classes:



Reduce energy use, GHGs, and fossil fuels by eliminating waste and adopting aggressive efficiency improvements.



Replace fossil fuels with renewable fuels or low carbon fuel alternatives.



Redesign the system to ‘design out’ poor GHG performance in the built environment and city services.



Resilience through enhanced infrastructure, urban support systems, and ecosystems to enhance their ability to thrive amidst the shifts and extremes from a changing climate.

¹² Lovins, et al. (2005). Energy End-use Efficiency. http://www.10xe.org/Knowledge-Center/Library/E05-16_EnergyEndUseEfficiency

Understanding Sector Goals, Targets and Actions

The CLP is divided into five chapters covering five sectors: buildings, mobility, waste management, municipal operations and adaptation. In each chapter, high-level goals describe broad climate action objectives for the sector, which are then supported by more detailed targets and a list of actions. Colour-coding identifies which actions are underway that the City intends to initiate by 2020, and still others to follow in the future.

Only some actions include well-defined strategies. For the rest, the City must first gain a fuller understanding of the related barriers and opportunities to determine how best to proceed. In all cases, performance metrics will be established to track progress.



EACH SECTOR INCLUDES:



FIVE KEY SECTORS

22

CITY OF VICTORIA
CLIMATE LEADERSHIP PLAN



LOW CARBON
HIGH-PERFORMANCE
BUILDINGS

24

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LOW CARBON
MOBILITY



48

MUNICIPAL OPERATIONS



LOW CARBON WASTE MANAGEMENT

42



ADAPTING EARLY

54



LOW CARBON HIGH-PERFORMANCE BUILDINGS



The Vision *By 2050, Victoria will be home to efficient, renewably powered, high-performance buildings. Building design, operations and management will have evolved to deliver more sophisticated, comfortable, healthier, low carbon buildings, with far lower energy needs. Local industries will be recognized leaders in sustainable, high-performance building design and construction.*

The Goals



1

All buildings are highly energy efficient.

The path toward a renewable future begins with efficiency. As the National Building Strategy puts it, the bar needs to be set much higher so that building energy requirements become so slight that most can be met with renewable energy generated on-site.

2

All buildings are powered by renewable energy.

Widespread adoption of renewable fuels and on-site renewable power generation in residential and commercial buildings will be required. Renewable energy supply can come from utility hydro electricity, from on-site sources such as geothermal heating and rooftop solar panels, and, in some cases, renewable natural gas.

The Challenge

The energy Victorians use to heat, power, and cool our buildings, as well as run our appliances makes up half of the city's total GHG emissions. Nearly two-thirds, or fully 64 percent of the building-related emissions come from large multi-family, commercial, institutional, and industrial buildings, versus 36 percent from single-family homes (Figure 4).

Space heating accounts for half of both residential and commercial building energy consumption, and residences use another quarter of their energy heating water. Many buildings burn oil and natural gas to provide this heat, thus generating the majority of building-related GHGs (Figure 5).

Victoria's building stock is aging, with 70 percent of the existing units built prior to 1980. For many of these buildings, aging conditions make for poor

energy performance. Leaks allow heat to escape through windows, doors and external wall fixtures. Heat passes through poorly insulated attics and walls, and older heating and cooling systems operate at low efficiencies. Many still use oil furnaces that produce large amounts of GHGs. Multiple barriers are currently preventing building owners and residents from adopting energy and GHG improvements. These barriers include lack of energy-use data, planning obstacles, and competing costs and priorities. Due to these and other barriers, older and even relatively new buildings continue to exhibit poor energy and GHG performance.

If new and existing buildings continue to be inefficient and run on fossil fuels, then the City cannot meet its 2050 GHG reduction targets.

GHG CONTRIBUTION BY BUILDING TYPE AND HEATING SOURCE

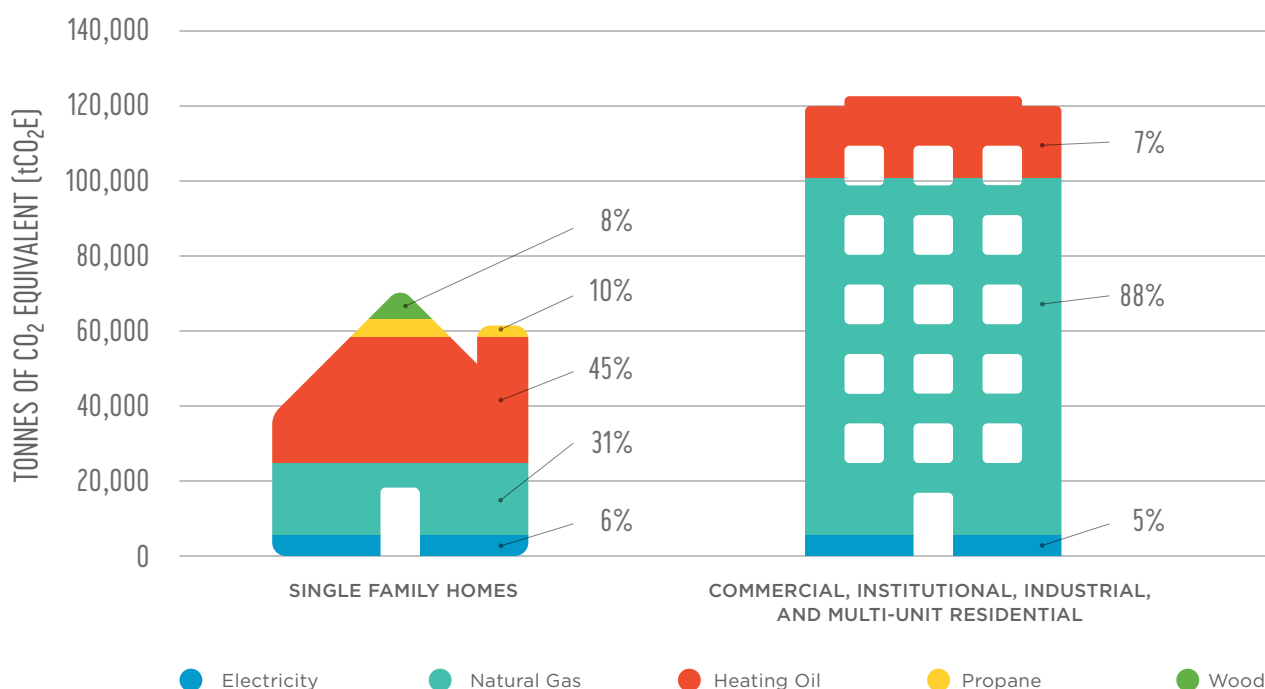


Figure 4: City of Victoria GPC compliant inventory, 2017

BC RESIDENTIAL BUILDING ENERGY CONSUMPTION BY END USE

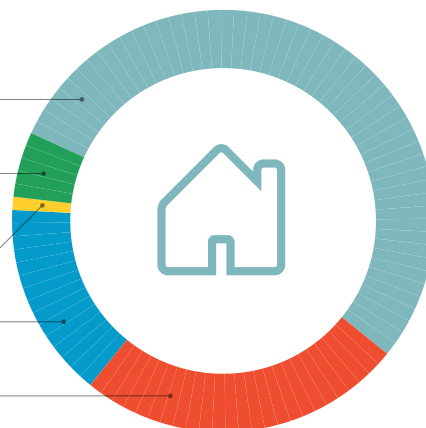
52% SPACE HEATING

5% LIGHTING

1% SPACE COOLING

17% APPLIANCES

25% WATER HEATING



BC COMMERCIAL BUILDING ENERGY CONSUMPTION BY END USE

16% AUXILIARY EQUIPMENT

8% WATER HEATING

8% AUXILIARY MOTORS

5% SPACE COOLING

14% LIGHTING

49% SPACE HEATING

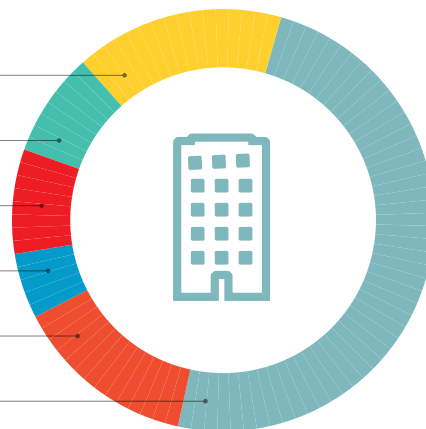


Figure 5: 2014 NRCAN National Energy Use Database. Residential and Commercial Building Sectors, British Columbia.

The Plan

Strategies and actions to reduce GHGs target efficiency upgrades to reduce emissions. These upgrades can reduce operating costs and increase occupant comfort while delivering GHG reductions.

Options to slash heating related emissions include the first three climate action R's — **Reduce, Replace** and **Redesign**. A building's GHG emissions can be tackled by **reducing** energy use and eliminating energy waste. For example, improving energy efficiency of buildings through improved operations, design, envelope performance and equipment efficiencies – all reduce energy demand, while adding more insulation and preventing air leaks reduces heat losses.

Replacing starts with phasing out relatively costly, high-carbon oil furnaces and introducing renewable fuels and energy technologies, such as hydro powered electric heating, solar panels, or renewable natural gas. Replacing existing heating systems with ductless mini-split heat pump systems also removes the need for duct maintenance, and allow for easy-to-install heating and cooling in your home.

Redesign is about reimagining building designs, construction and operation, including the deployment of smart controls that monitor and manage building energy consumption. These actions — in fact all of the above — will benefit from stronger building codes.

Existing Buildings

Victoria's Climate Leadership Plan meshes with a fast-growing need to upgrade our aging building stock. Approximately 10 percent of the city's housing needs major repair,¹³ and Landlord BC estimates that more than 20,000 rental units in the region will require significant upgrades over the next decade. However, about one percent of buildings get a retrofit each year, and often the work ignores energy efficiency. Ramping up retrofits represents a 'once in a generation' opportunity to cost-effectively implement energy efficiency improvements while other major work is underway, such as seismic and aesthetic upgrades. In order to meet the City's 2050 target of an 80 percent reduction in GHGs,

the annual retrofit rate needs to at least double, and energy and GHG improvements must become a central part of every building renewal.

Meeting this goal will require advocacy and partnering by the City. National building codes and standards could require consistent and effective energy retrofits, and the Federal government recently indicated their intention to introduce a model building code for retrofits by 2022. The City will work with government partners and local stakeholders to develop strategies and actions to make low carbon building retrofits affordable and timely.



PUT A LABEL ON IT

What gets measured and communicated gets managed. We require consumer information on most items we buy in the supermarket and on major appliances, but not for the most valuable item that one can own: our home. The City will advocate for energy benchmarking and home energy labelling to help buyers and renters see the big picture — including what you can expect to pay in energy bills, and the GHG footprint of your home.

Retrofit Returns

Analysis of home energy retrofit data for Victoria indicates a widespread opportunity for cost-effective retrofits such as adding insulation and sealing air leaks that have a quick return on investment.¹⁴ With the addition of deeper retrofits, significant GHG reductions are possible. For example, replacing oil and gas furnaces with air source heat pumps could save up to 50,000 tonnes of CO₂ per year (more than 13 percent of what we need to cut to reach our 2050 targets). A typical heat pump upgrade can also save homeowners 40 to 75 percent off their annual heating bills (if currently using 100 percent heating oil).¹⁵



Photo credit: HSPC

¹³ Statistics Canada. (2015). NHS profile, Victoria, CMA, British Columbia, 2011.

¹⁴ Evins, R., Bowley, W., Westermann, P., & Akhavan, M. (2018). Residential Retrofit Analysis for the City of Victoria. UVic Energy Systems and Sustainable Cities Group.

¹⁵ Oil to Heat Pump Incentive Program. (2018). Why Upgrade? <http://oiltoheatpump.ca/why-upgrade/>

New Buildings

New buildings must become highly-efficient and shift to renewable energy in order to meet our GHG targets. For new buildings, the focus is on better building energy and GHG performance standards. Since each new building added to our city will last more than 50 years, on average, raising the bar now is critical to meeting our 2050 targets.

New building codes and standards, such as the BC Energy Step Code, can deliver GHG reductions through better building envelope design and construction, improved efficiencies for mechanical systems like heating/cooling

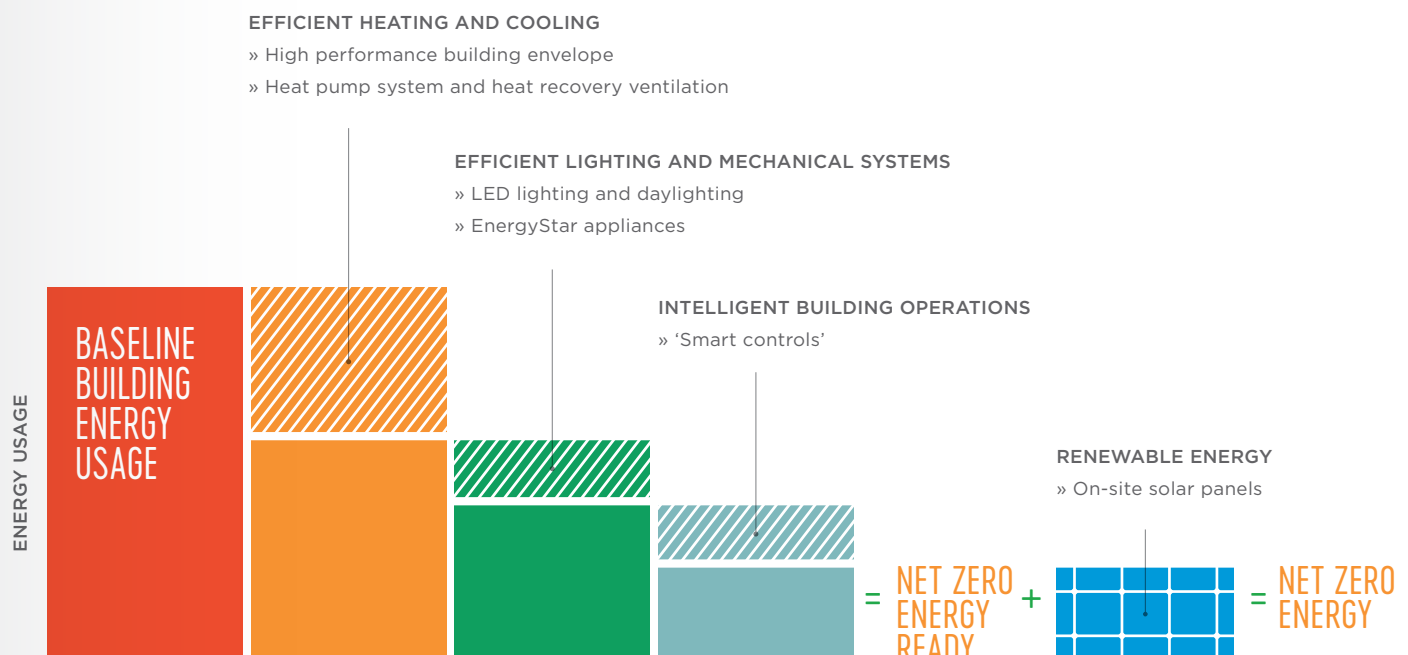
as well as appliances and lighting, and via intelligent building operations. The City will advocate for stronger federal and provincial standards, and will adopt progressively more stringent energy efficiency requirements for new builds, as per the BC Energy Step Code. By 2032, new buildings will be “net-zero energy ready.” That means they will be highly-efficient buildings that can easily accommodate future renewable energy add-ons, such as rooftop solar panels, that will enable them to produce at least as much energy as they consume.

Getting Ready For Net-Zero Energy

The graphic below depicts the value of designing energy efficiency into buildings from the outset. An efficient design can reduce total energy needs by more than

50 percent. Energy-wise operations coupled with on-site solar generation can nearly eliminate the remaining energy needs from external utilities or fuels.

EFFICIENCY FIRST BUT NEVER ALONE - THE STEPS TO NET ZERO ENERGY READY BUILDINGS



Targets



GOAL 1:

All buildings are highly efficient.

TARGETS:

By 2030, all new buildings are 'net-zero energy ready.'

By 2050, all existing buildings meet new high efficiency standards.

GOAL 2:

All buildings are powered by renewable energy.

TARGETS:

By 2030, heating oil is phased out.

By 2050, all buildings exclusively use renewable energy.

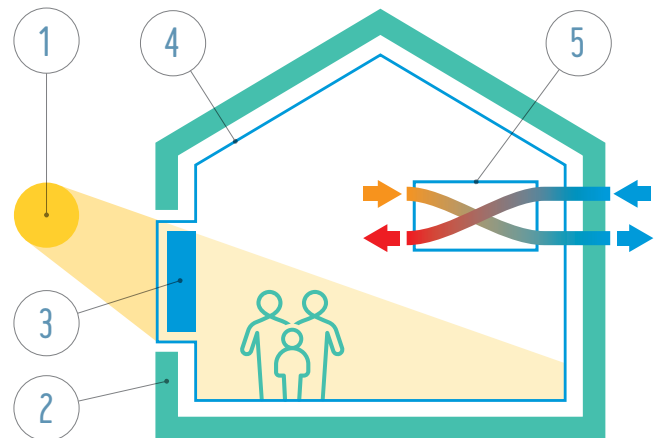


Did you know that owning an oil tank is risky? Remove the oil tank, remove the risk!

Both above ground and underground oil tanks are vulnerable to leaking. This leaked oil can migrate into the soil and stormwater system which leads to our local creeks and marine shorelines. When leaks happen, the owner of the property that is found to be the source of the oil leak is responsible to pay for the cost of environmental clean-up, both on and off the source property. Home insurance does not cover these costs.

Community in Action

Carolyn has always sought ways to lower her family's environmental impact, and she and her family jumped at the opportunity to purchase a unit at the North Park Passive House. They are happy they did. As Carolyn puts it: "Living in a Passive House building has provided so many benefits for our family. Our home is ultra-quiet thanks to the triple-paned windows, the air never feels stuffy or drafty, and our heating bills are incredibly low. As a homeowner, living here also provides peace of mind with no furnace or air conditioner to worry about or maintain. Our strata fees are also low thanks to the solar panels that generate income for the strata. I feel that this is the future of building in Canada and that everyone should be able to enjoy the benefits of a Passive House home."



1. OPTIMIZE SOLAR ORIENTATION
2. HIGH INSULATION
3. HIGH PERFORMANCE WINDOWS AND DOORS
4. AIR TIGHT BUILDING
5. BALANCED VENTILATION WITH HEAT RECOVERY

What is a Passive House?

A Passive House is a building built to a proprietary standard that emphasizes a high-performance building envelope. Passive House buildings use up to 90 percent less heating and cooling energy than conventional building through the application of design principles like: optimized solar orientation; high insulation; high performance windows and doors; air tightness; balanced ventilation with heat recovery; and more. The incremental cost of Passive House performance depends on several factors including the severity of the climate, the type of building and local availability of building components. The incremental building cost is typically around 5-8 percent for a builder with training and experience in Passive House construction.

Actions



SECTOR-WIDE ACTIONS

- Adopt the BC Energy Step Code, creating a roadmap towards net-zero energy ready buildings by 2030.
- Renew the City's Sustainability Checklist to include Step Code requirements for new buildings, as well as other sustainable building design elements that align with City goals.
- Support the development of a 'Building Centre of Excellence' to showcase leading-edge design and construction practices and to foster a high-performance culture within Victoria's building industry.
- Develop a strategy for reporting and tracking embodied energy and emissions — those associated with materials extraction, production and delivery — in new construction projects.

ACTIONS FOR EXISTING BUILDINGS

The City will develop and implement a Retrofit Strategy to realize significant energy efficiency and GHG reductions in the city's existing buildings. This strategy will include the following priority actions:

Single Family Homes:

- Design and deliver an innovative program for bundled and easy-to-achieve home energy retrofits.

- Collaborate with heritage organizations to identify and promote energy retrofit opportunities for homeowners.
- Advocate for the development of a compulsory Canada/BC-wide home energy labelling program and, in the interim, implement a voluntary energy disclosure program.
- Advocate for utilities and other levels of government to develop consistent energy-efficiency incentives and funding mechanisms. Explore opportunities for innovative financing mechanisms.

Multi-unit residential and commercial buildings:

Design and deliver customized deep energy retrofit programs, phased-in by building type:

- rental apartment buildings,
- commercial buildings, and
- strata residential buildings (e.g. condominiums).
- Support the development of a Victoria 2030 District or a comparable voluntary energy benchmarking program for commercial buildings.
- Advocate for a compulsory provincial energy benchmarking program for large and complex buildings.

LEGEND: ● Action Underway ● Initiate Action by 2020 ● Future Action

ACTIONS TO SUPPORT RENEWABLE FUELS AND ELECTRICITY

- Implement a transition plan to phase out heating oil systems in residential, commercial, and institutional properties by 2030.
- Remove regulatory barriers to promote the installation of renewable energy systems, supported by planning guidance and education tools.
- Assess opportunities to accelerate renewable natural gas uptake in residential, commercial, and institutional buildings.
- Assess and report on opportunities for implementing district energy systems in the city.

Community in Action

Leaders in the Victoria community are already transforming homes into highly efficient buildings that run on renewable energy. Jack and Lori, residents of Vic West, retrofitted their late 19th century character house into a net-zero energy home powered completely by rooftop solar panels.

Jack and Lori's initial steps were efficiency upgrades such as increased insulation, draft sealing and new windows. They also upgraded their space and water heating equipment. At first they replaced the home's oil furnace with electric baseboard and floor heating, which reduced fossil fuel emissions and removed the risk of a costly oil spill (among other benefits). But those 'resistance' heaters used more electricity than was necessary, so they replaced them with an air-source heat pump that significantly cut the home's electric heating load.

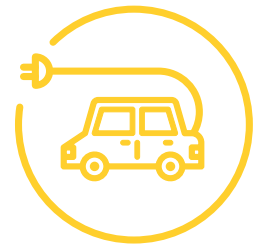
The retrofits provide clear benefits for Jack and Lori. Not only is the house more comfortable, but its annual energy bill has dropped to practically zero. Plus, they have inspired their friends and neighbours to complete

major home retrofit projects by consulting with energy advisors, replacing oil furnaces with heat pumps, and completing other efficiency upgrades. Their work is an example of grassroots action, and they like to lend a hand when other homeowners take on similar solar projects. Their only stipulation: they must agree to do the same for others.





LOW CARBON MOBILITY



The Vision *By 2050, people, goods and services moving around Victoria will generate little or no GHG emissions. A seamless and integrated mobility system prioritizes low-carbon transportation including walking, biking, public transit and shared electric mobility options. Residents live in well-designed neighbourhoods with attractive amenities. The few remaining machines using internal combustion engines run on renewable fuels.*

The Goals



1

All Victorians have access to low carbon, high-performance and affordable multi-modal transportation.

Investments in public transit and active transportation infrastructure will enhance community-wide access to services, employment, recreation and education.

2

Vehicles in Victoria are powered by renewable energy.

Victoria's multi-modal transportation system will prioritize less energy intensive options. Where vehicles are required, they will be powered by renewable energy.

3

Smart land use minimizes transportation emissions.

Victoria's neighbourhoods will be mixed use with nearby amenities that promote and encourage sustainable mobility choices. Job and population growth occurs in areas served well by transit and with infrastructure for renewably powered vehicles.

The Challenge

Transportation activities make up the second largest source of GHG emissions (40 percent).¹⁶ Most of those emissions are CO₂ from burning gasoline in passenger vehicles. Commercial vehicles represent the second largest source of transportation-related GHGs, largely from diesel fuel combustion. And it is not just city residents burning fuel - Victoria is the economic hub for a region that is home to nearly 400,000 people. Each day, tourists and residents from other municipalities travel in and around Victoria.

Although three-quarters of Victorians live within five kilometres of their employment,¹⁷ most residents and commuters choose to travel in and around Victoria in single-occupant vehicles.¹⁸

To make it worse, many vehicles on our roads are gas-guzzlers. Large, old and inefficient vehicles generate avoidable GHG emissions each kilometre they are driven. The figure on the next page depicts the relative carbon intensity of travel modes, including larger vehicles.

Encouraging more people to choose lower carbon transportation will require more attractive alternatives to personal cars. Buses do not yet beat the convenience of the personal motor vehicle. Dedicated bus lanes and transit signal priority measures are important steps in freeing buses from congestion on the road. Modern, clean and convenient transit, along with first-mile and last-mile solutions are needed.

The same goes for biking and walking. More people will choose to walk and cycle when those options are safe, convenient, fast and attractive. New and emerging mobility options (ride share, ride hailing, car share, electric bikes) are critical to reducing fuel use and transportation related emissions. Together, these options are beginning to provide viable low carbon mobility alternatives, and are making people think twice about owning fuel-burning vehicles.

GHG CONTRIBUTION BY VEHICLE TYPE

48% LIGHT TRUCKS, SUVS

3% OTHER VEHICLES

12% COMMERCIAL VEHICLES

37% PASSENGER VEHICLES

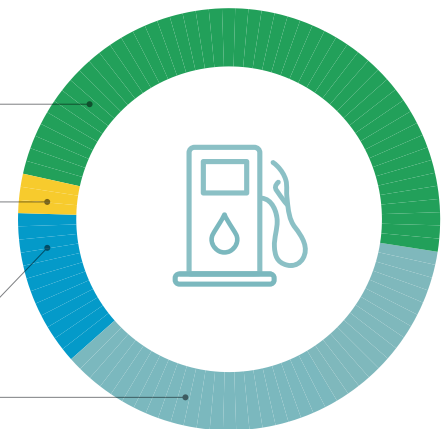


Figure 6: Transportation equaled 148,000 tonnes of CO₂e (City of Victoria, GPC compliant inventory, 2017).

¹⁶ The scope of transportation greenhouse gas emissions data referenced (40 percent) is for the Municipality of Victoria only. For the emissions profile of the region, visit <https://www.crd.bc.ca>

¹⁷ CRD. (2017). 2017 Capital Region District Origin Destination Household Travel Survey.

¹⁸ Statistics Canada. (2018). Census Profile, 2016 Census.

CARBON INTENSITY OF TRAVEL MODES

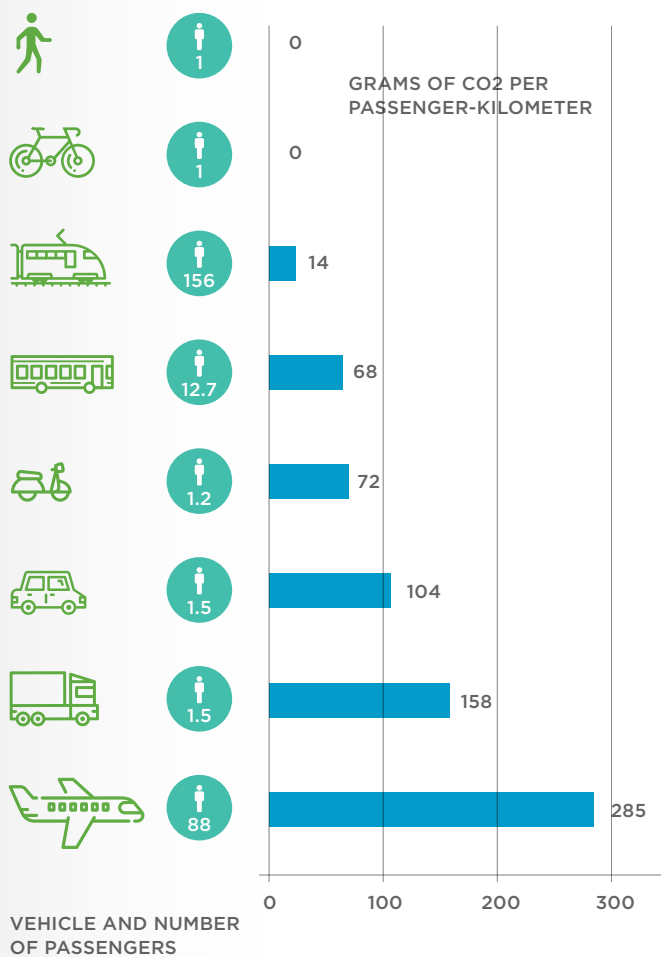


Figure 7: Indicative grams of CO₂ per passenger-kilometre. Sourced from: European Environment Agency, European Union. (2016). Carbon Dioxide Emissions From Passenger Transport. <https://www.eea.europa.eu>

The Plan

Achieving the 2050 targets will require a massive shift to low carbon modes of transportation. This CLP sector seeks to make alternatives to gasoline and diesel-fuelled vehicles more compelling through a variety of strategies, including:

- » Encouraging the use of renewably powered and energy efficiency vehicles;
- » Introducing game-changing improvements in the convenience and reliability of transit;
- » Expanding infrastructure that makes walking and cycling safer and more convenient;
- » Accelerating shared-mobility choices like car-sharing, and bike-sharing.

The plan will **reduce** the number of vehicles in Victoria, the number of kilometres they are driven, and the frequency of driving alone. It also aims to promote vehicle fuel efficiencies and expand the use of electric vehicles (EVs) and clean fuels such as hydrogen and advanced biofuels. Some biofuel technologies, such as cellulosic ethanol technology, can avoid food / fuel conflicts or risks to biodiversity.

EVs are quickly gaining traction in the region, particularly with rising fuel prices, and the CLP will encourage expanding charging infrastructure and incentives to spur them on. Shared mobility, including vehicles and bikes, will offer more options for Victorians to reduce vehicle ownership as fleets expand into every neighbourhood.

Redesigning the way we move around the city and shape land-use development will also be important strategies. Mixed-use neighbourhoods will allow people to access the amenities and services they need with reduced reliance on vehicle travel.



BC Transit electric powered bus in downtown Victoria.

Targets



GOAL 1:

All Victorians have access to low carbon, high-performance and affordable multi-modal transportation.

TARGETS:

By 2030, 25 percent of all trips by Victoria residents are taken by public transportation.

By 2030, 100 percent of BC Transit buses in Victoria are renewably powered.

By 2030, Victoria residents choose walking and cycling for 55 percent of all trips.

GOAL 2:

Vehicles in Victoria are powered by renewable energy.

TARGETS:

By 2030, renewable energy powers 30 percent of passenger vehicles registered in Victoria, and 100 percent of passenger vehicles are renewably powered by 2050.

By 2030, 30 percent of commercial vehicles operating in Victoria are renewably powered.

GOAL 3:

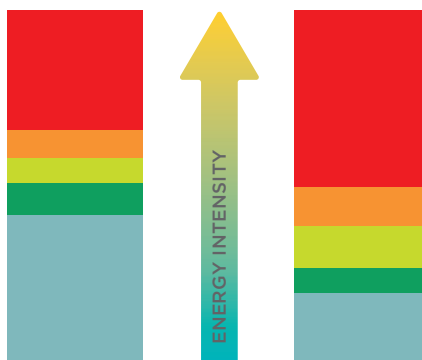
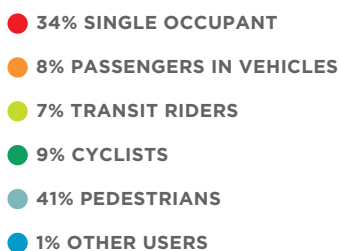
Smart land use minimizes transportation emissions.

TARGETS:

By 2030, 100 percent of Victoria's neighbourhoods are "complete" by design with substantial transportation system diversity.

2017 TRANSPORTATION MODE SPLIT

All trips
within Victoria



All trips, to, from and
within Victoria

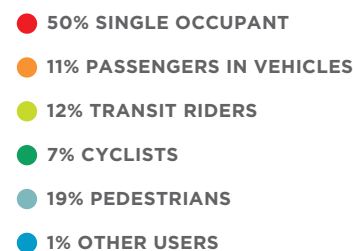


Figure 8: 2017 Capital Region District Origin Destination Household Travel Survey. All numbers are based on 24-hour travel, for people 11 years old and up. 218

Community in Action

Brian and Rosie have always been on-the-go. Whether it is getting around town to run errands, completing work trips, or going on weekend adventures around the island, the pair each need a vehicle on a daily basis. Being environmentally-conscious, they both realized that action needed to be taken to reduce the amount of carbon emissions their busy lifestyles produced. Shortly after they purchased their first battery-powered electric vehicle, they realized some unexpected benefits. For one thing it turned out to be a smart economic move for the family, thanks to savings on fuel, repairs and maintenance. The vehicle could also comfortably make trips out to Duncan and Shawnigan Lake. And thanks to accessible charging stations around Victoria, easily located via smart phone apps, finding a place to plug in has been no problem. When time came to upgrade their second vehicle, they needed something that could perform on long-distance trips to the mainland and interior - an efficient plug-in hybrid that has both batteries and a gasoline engine.

Moving in a New Direction. A family of four can have big travel needs, but for Claire, Tom and their two children, Mateo and Elara, they have a small transportation footprint. The family made a commitment more than a decade ago to shed the hassles of owning a vehicle and now rely on walking, cycling, public transit and car sharing. “Sometimes there can be a bit more planning involved, but over time, being a car-free family requires less work and costs less. You quickly realize the benefits like not having to worry about insurance renewal or unexpected vehicle repairs,” says Tom. By joining a local car share organization, their family has access to dozens of vehicles including mini-vans, pick-up trucks, hybrid sedans and even an electric SUV. “We still drive a vehicle – just a lot less than we would if we owned one. And because we are cycling and walking more often, we get to be out in our community, get regular exercise and our children know the rules of the road.”



3.6% 

of Victoria's current passenger vehicle inventory are electric, hybrid and bio-powered (3X 2011 ownership rates of 1.1 percent).¹⁹



¹⁹ CRD. (2017). 2017 Capital Region District Origin Destination Household Travel Survey.

Actions



- Complete the City's Sustainable Mobility Strategy (SMS), which will allow the city to develop the management systems, programs and other tools to optimize and transform the movement of people, goods and services. As part of the SMS, the City will set specific targets for reducing single-occupancy vehicle use, vehicle kilometres traveled, and vehicle ownership. It will also adopt multi-modal service indicators and identify performance criteria for "complete" neighbourhoods and transportation service diversity.
- Work with municipal partners to implement "smart city" technologies that improve safety, affordability and convenience for public transit, walking, cycling, car-sharing and ride-sharing.
- Invest annually in design and construction of new walking and cycling infrastructure, including secure bike parking in the downtown core and in village centres.
- Expand EV charging stations in City parkades, recreation centres, community centres and public spaces.
- Invest in 'transit-signal priority' measures to reduce transit wait times in the downtown core.
- Design and implement an EV ecosystem strategy, including design guidelines for new development projects, to promote and support the adoption of electrified personal, public, and commercial vehicles.
- Expand the Active & Safe Routes to School program to all Victoria elementary schools.
- Introduce an electric bicycle incentive program in partnership with CRD and the Province.
- Promote and incentivize comprehensive transportation demand-management strategies for new development projects.
- Assist for commercial operators in their transition to renewably-powered fleet.
- Pilot a sustainable urban freight improvement program for downtown using compact electric logistics vehicles and cargo-bicycles.
- Sponsor community-led events, educational programs, and celebrations that encourage use of low carbon transportation.
- Invest in education and promotional programs for Victoria households, informed by behavioral insights, to increase use of public transit and active transportation.
- Develop a transportation GHG information strategy in partnership with CRD and ICBC, supported by technology to facilitate transportation GHG planning and action.
- Advocate for energy performance requirements in provincial ride-sharing regulations.
- Expand car share services in the downtown core and village centres.

LEGEND: ● Action Underway ● Initiate Action by 2020 ● Future Action

- Advocate for significantly improved commercial vehicle performance, higher fuel efficiency, and tighter air quality standards and monitoring and reporting.
- Work with port authorities to supply on-site renewable energy for marine vessels.
- Advocate to the Provincial government to require ICBC to offer distance-based or pay-as-you-drive automobile insurance.
- Partner with the CRD to undertake a regional pricing analysis on effective, fair and long-term mobility options such as decongestion charges.
- Invest in programs that support transportation demand management for businesses and public institutions operating in Victoria.
- Implement rapid transit on major corridors and micro transit services within neighbourhoods.
- Support the expansion of electric buses, including BC Transit and other commercial fleets, through infrastructure and permit programs.



Photo credit: Darren Stone, Times-Colonist

The majority of vehicles on the road today burn gasoline and diesel, accounting for 40 percent of our community GHGs.



Cyclists and pedestrians along the Selkirk Trestle, Galloping Goose Trail.

2018 Sustainability Mobility Strategy

The majority of actions in transportation will come through the development of the City's Sustainable Mobility Strategy. The Sustainable Mobility Strategy will support delivery of an integrated and highly-efficient transportation network to provide affordable and low carbon mobility options for Victorians, and facilitate the effective delivery of goods and services across the municipality.



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LOW CARBON WASTE MANAGEMENT



The Vision *By 2050 waste-related emissions have been eliminated.*

Greenhouse gases produced by organic materials collected and treated in the region supply renewable energy to the community. Continuous improvement of the City's waste management systems has dramatically reduced landfilling of waste to near zero. In fact, 'waste' is rarely heard in our vocabulary by mid-century. Instead, we focus on managing 'materials' and 'resources'.

The Goal



1

**Organic materials
are managed to avoid
GHG emissions.**

Reduce GHG emissions associated with organic waste decomposition by reducing food and yard waste at the source and minimizing the amount sent to landfill. Address management of other materials that produce methane when landfilled (e.g. wood, paper, textiles) as part of the City's sustainable waste management strategy.²⁰

The City will support innovation to improve the capture and use of methane from collected organic waste.

²⁰ The City's sustainable waste management strategy will also address other elements of waste management that generate GHG emissions, including transportation and processing. The CLP covers these elements in its building and mobility sector plans.

The Challenge

Greenhouse gas emissions from waste come largely from the breakdown of organic materials in our landfill. That process releases methane, a greenhouse gas far more potent than CO₂.

Organic wastes from Victoria, decomposing at Hartland Landfill, produce the equivalent of 27,000 tonnes of CO₂, which is approximately 7 percent of our community's GHG emissions (an additional 2 percent of waste emissions are associated with the city's liquid waste).

Until recently, organic materials such as kitchen waste were treated as garbage and buried in our landfill; in 2015, kitchen scraps were banned.

This move reduced the volume of organic material arriving at the Hartland Landfill, but it has not eliminated it. Kitchen scraps and other easy-to-compost materials still make up the largest share of the regional waste arriving at Hartland — 21 percent or roughly 75 kilograms per person every year.²¹ Other organic wastes that generate methane at a slower rate, including wood, paper and textiles, make up another 38 percent of Hartland's intake.

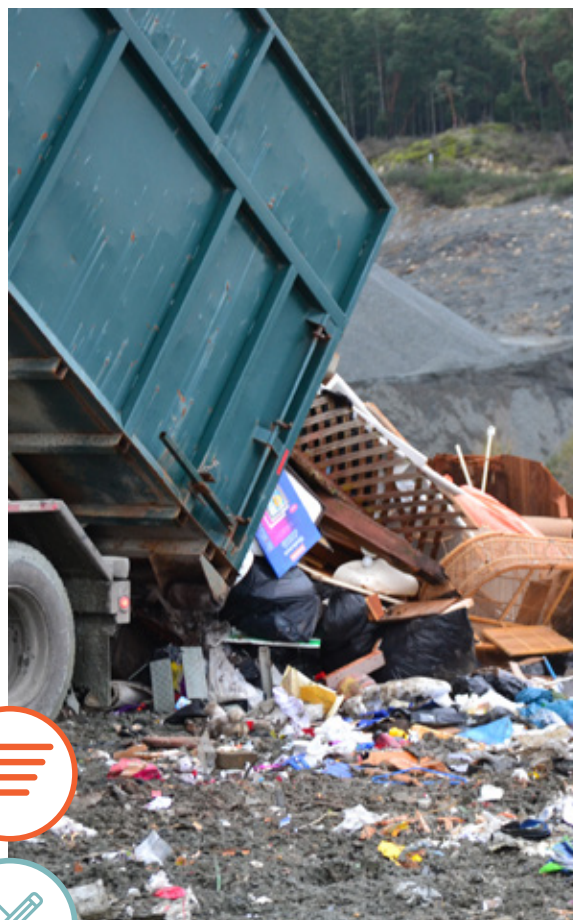


Photo credit: Capital Regional District



A truck dumping different types of solid waste at the Hartland Landfill.

LANDFILL WASTE GENERATING GHGS AT HARTLAND LANDFILL

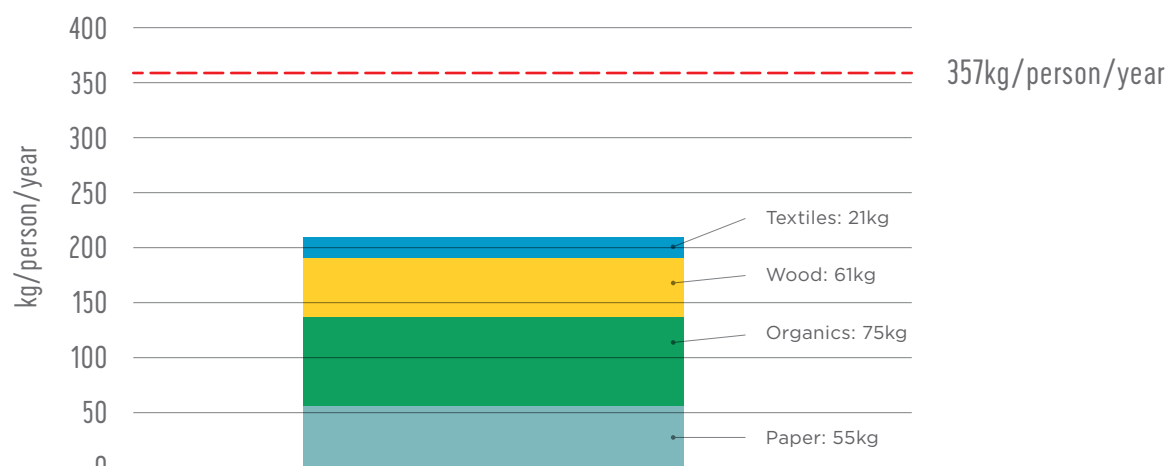


Figure 9: Landfill Waste Generating GHGs at Hartland Landfill. Numbers from the 2016 CRD Waste Stream Composition Study.

²¹ CRD. (2017). Solid Waste Stream Composition Study. <https://www.crd.bc.ca/docs/default-source/recycling-waste-pdf/WasteCompositionStudy2016.pdf?sfvrsn=4>

The Plan

Reducing GHGs from waste will require major reductions in waste disposal. In addition, landfill gas capture must continue to be maximized. Above all, reducing the amount of waste we generate in the first place is the smartest way to decrease waste related GHG emissions.

There are significant costs involved in landfilling waste and in composting it, so reducing waste generation can save money. Opportunities to reduce organic waste and GHGs include changing consumer and business behaviours and better design and planning.

Organic wastes that continue to be collected, will be diverted to sustainable treatment processes that capture any methane emissions and nutrients.



A staff member at a downtown Victoria restaurant emptying kitchen scraps into the compost bin.



Targets

GOAL 1:

Organic materials are managed to avoid GHG emissions.

TARGETS:

- Eliminate 100 percent of food and yard waste sent to the landfill by 2030.*
- Eliminate 100 percent of other organic materials sent to the landfill by 2030.*
- Capture methane from collected organic waste to provide renewable energy by 2025.*

Actions



- Continually improve the residential kitchen and yard waste collection and diversion programs, including for multi-family residences.
- Foster behaviour change to reduce food waste through the “Love Food Hate Waste” educational campaign.
- Partner with CRD to deliver a regional, industrial treatment facility for organic waste by 2025.
- Work with local stakeholders to reduce food waste from restaurants and to divert it from the landfill.
- Reduce additional sources of food waste in the city, such as from the commercial sector and tourism industry.
- Partner with CRD and neighbouring municipalities to get more value from organic waste through pilot programs that stimulate new demand and keep nutrients in the region.
- Work with stakeholders to reduce and divert other materials that produce methane when landfilled (e.g. wood, paper, textiles).

These efforts will be part of a larger sustainable waste management strategy. The strategy’s purpose is to reduce overall waste generation and disposal and to realize economic and community benefits in the process.

LEGEND:

- Action Underway
- Initiate Action by 2020
- Future Action

Hartland Landfill has a target to capture 75 percent of the methane produced from its decomposing waste. Collected methane is combusted and turned into electricity – enough to power 1,100 homes. Because not all of the methane can be collected, it is important to keep compostable material out of the landfill.

DID YOU KNOW? METHANE IS GHG 25 TIMES MORE POTENT THAN CO₂.



Children make the connection about recycling nutrients back to the soil at the Victoria Compost Education Centre.



Creating compost from food and yard waste at a community workshop.

Photo credit: Victoria Compost Education Centre

Community In Action

Food Rescue Project Food waste from supermarkets has gathered an increasing amount of public attention, particularly after a law passed in France that forbids throwing away unsold food. French supermarkets must now donate the food to charities and food banks. In Victoria, the Food Rescue Project is a grassroots initiative that works along these lines. The Victoria Foundation, the Rotary Clubs of Greater Victoria, Thrifty Foods and the Mustard Seed Street Church collaborated under the Food Share Network to launch the Project in 2017.

Here's how it works: Eleven Thrifty Foods stores, as well as Whole Foods and Country Grocer stores identify bakery, dairy and produce items that are fresh and edible, but that cannot be sold. Mustard Seed collects this food and brings it to their Food Rescue Distribution Centre warehouse where volunteers wash the food and organize it into hampers. There is also a commercial kitchen to transform some rescued food into soups and other value-added products. From the warehouse, the food is distributed to food-insecure communities across Greater Victoria.

The Food Rescue Project directly benefits more than 35,000 people each month. During its first year of operation, the Food Rescue Project kept 114,000 kg of dairy products, and 457,000 kg of fruits and vegetables from entering the waste stream. The Food Rescue Project demonstrates how collective action can have positive social and economic impacts alongside greenhouse gas reductions.





MUNICIPAL OPERATIONS



The Vision *By 2050, all of the City's operations, fleet and buildings will be renewably powered. The City has consistently demonstrated a track-record of successful GHG reduction programs and partnerships with community. The City has found innovative ways to minimize energy use and GHGs without diluting the quality of public services or the quality of community life.*

The Goals



1

The City is a recognized leader in climate mitigation and adaptation.

The City demonstrates leadership in climate action by cutting its corporate annual GHG emissions by over 3,000 tonnes, and by minimizing climate-related risks to City infrastructure through early planning and action.

2

The City takes integrated and informed climate action.

Climate action is integrated with all City programs and plans as they are renewed, and City action is informed by a full understanding of through-life social, environmental, and economic costs, risks and benefits. Understanding the full suite of sustainability risks and benefits for each asset and service area allows the City to make smart investments to reduce GHGs as much as possible for every dollar invested.

3

The City will provide timely and accurate data supporting strong climate mitigation and adaptation actions.

The City will develop an energy and GHG information management strategy that defines, tracks and analyzes energy use and GHG production across all sectors. The data will be publicly-accessible to improve both City and community decision making.

The Challenge

The City of Victoria's corporate operations released about one percent of total community GHGs (3,400 tonnes in 2017).

Most of the City's corporate GHG emissions come from the combustion of fossil fuels to provide heat and hot water to buildings, and to operate the City's fleet. The City manages over 100 buildings, occupying more than 500,000 square feet. Annually, they generate over 1,500 tonnes of GHG emissions. In addition to our emergency service vehicles (police and fire), the City has a fleet of over 200 vehicles supporting the departments of Parks, Recreation and Facilities and Engineering and Public Works. Collectively, the City fleet consumed over 850,000 litres of gasoline and diesel fuel in 2017, generating over 1,900 tonnes of GHGs.

GHG emissions from transportation remained stable over the past decade. Over the same period, building-related emissions declined almost 25 percent. Several factors have reduced

building-related GHGs since 2007 (GHGs from City operations have declined by 14 percent since 2007 (see figure 8) the City has fewer building assets, electrical supply now has lower GHG intensity than previous years, and the City has completed energy efficiency, heating and air conditioning upgrades in both the Victoria Conference Centre and at City Hall.



Parks arborist staff training on chainsaw safety.

GHGs FROM CITY OPERATIONS

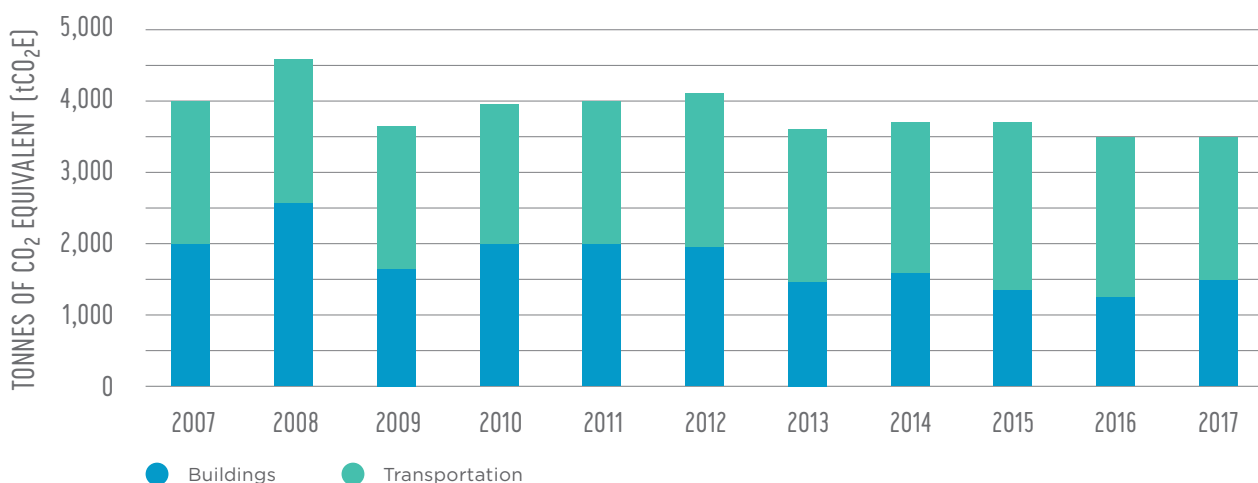


Figure 10: City of Victoria corporate GHG inventory, 2017.

The Plan

The CLP targets further improvements in the City's overall corporate energy efficiency, in its GHG performance and in its role as a leader, inspiring broader action by the community.

In many cases, the city will need a **redesign** in how it delivers services and manages infrastructure. This will be pursued through a comprehensive corporate energy management plan that weaves energy efficiency and GHG performance into City plans and policies. This includes everything from parks and underground utilities to the City's procurement processes.

The City will directly **reduce** GHGs through three main actions: upgraded efficiency in buildings, improved vehicle efficiency and reduced fuel demand, and a progressive shift from fossil-fuel burning equipment to those running on electricity, renewable natural gas, hydrogen or advanced biofuels.

Since 2016, the City has added three e-bikes, eight hybrid vehicles and nine electric vehicles to its fleet, and it is just getting started. The City looks to the marketplace for EV solutions every time it buys new vehicles and it is working to help vehicle providers understand exactly what kind of performance it needs, so they can build EVs that meet the mark.



Specialty vehicles like this Palo Alto garbage truck are now available in electric models. The City of Victoria is actively looking to replace its fleet with electric alternatives.



City in Action

Did you know that the Victoria Conference Centre now runs on 100 percent renewable energy? In 2017 it switched to Renewable Natural Gas (RNG). RNG is made out of organic materials that would otherwise decompose and release methane into our atmosphere – a highly potent GHG!



Targets



GOAL 1:

The City is a recognized leader in climate mitigation and adaptation action.

TARGETS:

By 2040, all City facilities are powered 100 percent by renewable energy.

All new City facilities are renewably powered.

By 2025, all City power tools and small engine-driven equipment are renewably powered.

By 2040, 80 percent of the City fleet is electrified or renewably powered.

GOAL 2:

The City takes integrated and informed climate action.

TARGETS:

By 2020, capital and operating plans are informed by climate data, carbon pricing, and the City's GHG reduction targets.

By 2022 the City has developed a 'triple bottom line' accounting system that guides City business planning by assessing and balancing environmental and social risks and financial costs and opportunities.

GOAL 3:

The City will provide timely and accurate data supporting strong climate mitigation and adaptation actions.

TARGETS:

By 2022, partner with other local governments and the region to develop a community-accessible Energy and GHG information management System (EGIMS) to define, communicate and track community energy and GHG reduction across all sectors.

6,700
LED STREETLIGHTS



Did you know that the City has completed its streetlight replacement program to swap-in energy-efficient LEDs? It has replaced 6,700 street lights reducing energy use by 50 percent, avoiding an estimated \$200,000 in energy costs per year, which frees up financing to help support increased electrification across our community.

Actions



- Develop a corporate energy and emissions management plan — including a ‘triple bottom line’ accounting system — to assess and balance environmental, social and financial risks and opportunities. The plan will also support deep energy retrofits for existing facilities.
- Incorporate climate action performance measures into the City’s annual budgeting process.
- Develop a Climate Action Economic Assessment Tool for both GHG mitigation and adaptation actions to identify the high-priority community programs that will deliver the most affordable GHG reductions for buildings, transportation and waste management.
- Expand procurement policies to include sustainability performance criteria, including GHG production, and avoidance of all types of waste.
- Establish a two-year staff corporate energy and climate action position using matching funds from an external partner. Join BC Hydro’s Corporate Energy Manager Program.
- Update the corporate building policy for new construction to reference BC Energy Step Code requirements and provide staff training to support its adoption.
- Formalize fleet electrification through the City’s fleet master planning process.
- Plan for City vehicle electrification systems and networks.
- Where electric vehicles are not available, switch to low carbon fuels.
- Implement fleet telematics to identify vehicle and operational energy use patterns to inform decision making.
- Reduce per-vehicle GHG emissions through fleet operation and maintenance as well as vehicle right-sizing.
- Partner with other municipalities and orders of government to support development of the full suite of EVs required by municipal fleets.
- Develop the City’s web-based GHG / Energy education, awareness and information exchange portal to promote information sharing and empower the public to achieve measurable, and trackable, GHG reductions.
- Build an education program to improve staff’s capacity for energy and GHG management in their day-to-day decision making.
- Pilot new technologies in City-owned assets to assess suitability for broad community application.



City carpenters working on Fort Street.

LEGEND: ● Action Underway ● Initiate Action by 2020 ● Future Action



ADAPTING EARLY



The Vision *In 2050, Victorians share sustainable community values, civic pride, neighbourhood partnerships, and a wise and common long-term planning view. Innovative adaptation projects were completed early and affordably to manage an increase in severe and prolonged storms, heatwaves, flooding, and sea level rise, recognizing that modest early investments would minimize costly and disruptive actions later. Victoria's municipal infrastructure is strong and supports a healthy, biodiverse and resilient natural environment, a thriving economy, and a vibrant, active community.*

The Goals



1

All climate-related risks to City infrastructure are minimized through early and wise planning and action.

By managing its natural and built assets, the City ensures that new infrastructure projects will be able to withstand the new climate realities of 2050 and beyond.

2

Victoria's natural environment flourishes in a changing climate.

Through growing expertise and ongoing climate-aware management, Victoria reduces climate stress on its parks and natural environment.

3

All Victorians are empowered and prepared for climate impacts and emergencies.

Education and collaboration enables the community and the City to ensure that all corners of Victoria are prepared for the changes ahead, particularly our most vulnerable populations, including lower income and older residents who often lack the resources to respond effectively to changing conditions.

The Challenge

Victoria will experience hotter and drier summers, warmer and wetter winters, rising sea levels, and more extreme storms, no matter how effectively the world reduces future carbon emissions.²² The severity of these issues will depend on the collective actions taken in the years ahead, to further mitigate climate change and reduce the impacts from GHGs already in our atmosphere.

Hotter and drier summers will stress our trees, parks, and gardens, and could make it harder to find local and affordable food, despite longer regional growing seasons.

More intense rain storms could strain our infrastructure and contribute to local flooding. Sea level rise will also contribute to flooding, and in the process, can cause coastal erosion, and damage our cherished waterfront environment. Victoria must reduce GHG emissions and begin to adapt to climate impacts early if it is to avoid the need for disruptive and costly action later.

Climate adaptation got started in Victoria a decade ago, when cities in BC got their first look at reliable, accurate climate projections for regional temperature and precipitation in 2050 and 2080. In 2011, Victoria joined the first cohort of Canadian

cities creating climate adaptation strategies.

Since then climate risk has been incorporated into numerous City master plans and strategies.

The challenge now is finding strategies for prioritizing near-term actions to address present and future climate impacts, and thus ensure that Victoria remains resilient and prosperous. Acting early to anticipate climate change will avoid disruptive and costly action later. The National Roundtable on the Environment and the Economy estimated that climate change could cost Canada up to \$43 billion per year by mid-century, but projected that the price tag could be more than halved through early action. The Roundtable's endorsement of early action has been affirmed by BC's Auditor General, and by the United States' National Institute of Building Sciences. The latter found that every dollar spent on reaching higher than the baseline building code requirements saved society four dollars in avoided damage during natural disasters. In addition, by becoming more climate resilient, we can support the security of our food, water, and energy, deepen our stewardship of the natural environment, take care of our community's most vulnerable, and strengthen our regional self-sufficiency.

DID YOU KNOW?

The City of Victoria has several plans and strategies that incorporate climate adaptation, including:

Official
Community
Plan

Urban
Master
Forest
Plan

Stormwater
Master
Plan

...and more

²² CRD. (2017). Climate Projections for the Capital Region. https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/2017-07-17_climateprojectionsforthecapitalregion_final.pdf

The Plan

The City of Victoria will rely on solid evidence and best-practice to identify climate risks due to aging infrastructure, environmental degradation, or social inequity, and to prioritize actions. For example, Victoria's challenges are similar to that of many Canadian cities where a significant portion of the physical infrastructure is in need of replacement. Resilient infrastructure maintains functionality in the face of shocks or extreme events. By being proactive and continuing to build climate adaptation into the city's business, the City of Victoria will work towards protecting and enhancing its social, natural and built infrastructure. Critically, it will do so while continuing to provide its full set of services to residents, businesses and visitors.

The City cannot manage all risks associated with climate change on its own. For example, homeowners, landlords, and tenants are primarily responsible for keeping residential buildings safe and vibrant. Similarly, the

private sector owns many assets that the community relies on. Only by working together and supporting our community's most vulnerable populations, including lower income and older residents, can we be successful in preparing for the changes ahead. Research shows that these groups are at greater risk from climate impacts, while often possessing the fewest resources to respond. Addressing these social risks can simultaneously boost quality of life and climate resilience for those who need it most.

Adaption planning will involve the creation of a monitoring and evaluation framework for adaptation, which can be more difficult to quantify than the 'mitigation' measures anticipated by the CLP's other sector plans. This framework will be built into a separate climate adaptation planning document that will help us implement the CLP's adaptation actions and update the public on action progress.

PARKS AND ECOSYSTEMS

Climate adaptation action for our parks and ecosystems protects both their intrinsic value and their place in our municipal identity. It is also about sustaining their role as natural infrastructure that provides essential services. Our urban forest helps reduce flood risk by absorbing rainwater, and also provides shade that will help keep our buildings and public spaces cool during increasing hot periods in the future. Early and wise planning and action will help ensure a beautiful and productive natural environment in Victoria for generations to come.



Garry oak tree meadow.



Targets

<p>GOAL 1:</p> <p>All climate-related risks to City infrastructure are minimized through early and wise planning and action.</p>	<p>TARGETS:</p> <p><i>Climate resilience is embedded into all City business.</i></p> <p><i>The City's infrastructure and services are ready to protect and respond to the risks associated with a changing climate.</i></p>
<p>GOAL 2:</p> <p>Victoria's natural environment flourishes in a changing climate.</p>	<p>TARGETS:</p> <p><i>Natural habitats support healthy fish, wildlife, and plant populations and healthy ecosystem function.</i></p>
<p>GOAL 3:</p> <p>All Victorians are empowered and prepared for climate-related impacts and emergencies.</p>	<p>TARGETS:</p> <p><i>The community is knowledgeable and prepared to address the impacts from a changing climate.</i></p> <p><i>The City incorporates best practices in risk communication (e.g., advanced warning systems, short videos) covering all climate hazards.</i></p> <p><i>Climate resilience enhances quality of life for all Victorians, especially the most vulnerable.</i></p>

Resiliency

Resiliency is the capacity of built, natural and human systems to cope and recover from climate impacts in an efficient and timely manner. The characteristics of diversity and redundancy – which are central to resilience – are found everywhere in nature, and provide important lessons that can be applied in the pursuit of climate resilience. At the building level, green roofs, trees, lawns,

cisterns, and ultimately the city drainage network all serve to remove rainwater from the building vicinity either through evapotranspiration, storage, or removal. These diverse systems work towards the same goal, and help build resilience into the system so that when one part stops working, the building can rely on the others to keep dry.



Burnside Gorge Community Centre green roof.

Actions



- Develop the 'business case for adaptation' to demonstrate benefits of taking early action.
- Conduct a community-wide climate vulnerability and risk assessment.
- Assess how existing City plans incorporate climate risk and identify opportunities to align with ongoing and future City business.
- Seek funding, investment, and partnership opportunities to enhance the speed and quality of adaptation initiatives.
- Minimize flood risks through natural and engineered stormwater infrastructure.
- Analyze the economic, social and environmental implications of adopting a flood construction level.
- Study how the direct and indirect impacts of climate change will affect the local economy.
- Engage community members in refreshing the "Climate Adaptation Plan" and include actions for sectors beyond the municipal corporation (e.g., residents).
- Create a community-wide monitoring and evaluation framework to assess resilience and demonstrate progress.
- Consider future climate impacts when designing and retrofitting City buildings.
- Study the interdependencies between infrastructure systems to minimize cascading effects.
- Continue to integrate climate change impacts in environmental management decisions.
- Increase native plantings on City owned and managed land to enhance biodiversity and support ecosystem migration.
- Support CRD initiatives and investments to acquire, expand and protect green spaces across the region.
- Explore the creation of Environmental Development Permit Areas or other mechanisms to protect and enhance shoreline and marine habitats.
- Work with partners to engage, educate and influence the general public to manage privately owned urban forest to be resilient to climate change.
- Develop or amend landscaping guidelines to encourage private developments to use native tree stock that is adapted/resilient to future climate change.
- Integrate climate adaptation with work being done on local and regional food security, where appropriate.

LEGEND: ● Action Underway ● Initiate Action by 2020 ● Future Action

- Continue to improve public communication methods in advance of extreme weather events.
- Continue to integrate climate risks into emergency preparedness and recovery planning.
- Support projects and programs that increase resilience in populations vulnerable to climate change.
- Collaborate with community partners to expand public knowledge of the impacts of climate change and the preparation required for all Victorians.
- Compile a resource that communicates private sector responsibilities for climate adaptation, and connects them to resources and programs that will help them mitigate risks.



Community in Action

Installing a heat pump in your home, or business not only provides low carbon heating through the winter, but can also be used to provide cooling during the increasingly warm summer months. This was one of the many reasons that Maggie and Dave decided to get one for their new home.

Although Victoria has not traditionally needed much cooling during the summer, this will change in the coming decades, when heatwaves and higher average temperatures are more common. For all of these reasons, we are seeing more and more Victorians making the choice to replace their old furnaces, baseboard heaters, and boilers with ultra efficient heat pumps.



This rain garden at Fisherman's Wharf Park in James Bay treats stormwater collected from nearby roofs, roads and other hard surfaces before it reaches the ocean.

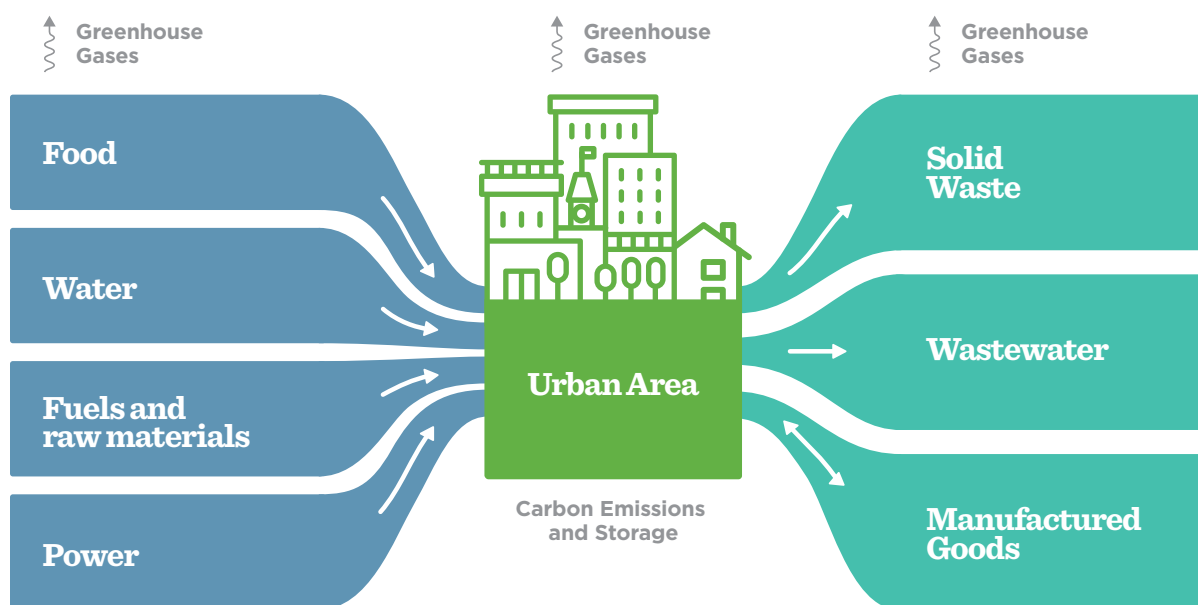
THE NEXT CHAPTER: EMBODIED EMISSIONS

Accounting for Consumption The Climate Leadership Plan focuses on greenhouse gas emissions generated locally - from buildings, transportation and waste. This is the recognized global standard for emissions reporting and action, but there is an emerging initiative that takes broader stock of a community's climate impacts. It calls for a fuller understanding of the GHG impacts — including emissions generated beyond city limits to make and deliver the materials, products and services that we consume. Identifying and measuring these 'embodied emissions' is a key step towards creating opportunities for cities to lead the way towards a more sustainable future.

Research indicates that embodied (or consumption-based) GHG emissions are approximately 60 percent greater than the GHGs generated within city boundaries.²³

While cities do not have direct control over the embodied emissions of most goods and products, they do have many opportunities to design and promote more sustainable urban lifestyles that can help reduce these consumption-based emissions. As work on climate action expands at the City, opportunities to reduce embodied emissions and shift to low carbon consumption patterns will be explored.

CURRENT CITY FLOWS: “TAKE, MAKE, WASTE.”



²³ C40. (2018). Consumption Based GHG Emissions of C40 cities. <http://www.c40.org/researches/consumption-based-emissions>

Fostering a Circular Economy

The Circular Economy concept is gaining momentum as a new model for reducing waste and improving the efficiency of our current system. The concept looks at transitioning away from the extraction, use and disposal of resources towards a system that keeps resources in use indefinitely.

The City will work towards alignment with the principles of a Circular Economy, and develop actions to reduce consumption-based GHGs. Potential future actions include adopting consumption-based emissions accounting for the City of Victoria, and developing a sustainable consumption strategy that identifies and prioritizes options for lower carbon consumption.



Eco-City Project

In 2017, the City of Victoria piloted the use of a new tool to create a consumption-based inventory. The results revealed a doubling of GHGs when taking into account the embodied emissions from the products and goods

consumed by Victorians. The results of Victoria's consumption-based inventory shows that the choices we make as individuals in what we consume has a significant role to play in reducing our community's GHG emissions.

CONSUMPTION BASED GHG EMISSIONS, 2015

40% TRANSPORTATION 3.3 tCO₂e/ca

14% CONSUMABLES & WASTE 1.2 tCO₂e/ca

18% FOOD 1.5 tCO₂e/ca

28% BUILDINGS 2.3 tCO₂e/ca

TOTAL tCO₂e/ca: 8.3 TOTAL tCO₂e: 703,000

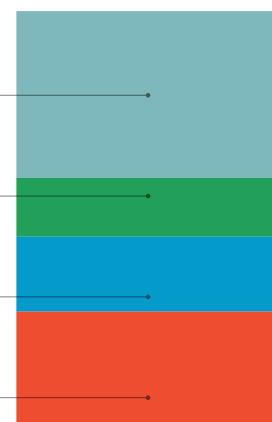


Figure 11 : City of Victoria ecoCity Footprint Tool Pilot Summary Report (2017).

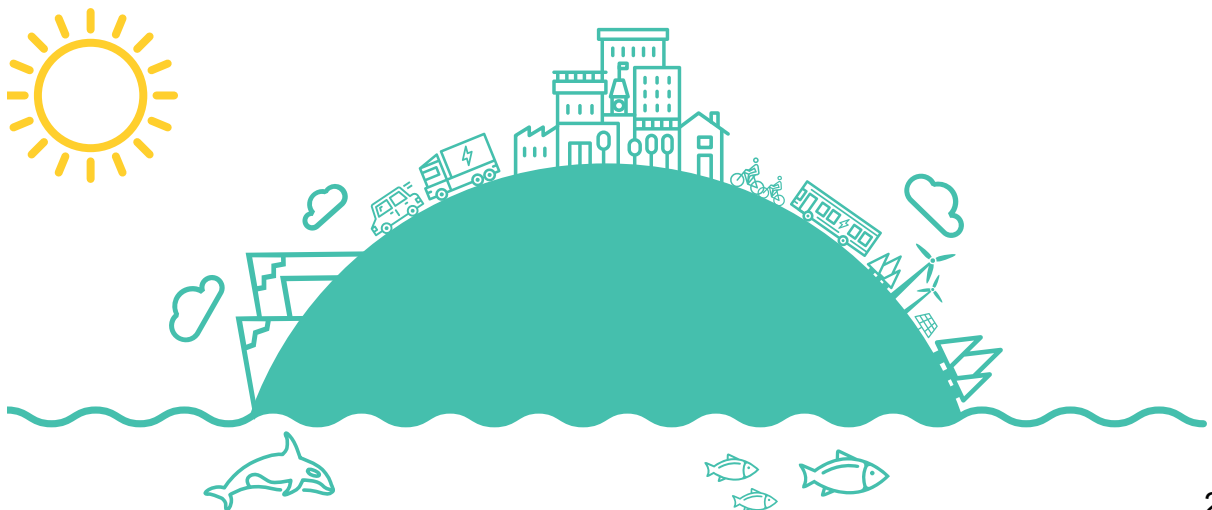
BUILDING MOMENTUM

The CLP is the City's first step toward galvanizing our community around the actions needed to reduce GHGs by 80 percent by 2050, along with a corresponding and necessary shift to 100 percent renewable energy. The CLP calls for reducing energy and GHGs, replacing fossil fuels with low carbon alternatives, redesigning systems to produce less GHGs, and building resilience into our community. Distinct pathways to a low carbon future for the buildings, mobility and waste sectors focus toward building a more prosperous and sustainable future, to be reached through early, well-informed and affordable planning and investments.

Reaching the City's ambitious, but achievable climate action targets will require strong and enduring collaboration across our community, business, government and residential groups.

Through the CLP, the City pledges to help ensure that the necessary information and decision-making systems are in place to support all community members as they seek to make cost-effective, low carbon energy choices. Our community's willingness and ability to take action will determine the overall pace, scale and success of our climate actions.

In many cases, we already have the tools, technology and information to make convenient and high-impact GHG and energy improvements. Across Victoria, many community members are taking action today and are on track to achieve the 2050 targets. These climate leaders are keeping their well-insulated homes comfortable by using affordable and efficient heat pumps; rethinking their mobility choices by taking transit, riding bikes and walking for local trips; driving plug-in hybrids and electric vehicles;



and making conscientious choices to avoid waste in their daily lives.

The actions we take represent our community's values. They reflect the inspiration we draw from Victoria's natural environment, and our recognition that ensuring it continues to thrive requires lasting commitment. We increasingly make tough GHG and energy choices, carefully weighing long-term sustainability alongside pressing near term family and business needs. And we look beyond our island home, recognizing that our individual daily energy choices add up to consequences on a global scale; billions of people taking meaningful action to avoid waste, reduce energy use, or avoid a kilogram of GHGs will have immensely positive

impacts for billions of others on the planet. Stretching limited resources today will enhance opportunities and well-being for generations to come.

As this plan builds momentum and sets the stage for positive change, we will continue to reflect on global limits, our evolving values, and how our behaviour and choices can best support a collective shift toward greater sustainability. The City of Victoria will remain keenly focused on helping people get access to the tools they need to succeed. The City is committed to working with all stakeholders to measure, manage and adjust our climate action progress as we transition together to a low carbon and prosperous community.



Acknowledgements

The Climate Leadership Plan has been developed through deep collaboration across all City departments, and has been made possible thanks to the tireless efforts of many groups across Victoria, including neighbouring municipalities, academia, industry, non-profits, technical experts, and partners in regional and provincial governments. The City is extremely grateful to all leaders and community members who have given freely of their time to help build this plan, and who have demonstrated inspirational leadership in our collective bid to reduce GHGs and thrive in our community.

2018 CITY OF VICTORIA CLIMATE LEADERSHIP PLAN

victoria.ca/climateaction





Climate Leadership Plan

ENGAGEMENT SUMMARY REPORT
DECEMBER 2017 – MAY 2018



Introduction

In December 2017, City Council approved the City's Climate Leadership Plan as draft. As part of the process moving towards a final plan, Council directed staff to engage with the community to gather feedback and input before reporting back with a final plan. To ensure the public was aware of the plan and had an opportunity to provide comments, the draft Climate Leadership Plan was posted online and the engagement period was advertised in various print and online media.

The goal of the Climate Leadership Plan engagement period was to increase awareness and knowledge of the draft Climate Leadership Plan (CLP) and to collect feedback on the draft Plan from the public and various stakeholder groups. In parallel to the community focused engagement, climate and sustainability staff met with, had conversations with, or received feedback from subject matter experts (SMEs).

Engagement Approach

The engagement period began in December 2017 and closed in May 2018 to allow Climate Action staff time to carefully review and integrate feedback received into the final analysis and drafting exercises. Presentations, meetings and correspondence with other stakeholders and SMEs continued into July 2018. The engagement period consisted of in-person meetings, presentations, and/or workshops led by, or with, City staff. In April and early May, the City hosted two workshops, one for the public and one for the business community, along with an additional waste focused event. City subject matter experts were present at all points of engagement to allow for clarifying questions to be asked, discussions and ideas to evolve, and to generally help build understanding among participants.

Engagement focused on the five sections in the draft Climate Leadership Plan: Buildings, Transportation and Mobility, Waste Management, Adaptation, and City Leadership and Municipal Operations. While these sectors were the focus of the City-led workshops, the public had access to the full draft Climate Leadership Plan (online and at workshops) and could comment on all aspects of the draft.

Opportunities for online submissions were also available as the draft plan was posted prominently, beginning in December 2017, on the City's Climate Action webpage. A summary of each of the five sectors of the plan was also posted on the Climate Action webpage for those groups and individuals who wanted to focus on specific sectors.

Engagement was designed and conducted at the Involve level on the International Association of Public Participation (IAP2) guide for public participation, following the principles and practices outlined in the City's Engagement Framework.

Engagement Highlights

27 Presentations information sessions, and meetings	9 different advertising and marketing platforms utilized	25,842 People reached on Social Media	5 Student and Youth focused meetings and information sessions
3 Community Association meetings	80+ City led workshop/event participants	19 submittals and responses to the draft plan	

What We Did

The engagement and communications program focused on informing citizens of the draft Climate Leadership Plan and engagement opportunities.

The project team held workshops and events with more than 80 people, and reached many others at events and presentations organized by community groups, stakeholders or external partners (e.g. CRD Resilient Region's Breakfast; neighbourhood association meetings; presentations at the University of Victoria).

At the City led business and community workshops, there were subject matter experts at each sector table (Buildings, Transportation and Mobility, Waste, Adaptation, City Leadership and Municipal Operations) and the focus of the questions for participants included:

- Are the targets written in a way that they are easy to understand? Are there any targets you would add or change?
- What do you see as an obstacle or barrier that the City might face in reaching these targets?
- What do you see as one of the main opportunities the City can leverage in order to reach these targets?
- What are some barriers, or obstacles that would keep yourself, the public, or members in the business community from taking action?
- What do you see as the City's role in helping the community and businesses reach these targets? (E.g. education and awareness; programs and incentives) And/or in sharing progress on the targets?

How We Engaged

In April and May, the City organized two workshops and a low-waste living event to raise awareness about the draft plan and to collect feedback from the community.

Event	Date	Participation
Low-Waste Living Event	April 18	18
Community Workshop	April 25	45+
Business Workshop	May 2	16

From January to July 2018, the City set up meetings with stakeholder groups to discuss the draft plan, or was invited to give presentations or workshops at community events (including classroom visits). The City also received written submissions from organization and individuals.

Community/Stakeholder	Date
Builder/Landlord consultation on energy retrofits(MaRRS)*	January 24
Builder/Developer consultation on StepCode*	February 21
Builder/Developer consultation on StepCode*	February 22
Active Transportation Advisory Committee	February 27
University of Victoria (presentation and Q+A with students and professor)	February 28
Action for our Atmosphere (University of Victoria event) Presentation and Panel discussion.	March 1
Victoria Community Association Network (VCAN) presentation	March 21
BC Transit meeting	April 4
Climate Adaptation Planning Process Meetings**	March 28, April 24, May 9
North Park Community Association presentation	April 4
CRD Resilient Regions Breakfast (presentation)	April 11
One Planet Region (presentation and participation in Q+A)	April 12
BC Healthy Communities (meeting)	April 16
Greater Victoria Chamber of Commerce (meeting)	March 28
Central Middle School (presentation, workshop and discussion with students)	April 25
St Michaels (SMUS) Saanich (general presentation on sustainability and climate change)	April 25
Urban Food Table (Advisory Committee) (presentation)	April 30
Jawl Properties	May 4
City of Victoria Youth Council (meeting)	May 15
Downtown Victoria Business Association (meeting)	May 18
James Bay Neighbourhood Association (presentation and Q+A)	June 1
Commercial vehicle operators (meeting)	June 8

*As part of builder/developer engagement for the Step Code project, and builder/landlord engagement for the MaRRs project, the City's 80 percent reduction in GHGs and 100 percent renewable energy targets were used to set the context for the projects at the beginning of every presentation. In addition, the targets from the draft CLP's building sector were presented.

**Internal and external stakeholders were engaged as part of the climate adaptation planning process (BC government; BC Healthy Communities; Victoria Island Health Authority; Greater Victoria Harbour Authority; Capital Region District).

Staff also held public info sessions at events organized by the Surfrider Foundation and Car Free Day to help raise awareness about the draft plan:

Event	Date
Surfrider Beach Clean Up	April 22
Car Free Day	June 17

Along with these meetings, events and presentations, City staff shared the draft plan directly with the following stakeholder groups:

Stakeholder Group
<ul style="list-style-type: none"> • BC Hydro • BC Transit • Better Transit Alliance • Bike to Work Victoria • Camosun College • Capital Regional District • Cascades Recovery • City of Vancouver • Columbia Fuels • Devon Properties • District of Saanich • Downtown Victoria Business Association • Dutton's Properties • Fortis BC • Greater Victoria Harbour Authority (GVHA) • Jawl Properties • Modo • Newport Rentals • Pembina Institute • Placemaking Network • Sutton Advantage • Tourism Victoria • University of Victoria • Victoria Compost Education Centre

A comprehensive communications plan supported the engagement process:

- Social media campaign reaching more than 25,000 people
- Paid ads in the Times Colonist and Victoria News
- Storefront posters at City Hall and local businesses
- Informational postcards at City Hall Public Service Centre, Business Hub, and local businesses and non-profits around the city
- Distribution of promotional materials and information by the City's Neighbourhoods Team
- Email invites to neighbourhood and community associations

- Personal outreach by staff to local businesses
- Information sharing at Surfrider beach cleanup event
- Inclusion in two City e-Newsletters (approximately 1000 subscribers)
- Advertisement in the Greater Victoria Chamber of Commerce's BizNews
- Information displayed on Royal Athletic Park digital sign
- Attendance at local networking breakfasts and meetings to promote events and the draft plan engagement period

Examples of social media posts (@CityofVictoria):



What We Heard

The feedback collected during the public engagement phase offered important insights into the draft Climate Leadership Plan review process. The community identified many areas the City must build upon, or address for Victoria to be a leader in climate action.

The feedback displayed below is broken down into common themes that came up through discussions, workshops, submitted email feedback, in-person discussions, and other points of engagement that took place.



Key themes from the engagement on the draft Climate Leadership Plan included:

- Accessible and easy to understand language in the final plan is important – the community must understand what needs to be done before they can take action
- The final CLP should provide practical solutions and show how change is possible, and where to start
- Interim targets and progress updates on where the City and community are in meeting its targets is important (2050 seems far away). Transparency and clear communication is key
- Ensure that the actions in each sector of the CLP are easily found in the document
- Education and awareness about the local causes of climate change, and what people can do is key in getting people to pay attention to what is going on in their community
- The City cannot do it alone – partnerships with the Provincial and Federal governments, as well as with utilities and other agencies are needed to succeed (and the City must advocate to these other levels of government)
- Change can be difficult, but incentives (for residents and businesses) can be a key motivator in getting people to change their attitudes and actions
- Many businesses are already making efforts to reduce greenhouse gas emissions and to engage in environmentally friendly practices. It is important for the City to acknowledge those efforts, and to leverage these businesses as educational models of what is possible for other businesses
- Many business owners are renters and want to know how they can still make an impact without undertaking large scale retrofits
- Youth should be involved in the City's climate action efforts and future planning.
- The Climate Leadership Plan is an important step in climate action by the City

APPENDIX D: CLIMATE ACTION PROGRAM UPDATE DETAILS

Starting in January, we began work on advancing the staffing and key priorities approved by Council in December. Below is a status update on these staffing and key priorities, including successes and challenges.

a. Staffing Key Positions

- i. Climate and Sustainability Change Agent: sustainability and community change specialist to support climate, mobility, waste, buildings stakeholder needs, and change, across community.
 - Status: To commence in Q3, with focus on barrier analysis and community change management work.
- ii. Embedded ICLEI Climate Expert: ICLEI / City employee embedded in our team, co-funded as their western Canada representative.
 - Status: Active. In place since February 1, 2018.
- iii. Corporate Energy Project Manager: Staff petitioned for a co-funded Hydro position to accelerate City facilities energy improvements.
 - Status/Discussion: City staff were unsuccessful in the competition for an embedded BC Hydro Corporate Energy Manager (CEM) position for 2018-2019. We will still work alongside the Hydro CEM network, and receive in-kind support, but no funding will be provided for 2018.
 - An alternative funding opportunity has been identified through FCM MCIP Staff grants that staff will pursue for resources for City facility energy management.
- iv. Continue to Support ongoing Fortis Energy Specialist Position: 1-year extension.
 - Status: In-progress. We are currently working with Fortis BC to finalize an extension for year 2, beginning in August 2018.

b. Key Program Elements: Council approved the progression of the following key priorities to meet planning milestones to support significant GHG reduction in both community and corporate assets.

- i. Home Retrofit Strategy and Economic Study: Continue the MaRRS program to include the development of partnerships, policy and program, and a robust economic assessment and innovative financial recommendations to accelerate uptake of energy rebates, fuel switching, improvement and efficiency programs.
 - Status/Discussion: Staff are developing the strategy for broader home retrofit studies and strategies involving single and multi-family homes, and will continue to fund using these resources, identified in the 2017 report. Staff will report back to Council with the recommended plan.

- ii. City's Corporate Energy Management Plan: Consult support to complete the first phases of the City's energy management plan, and detailed strategy and action list and cost estimates for future improvements.
 - Status: In-progress. An RFP is in the process of being drafted and will be launched in August/September.
- iii. Community Energy and GHG Information management system: initiate, define and develop the program that will bring energy information to the hearts and minds of all Victorians.
 - Status: In-progress. The first phase will complete work on a solar rooftop web map application for launch later this year.
- iv. EV Ecosystem Study and Immediate Upgrades: Partner with BC Hydro to complete the City's EV program, including the immediate installation of additional charging facilities in the City's parkades (5 level 2 chargers).
 - Status: In-progress.
 The CRD has launched a Capital Region EV and E-Bike Infrastructure Planning Project. The City has partnered with CRD in this study, to help shape Victoria's strategy. An RFP for the Victoria Strategy will be launched in late September.
 Installation of five EV charging stations in City parkades is underway (install expected late July/early August), with rates to be set by Council (report in Aug 2018).
- v. Climate Leadership Engagement Strategy: Develop the City's engagement program and implement priority stakeholder communications on the draft CLP, and the next two-year plan for community engagement.
 - Status: Ongoing.
 Climate leadership engagement strategy was initiated in winter/spring 2018 through connections with youth, neighbourhood associations and various stakeholders. Climate ambassador program (a representative from each community across three age groups - youth, adult and senior), is taking shape, and will be progressed with neighbourhoods starting in Sep 2018.
- vi. Step Code Implementation: Report back to Council in January with recommendations on the pace of step code implementation and considerations (in house).
 - Status: Complete. Step Code was adopted by Council in April 2018.

Urban Food Table: Climate Leadership Workshop

Meeting date: April 30th 2018

Note taker: Virginie Lavalée-Picard, Food Systems Coordinator

Workshop notes

Transportation and mobility

Cruise ships are not included. Consider the impact of engines running on GHG emissions. Could City develop regulations and/or facilities to provide electrical power hook-up?

Regarding goals and targets:

- Goals are inspiring and ambitious - this is good thing, but how will they be implemented? For examples, buses serve the whole region.
- Would like to see more efforts to build mixed-use neighbourhoods, and more community amenities. City should provide more information to help public understand the value/advantages of mixed use neighbourhoods.
- Look to Westminster for example of community that densified by transitioning from “car focused” neighbourhood design to designs focused on active transportation, public transit and easy access to amenities & services.
- Promote the delivery economy, so people can access more goods without needing a car (i.e. gardeners looking for plants and compost often need vehicles to pick up gardening materials).
- Support more delivery services using bicycles or electric cars, consider incentives such as preferential parking.
- Foster businesses that reduce everyone’s transportation needs. For example, encourage rooftop farming to reduce the volume of produce being trucked in.
- Facilitate access to Victoria by working with other municipalities to develop better public transit options at the regional level.

Buildings

Require greenroofs but provide expertise to ensure green roofs are successful in the long run.

City should promote different types of buildings (more “green” & sustainable) altogether. For example, Bosco Verticale (vertical forest on high rise development).

Missing goal: Encouraging better building design and use of better materials.

Hydroelectricity may not be renewable source of energy – site C is problematic.

Energy sources should be diverse and local. For example, France requires solar panels on new developments.

City requirements to accommodate cars should be redirected to protect and increase urban greenspaces.

Neighbourhoods must have more say in what amenities developers are required to provide. There must be a mechanism to ensure amenities are there to stay.

Waste

Expand composting facilities. We need a large/central regional facility, but we also need localized options at the neighbourhood level.

The same applies for recycling facilities. Without a car, it is hard to recycle items that are recyclable but cannot be placed in the blue box. Organize recycling drop-offs in parking lots once a month to enable more recycling without more driving.

Neighbourhood composting and recycling hubs can help reduce car dependence.

City should advocate to province to increase producer responsibility when it comes to recycling, reducing excessive packaging, etc.

Adaptation

Regenerative agriculture has an important role to play in reducing GHG emissions, restoring ecosystems, and feeding people.

“Natural habitats flourish in changing climate” – is that wishful thinking? What can the City actually do about this?

Consider food security – our local food supply will have a big impact on what adaptation will look like. Adaptation should be about planning and building a resilient local food system.

More density in City will reduce development pressure on regional farmlands, and help maintain our regional capacity for food production.

Landscape for climate change while preserving mature trees. Build more green spaces and plant trees to help address urban island heat effect.

Replace boulevard trees with food trees.

City leadership in operations

The goals are good, but they also seem a bit lofty. Need more implementation details.

Overall feedback

Awesome the City is doing/has this plan.

Public education is/will be key.

Improve the look & feel of plan so it is more accessible & engaging.

Focus on engaging younger generations.

LOW WASTE SURVEY ANSWERS

- 1. What was your biggest take away from tonight's Low waste Living presentation?**
 - The importance of reducing, reusing, and refusing over recycling
 - Inspiration to keep reducing waste!
 - Compostable myths, different products that are compostable and are not as compostable as we may think
 - Ideas for next steps in my family
 - Many excellent resources in Victoria!
 - Eating locally, in season = can live virtually waste free

- 2. Do you support the City's targets to reduce community greenhouse gas emissions by 80% and to transition to 100% renewable energy by 2050?**
 - Yes, and it should be in City operations
 - Yes, thrilled how relatively ambitious but necessary the targets are
 - Absolutely, this is a priority
 - Yes, of course
 - Yes
 - Yes, even sooner would be better of course if possible. 30 years seems like a long time
 - Yes, everyday

- 3. What support from the City would you find most valuable in helping you, local businesses, and others in the community achieve the waste targets in the draft Climate Leadership Plan**
 - Yard waste in green bins
 - More recycling options
 - More divisions of materials (ie; soft plastic recycling)
 - Even smaller green bins for people with backyard composters (I never have more than 3 compost bags, and that is when I'm cleaning out the fridge)
 - Restaurants having green bins required (see Toronto example)
 - Policy changes
 - Shift the onus of waste onto the manufacturers
 - Recycling and organics bins on all the city streets and these bins should be mandatory in all businesses and apartment buildings.
 - The City should inspect businesses and apartments.
 - More incentives or increased property tax for those with oil or gas heating tanks
 - Incentives
 - More incentives for low-waste shopping in stores & benefits for stores doing this refill work
 - It would be great if the City can support eco-minded businesses. The bike lanes are great!
 - Education
 - Lots more education, FAQ's, how-to's, and policy with incentives to encourage a climate friendly transition. (ie; What are the most common products that contaminate compost bins?)

- Engaging, user-friendly resources bringing all the education/programs/rebates together in one place.
- Fun engagement via social media, cool events, etc.
- Education for different culture groups. For those that have moved to Victoria from foreign countries, they might not understand what waste reduction even looks like.
- Required costs for disposable cups for anyone who provides them
 - o Even the big players – Starbucks, Tim Hortons, etc. Go big!
- Project for feeling proud of an advanced city

4. Please provide any additional comments or feedback on the draft Climate Leadership Plan, or the Low Waste Living presentation:

- Acknowledge the territories at beginning of presentation
- Host frequent “low waste” vents at a café in town in partnership with the West Coast Refill store
 - o Need to continue discussion with broader community at a more accessible location
- More data around what is working well, what is failing, and what will help us achieve our targets.
- Policy for residents, business, and even governments to achieve climate policy integration and waste reduction.
- We need to address air quality, while wood stoves are ‘sustainable’ & ‘renewable’ they make more particulate matter and reduce air quality which ultimately impacts health.
- Great presentation
 - o Copper hat also a local safety razor resource
- Agree with BC government so producers are guided to circular economy
- Great workshop for building awareness & getting started, Thanks
- Great to get community together at this event and give everyone ideas and inspiration.
- Thanks for your work! keen to keep up to date
- What will be the consequences for industry when they don’t comply in 2050? (ie; groups that have not yet started composting programs)

ADAPTATION – PREPARING FOR A CHANGING CLIMATE

TARGET: The City's assets and services are ready to protect and respond to the risks associated with a changing climate.

Comments

- Feedback on target statement
 - o Assets
 - F.W.
 - Hazardous waste
 - o Risks
 - Projecting out full life-cycle costs
 - o Protect sounds like police
 - o Incorporate emergency response interactions
- Define "assets", "services"
- Even with full climate change mitigation, need for adaptations
- That adaptation doesn't take away from mitigation
- Time horizon is important (Miami)
- Across all sectors
- Empowerment versus/instead of fear
- Protect has a connotation that we haven't done anything yet
- What is worth protecting?
- Can't just be about recovery – protect is good goal
- Emergency social services
 - o Volunteer
 - o Water
 - o Fire department
- Cooling centres
- Asset management plan (i.e. tsunami in Japan)

TARGET: Risks, vulnerabilities, and resiliency are measured, monitored, and reported.

Comments

- Could go first
- How do you measure resiliency?
- Food risks should be included, part of resiliency
 - o Community garden space too limited
 - o Storm water utility could incentivize this
 - o Enhancement of greenways
- Risks
 - o Food

- Self-sufficiency
 - Understand 3rd order effects (i.e. industrial waste)
 - Cumulative risks (flood and wildfire)
 - Need to find way to model and communicate systemic risks
- Vulnerabilities
 - Social, economic, etc.
 - Do this first and then action setting
- Resiliency
 - 2nd water source
 - As long as this is defined correctly (peace of mind, quality of life)
- Open source mapping (partnerships)
- Water treatment example
- Very broad
- Marginalized groups are included in this?
 - Aging population, low income
 - Map this onto flood risk
- Broadening the scope of R.A. to incorporate food systems – co-benefits (A.L.R)

TARGET: Natural habitats support healthy fish, wildlife, and plant populations and healthy ecosystem function, in a changing climate.

Comments

- Rain water capture
- Good to show positivity but also be realistic
- Gateway?
- Maintain urban forest, consider food producing
- More shade trees
- Choosing appropriate species (some research needed)
- Can act as a buffer
- More inclined for soft barriers and green roofs
- Land-use decisions need to be based on climate risk
- Native species should be favoured
- Everyone loves the natural environment
 - Gateway to further, wider action
- 5000 edible nut trees
- Water conservation should be part of this
 - Permitting grey water use

TARGET: The community is knowledgeable and prepared to address the impacts from a changing climate.

Comments

- Move up to #1
- Water conservation (lifestyle change, frey water use)
- S.M.A.R.T. goals
- Incentives are going to be a part of this
 - o Penalties (naming/shaming)
- Empower citizens to take action (i.e. arbutus seeds)
 - o Social capital building too
- Engage youth, they can nudge parents
- City needs to provide information – train citizens/volunteers
- Gamification to track/celebrate practice
- The impacts need to be clearly communicated
 - o Do flood plan mapping – innovative ways to show this (doom/gloom)
- Block parties, the city could facilitate
- Volunteer base is a big part of this
- Clear statement (once “Adaptation” is clear)
- “Adaptation” seems an abstract idea
- What is likely to come sooner, and later?
- Seismic resilience workshops are relatively effective
- Engage citizens to take ownership of the plan – buy in

TARGET: Adaptation efforts are shared across the economy and support overall sustainability.

- No comments/notes recorded

LOW CARBON TRANSPORTATION AND MOBILITY

TARGET: By 2050, 100% of personal vehicles are renewably powered.

Comments

- Language
 - o 100% is too ambitious – no wiggle room
 - o 80% might be more suitable
 - o Set more interim goals – what is defined by renewable?
- Barriers
 - o Infrastructure to support EVS
 - o Costs to charge at home
 - o How can the City encourage this? Provincial/federal needs
 - o Electrical management for electric loading during change times after work
- Opportunities
 - o Cost as a motivator – make it cheap!
 - o Make it affordable/practical

- More short term interim targets
- Constraints
 - City is limited in tools to encourage this
 - affordability
- Implementation
 - work in peripheral partners so infrastructure is continuous
 - province needs to do more
 - Linear transition of success not accurate – more work early in the game
- Phasing implementation and goals through shorter target year 1 (3-5)
- Victoria to lead with strategic transitions to electrical
- Expand goals past municipal boundaries (CRD and beyond)
- Consideration of electric autonomous vehicles
- Incentives for car share / more fuel efficient vehicles
- Why “personal vehicle” – car share at low occupancy
- Regulate air emissions
- Harder regulations on commercial vehicles that go past municipal boundaries
- Ambitious goals
- Needs clarification
- Need everyone to buy in if effort is to be shared

TARGET: By 2050, 25% of all trips in Victoria are taken by renewably powered public transit.

Comments

- Language
 - Goals should be higher
 - 25% too low of a target
- Barriers
 - Provincial service
 - Costs – should be fine
- Opportunities
 - Why only buses? LRT/sea bus/etc.
 - Regional transit services is required
 - Improve routes to regional transport hubs
 - Work with peripheral partners
 - More bikes on buses – multi-modal support
- Constraints
 - Tough political decisions
 - Not enough provincial/federal contributions
 - Unambitious – could be more
 - Regional considerations / provincial service
- Implementation
 - Electric buses, NOT DIESEL
 - Electricification by infrastructure – not battery

- This goal should be first
- Regional issue / boundary restrictions
- Feasible

TARGET: By 2041, 55% of all trips are taken by walking and cycling.

Comments

- Language
 - o Add in distance for trips for cyclists
- Barriers
 - o Demographics information (i.e. elderly)
- Opportunities
 - o Make streets one way to make room
 - o Make sidewalks wider
 - o Bike tunnel
 - o Time signals for bikes – keep the flow
 - o Convenience for attracting people to biking/walking
 - o More bikes
- Constraints
 - o Topography
 - o Culture of drivers not cyclists
- Implementation
 - o Integration of cycling and walking paths
 - o Network design distribution and connections to surrounding
 - o Advocate to province for subsidies for bikes and ebike municipalities

TARGET: By 2041, 100% of neighbourhoods are complete by design.

Comments

- Language
 - o Complete needs definition
 - o Who defines complete?
- - o Why 2041?
- Barriers
 - o Financial challenges of e charging stations
- Opportunities
 - o Charging stations instead of gas stations
 - o Distribution of density / provide green space
 - o Missed use forms
 - o Commitment to different services (i.e. grocery store / pharmacy)
- Constraints
 - o Opposition to density

- Ebikes need regulation
- Implementation
 - Mix of mobility infrastructure connected and complete
 - Encourage missed use
 - Communicate land use density through climate and transportation impact lens
 - Encourage people living closer to work
 - Focus parking strategy – not distributed
 - Bike share systems

LOW CARBON WASTE MANAGEMENT SYSTEMS

TARGET: Achieve 100% residential organic waste (food and yard) diversion by 2022.

Comments

- Is 100% a current measure?
 - Program to measure baseline
- 100% goal is unachievable, aspirational only 95% better
- Are the restrictions on home garden waste to the City impeding the organic collection from private gardens/farmers?
 - Inconvenience of apartment buildings properly disposing of organic waste
 - Negative convenient processes such as “kitchen garborators” that need to be addressed
- Diversion from what to what
- Barriers
 - Inconvenience
 - Lack of education of land fill
 - Stink
- need to have baseline and way to measure this

TARGET: Partner with local business to divert 90% of commercial organic food waste by 2025.

Comments

- Is 2025 too aggressive a target date?
- Business take back their packaging
- Backcasting
 - Envision what our future looks like, and work backwards from there
- Diverted to/from where
- Barriers
 - Lack of awareness of where waste goes
 - There are environmental costs associated with doing the “right” thing, i.e. recycling and composting

TARGET: Partner with the CRD to deliver a regional, industrial composting facility for City organic waste by 2025.

Comments

- Contaminants?
- More progressive bylaws to tackle complex issues on long standing norms
- What needs to be industrially composted?
 - o Is the need growing?

TARGET: 100% of the GHGs from collected organic food and garden waste collection is transformed into renewable natural gas, by 2025.

Comments

- The City could promote businesses who pay extra to use renewable natural gas, establish a program for customers to be aware
- Reduce barriers for people to afford renewable natural gas
- Simplify education to the point that children can even understand
- Barriers
 - o Ease of finding a place to recycle and drop off yard waste. All neighbourhood village centres have recycling and waste days off facilities.

TARGET: Ensure less than 5% of local residual materials reach the landfill by 2050.

Comments

- "Residual materials" could be clearer
- Does the 5% give an "out" to justify some landfill materials?
- Needs short term goal (i.e. 2025)
- Knowledge of each community's goals, leading by example
- Important to know where recycling depots are, where to recycle certain materials not taken at curb
- Go to people with education

CITY LEADERSHIP AND MUNICIPAL OPERATIONS

TARGET: All City's facilities are renewably powered by 2040.

Comments

- Define jargon early
 - o Renewably powered
- Visible and accessible (BCH)
- "Carbon Clock" at City Hall
- Where to municipal operations and adaptation cross over?
- What are costs?
- Education and new bylaws
- Future leaders = progressive
- Public spaces? Parks, waterfronts
- Look at neighbourhoods
- Intermediate steps
- Adaptive action
- Seismic actions
- Set an example – move faster – get started
- Alignment on climate goals need to be regional/provincial
- Customer service
- Knowledge back
- Planning
- Need diversity considered – youth/schools

TARGET: All new facilities are renewably powered.

Comments

- Give examples of facilities in plain language
- Barriers
 - o Education of tax payer to understand the value investing in this
 - o What's the incentive for tax payers to fund the reduction of only 1% (City's share)
- How can City share progress
 - o Education and regular reporting – transparency
 - o Good measurement tools – HARD FACTS

TARGET: 80% of Fleet is electrified or renewably powered by 2040.

Comments

- Sooner than 2040? Seems far off
- Bio-gas from sewage treatment plant (low hanging fruit)
- Make electrification visible
 - o Map showing progress
- "Right-sizing" the City fleet
- Reduce overall trips
- Intermediate steps
- Electrified – natural gas, hydrogen

- Needs a changing infrastructure throughout the City to inspire the community
- Show me the road map of actions to get you to these targets
- Financial barrier – cost of purchasing your vehicles
- Support Canadian companies to develop these technologies

TARGET: All power tools and small equipment is electrified or renewably powered by 2025.

Comments

- Add “City” to the target statement
- Currently using gas generators to power work – use EVs to power
- Clarify “small equipment” – are we talking office equipment, construction equipment?

TARGET: By 2020, the City uses a triple bottom line accounting system for all business planning.

Comments

- Make sure the target statement is plain language (i.e. triple bottom)
- Triple bottom line accounting
 - o Balance between
 - Social
 - Economic
 - Environmental
- Investing – City of Victoria uses the above metrics...
 - o i.e. yard waste...this is being examined. Put yard waste in with kitchen waste; balanced by more trucks needed for same

TARGET: By 2022 all relevant City plans and policies address GHG emissions reductions and climate risks.

Comments

- No comments/notes recorded

TARGET: By 2030, the City has completed a Genuine Progress Indicator Assessment, and uses this information to set a GPI goal for 2030.

Comments

- Change to by 2020
- Include acronym GPIA

LOW CARBON, HIGH PERFORMANCE BUILDINGS

TARGET: By 2030, all new buildings are “net zero energy ready”.

Comments

- Will help establish Victoria as leaders
- Materials not always easily accessible
 - o Turn industrial zone into Green Zone
- City should require energy audit
- Utilize environment into design, i.e. orientation
- Specify what operational needs are
- Building materials / embodied energy to be more sustainable, local, structurally-sound
- Case studies important to show people
 - o People pay attention when there is something in it for them, i.e. lower bills, incentives
- Lots of education needed to accelerate
- Stick and carrot
- No help for resources for preparation
 - o City should provide this and incentives
- Education for all
- Term might trip up people
 - o “Ultra-efficient”
 - o Needs education to explain
- City process needs to be expedited/inform people better
- Need more regulations for compliance

TARGET: Before 2050, all existing buildings are retrofitted to new efficiency standards (TBD).

Comments

- Advocacy role for new codes, etc. – emphasize
 - o Home energy labelling and benchmarking
 - o Recognition for awareness
- Envelope first / lower hot water usage
- Attend home shows
- Focus is too much on efficiency vs decarbonisation (language)
 - o Fuel switching should be clarified/emphasized
- Embodied energy consideration for retrofitting
- Bulk buying of equipment or solar
- City should hand out shallow retrofit materials and energy audits
- Education and awareness needed from City
- Provide resources through permit process
- Clarify new efficiency standards if possible

- Vague and not very useful – needs interim targets and timelines
- Move more quickly/timelines too far
- Shorter term targets needed
- BC Hydro changes net energy program
- Proper valuation of efficient homes
 - o Realtor education/labelling
- Heritage challenges
- Tax incentives for retrofits, i.e. TIP
- PACE/LIC i.e. Alberta
- Natural gas to heat pump program
- High cost/point of entry to adopting retrofits, i.e. solar
- Not a lot of savings when price of Hydro is high
- Provincial/federal subsidies for RE (not FFs)
 - o YYU can't pay for everything

TARGET: Oil heating is phased-out by 2030.

Comments

- BC Hydro pricing tiers / high price
- What is replacing it? Specify.
- Access to information is a barrier
- People need to WANT to do it
 - o Bragging rights
- Rentals are a barrier
- Should be changed to different demand times
- Needs to happen!
- Ban it / regulation of new installs
- Carrot and stick (fines)
- Public education for risks

TARGET: Before 2050, all buildings will only use renewable energy.

Comments

- Language needs to be more accessible to educate and inspire
- Grid integration with solar issues
 - o Summer
- Move away from natural gas!
 - o People only know its cheaper
 - o Humans blind to extended costs
- Interplay between solar and trees
- Solar panels affecting aviation?
- Economically it doesn't make sense for some

- Bragging rights
- Become a utility / DE system
- Consider removing wood from fuel sources
- Huge financial incentive to switch to natural gas
- SOFA district energy system is wasted energy
- Is there enough RE around?
 - Needs commitment from BC Hydro
- Resistance from public – higher costs
 - Opportunity for bulk purchasing
 - Canadian cities too spaced out
- Geo-X and waste heat energy not included
- RNG too much of a spin – still being burned
- Tackle wood burning too
 - Could be tied to affordability of hydro

ADAPTATION – PREPARING FOR A CHANGING CLIMATE

TARGET: The City's assets and services are ready to protect and respond to the risks associated with a changing climate.

Comments

- Much cheaper to plan ahead than to repair damage – over-prepare
- Rising temperatures, storms will be increasing “plan for the worst”
- Where/what can make this happen/leverage
 - o We have a community that is aware and motivated
 - o Sustainable city is very marketable, a selling point
 - o Learn from other cities
- Create solutions – LA is painting driveways white
- Involve students in projects
- Barrier/need – make sure we are measuring and assessing what other agencies are doing in city to prepare for adaptation
- Include goals for other agencies

TARGET: Risks, vulnerabilities, and resiliency are measured, monitored, and reported.

Comments

- Targets for buildings – built to meet resilience targets xM of sea level rise or X temperature or X water
- Public health targets, personal targets included in adaptation
- Keeping track of change – make people aware of changes that are happening, use historical data
- Sea level rise will be much greater than 0.5M by 2050. 2-3 M is looking possible with changes to Greenland and Antarctica “cost of ½ M higher is small”
- Goals are difficult to understand because not specific to a number or target
- Need info on wind
- “time consuming” taking the bus is tough for people living outside the city centre

TARGET: Natural habitats support healthy fish, wildlife, and plant populations and healthy ecosystem function, in a changing climate.

Comments

- Bee populations and wildlife protected? Bees are critical to many species
- Note indirect impacts: like refugees, food security, economic in the climate impact statements of adaptation section
- Opportunity to orient people more towards ocean, stimulate more activity around water interface
- We will be moving people out of forests as they become dry in summer

- Advocate and intervene with insurers for new products
- Work with insurance bureau

TARGET: The community is knowledgeable and prepared to address the impacts from a changing climate.

Comments

- Hub of info on city site – climate hub like Biz Hub
- Events
- Info tools to help people see what they can do
- Encourage positive behavior, but not preachy
- Getting to people who aren't involved already
- Make it personal and make ROI really front and centre
- American media is still run by climate deniers
- Public buy in is difficult, such as for water restrictions
- Acceptance of public goals is easier than acceptance of actual chance to local infrastructure or budgets e.g. storm-proof windows, roof tie downs
- Who regulates window strength for future storms? Does the building code reflect climate change? How big a problem is this for existing buildings?
- Need steady communications on multiple platforms about climate
- Climate has become a left/right issue
- Need conservatives to acknowledge climate
- Education and communications – impending disaster coming but people need to see a path forward – solutions for what to do
- Avoiding – need to make personal change – somebody else's responsibility

TARGET: Adaptation efforts are shared across the economy and support overall sustainability.

- Barrier – individuals thinking mostly about themselves and their family and not thinking about community impacts
- Sustainability of tourism – impacts of tourists – this could be barrier
- Barrier – money and affordability
- People not thinking they can make a difference
- Enabling people to have influence on policy
- Uncertainty – until it happened it's not going to happen to me (underground infrastructure)
- Somebody else (government) should pay for it "adaptation is a government issue they should pay for it"

LOW CARBON TRANSPORTATION AND MOBILITY

TARGET: By 2050, 100% of personal vehicles are renewably powered.

Comments

- Strategy: Focus on large employers and delivery companies
- Action: commercial e cargo pilot, investigate water based transport solutions (local or regional)
- Information: more strategic reference to advocacy and influence of provincial and federal agencies in the transportation sector
- Measure of at least acknowledge the emissions and pollution of cruise ships, passenger ferries and float planes

TARGET: By 2050, 25% of all trips in Victoria are taken by renewably powered public transit.

Comments

- 25% mode share for transit
- 100% electric bus for public transit
- On street bus e charge infrastructure
- Transit investment and taxes
- Transit amenities and stops – real time data/comfortable stops
- Micro-services in downtown core
- Free transit in downtown core
- Park and ride expansion

TARGET: By 2041, 55% of all trips are taken by walking and cycling.

Comments

- Continue to invest in infrastructure for pedestrians and cyclists
- Add more EV charging stations
- Introduce EV and e bike incentives
- Make developments build more EV charging stalls and bike parking
- Behaviour change education/information/pilots to encourage more
- Update CRD bike map to include more info on elevation to plan routes
-

TARGET: By 2041, 100% of neighbourhoods are complete by design.

Comments

- Define what complete means – really clear
- Reinforce regional mode share and GHG targets
- Have GJ of energy targets identified

LOW CARBON WASTE MANAGEMENT SYSTEMS

TARGET: Achieve 100% residential organic waste (food and yard) diversion by 2022.

Comments

- City needs to work with provincial agencies
- No targets around front end waste reductions
- Profit driven business dictating entire industry
- Perception that organics are shipped off island
- Composter design – heavy – aging population
- Info/education needed – labelling
- More zero waste shops and workshops
- Labour intensive for waste ops e.g. UK door to door milk delivery
- Encourage composting incentives
- Only 10% is collected by muni-waste system
- Densification will change operations
 - o MURBs, small commercial > space
- Enforcement needed for private sector
 - o How do we do this?
 - o Trucks need to comply
 - o Test for contaminants at Hartland
- Potential for drop-off zones eg. Oak Bay - walkability/accessible
-

TARGET: Partner with local business to divert 90% of commercial organic food waste by 2025.

Comments

- Inadequate price signals for CRD
 - o Tipping fees for construction waste sorting
 - o Encourage sorting
- Health and safety considerations for sanitation/re-use
- Government regulated service delivery eg. India milk drop off
- Should be 100%
- Compostable plastics and where to dispose
- Systems keep changing – barrier to change
- Individuals need support to show how to change culture
- Incentives (tax) money
- Neighbourhood groups support
 - o Funding and organization to mobilize
- Lots of education
- Community pride in opportunities
 - o Identify building, showcasing, incorporate with tourism industry “eco-incentives” eg. Using RNG at cruise ships terminals

- Waste is more visible here – makes easier
- Personal cost to recycle specialized items
- Limited options for buying bulk and compost infrastructure

TARGET: Partner with the CRD to deliver a regional, industrial composting facility for City organic waste by 2025.

Comments

- Clarify definition of diversion
- Life cycle /full energy embodied /GHG/ financial costs need to be factored
- Cruise ship waste at “home port” (yyj)
 - o High consumption, high GHGs
 - o Not included in our waste accounting
 - o Ships should pay additional fees/associated costs
- Challenge with hotels to divert
 - o Expenses and education (perceived expense)
 - o Switching bins sizes (work with waste providers)

TARGET: 100% of the GHGs from collected organic food and garden waste collection is transformed into renewable natural gas, by 2025.

Comments

- Ambitious target?
- Potential to use materials from up island

TARGET: Ensure less than 5% of local residual materials reach the landfill by 2050.

Comments

- Local processing facility for recycling
- People need to be told concrete actions to do
 - o Work on messaging to avoid bombarding people who already comply
- Non-restaurant businesses do not produce a lot of organic waste – hard to justify paying for service
 - o Pickup/drop-off zone needed (one on each block)
 - o Awareness campaign for other businesses – need to educate why its good
 - o People need to see consequences of improper waste sorting
- Need more composting infrastructure around town
 - o Bins but also a facility
- Need to make it financially unviable to do things the old way
- Incentives and rebates
- Focusing on downtown can provide huge benefits
- Processing of waste needs to be better monitored
- Reinforce messaging and share with the community

- Educational resources are not comprehensive
- Consolidate info
- Educate how the province deals with e-waste – lots of misinformation on how different items get recycled
- Increase pickups for organics
- Provide businesses with better bins for organics
- Consider people with mobility issues - programs for support

LOW CARBON, HIGH PERFORMANCE BUILDINGS

TARGET: By 2030, all new buildings are “net zero energy ready”.

Comments

- Language “GHGs” is not tangible
 - o Think local, act local
- Green roofs and solar panel design guidelines
- Send out update to CALUCs
- Home energy labelling?
- Renewable doesn't need to be onsite
- Leave ability for flexibility – net zero community is possible, not just focused on buildings
- Include step-code adoption to CLP
- District energy ready buildings - add to actions
- Embodied energy requirements
-

TARGET: Before 2050, all existing buildings are retrofitted to new efficiency standards (TBD).

Comments

- Differentiate between building types
- Be careful with incentives
- Big opportunity with so many homes
- Durable language – make sure targets make sense for 5-10 years
-

TARGET: Oil heating is phased-out by 2030.

Comments

- Is this not banned?
- Education – link to Centre for Excellence
- Often replaced with gas
- More education around heat pump – heating cooling - benefits with global warming

TARGET: Before 2050, all buildings will only use renewable energy.

Comments

- More consultation needed and disclosure
- Communicate now PV renewable energy – don't pigeonhole
- Resource guide – for different projects
- "power" only means electricity – not heating/cooling
- District energy, heat recovery

Focus Group Note Taking Form

Group Name/Organization: **URBAN FOOD TABLE**

04/30/2018

Participants at the table

Personal info

1.

2.

3.

4.

5.

Main issue(s)/theme(s) discussed:

Anecdotes/examples used:

Recurring comments/ideas brought up during discussion:

Other interesting ideas, questions, comments, thoughts, etc. raised during the discussion:

KEY GOALS – ALL SECTORS

The following table, (Table 1) summarizes the broad climate action goals for each sector, that are strengthened by measurable targets and defined in the sector chapters below.

Table 1. Climate Action Goals

Sector	City Climate Goals
Low Carbon, High Performance Buildings	<ul style="list-style-type: none"> Buildings are highly energy efficient, using only a small fraction of their 2017 operational energy needs. Buildings are powered by renewable energy.
Low Carbon Mobility	<ul style="list-style-type: none"> Vehicles are powered by renewable energy. Victorians enjoy a high-performing, affordable, sustainable, and fully integrated multi-modal transportation system. Transportation emissions are minimized through smart land-use planning that optimises urban mobility and quality of life.
Low Carbon Waste Systems	<ul style="list-style-type: none"> All residual organic materials are reduced, recovered, and reused. Systems are in place to optimise the continual use and reuse of materials, to eliminate landfill waste and related greenhouse gases.
Adaptation	<ul style="list-style-type: none"> All climate-related risks are minimized through early and wise planning and action. Local, natural habitats flourish in a changing climate. Victorians are prepared for all climate related events and emergencies.
Low Carbon Municipal (City) Operations Leadership	<ul style="list-style-type: none"> The City is a recognized leader in climate mitigation and adaptation action. City climate action is informed by a full understanding of through-life social, environmental, and economic costs, risks and benefits. Victorians have access to timely and accurate data to support strong climate mitigation and adaptation actions. Climate action is integrated across City programs.

Course ship
plug-in??

- biodegradable?
- backyard
composting
- compost
processing
facility
in use?

OVERARCHING GHG REDUCTION TARGETS

Detailed sectoral GHG reduction targets are outlined in the below sections, for buildings, transportation, waste, and also include adaptation targets for improved climate resilience. Interim goals have been developed to ensure we define and stay on track, with the ability to course-correct before mid-century. The following overall mid-term and long-term targets apply:

Mid-Term:

- Reduce community GHG emissions by 50% below 2007 levels by 2030.
- Reduce corporate GHG emissions by 60% below 2007 levels by 2030.

Long-Term:

- Reduce community GHG emissions by 80% below 2007 levels by 2050.
- Reduced our corporate GHG emissions by 90% below 2007 levels by 2050.

CLIMATE STRATEGIES AND ACTIONS

A series of actions have been developed, which include the creation of strategies and initiatives that align and group discrete actions in a way to promote the highest potential for success. All climate actions are prioritized to reduce fossil fuel energy demand, replace fossil fuel technology or fuels, or to redesign systems, land use, processes, technology, behaviours, and actions to transition to a low carbon, resilient community. The City's climate action plans fit into a combination of four actions types, focused on a list of activities to be completed before the end of 2020:

- **REDUCE:** Reduce fossil fuel energy use through demand-side management, deep energy retrofits, radical efficiency improvements (with a primary focus on 'end-use' efficiency), new energy standards, and improvements in energy operations.
- **REPLACE:** Replace systems that rely on fossil fuel energy sources or replace the fuel with a lower carbon alternative.
- **REDESIGN:** Redesign, re-create, and reconsider GHG emissions production by 'designing-out' the energy burden using designs, plans and tools to achieve low carbon systems, and communities.
- **RESILIENCE:** Improve, strengthen, and mitigate risks to community, ecosystems, and infrastructure due to a changing climate and its resultant forces.

CLIMATE ACTION SPHERES OF INFLUENCE

The City has a large sphere of influence relating to climate action in our community, using our role in community planning and development, transportation planning and design, waste management, and asset management. The City can also use its regulatory powers to influence energy and emissions reductions. While this Plan mostly identifies actions that fall within the mandate of our regulatory influence, it also identifies actions that can only succeed with the help and cooperation with our partners and community stakeholders. These areas of joint-responsibility pose an important challenge where the City is an influencer, more than a 'duty-holder'. In these areas, the City must collaborate, support and partner with many community stakeholders, share critical information and incentivise change. All meaningful change will require effective communication and engagement. Education and awareness is a critical part of the stakeholder engagement process, and one role the City must lead.

As part of our process, each of the actions have been assessed on our ability to influence through:

- **Control** – this is where we have direct ownership over the initiatives, from capital and resources, and can implement actions to reduce climate change or its impacts (e.g. using local regulatory tools to mandate energy efficient buildings).
- **Influence** – these are actions where we can promote and support the desired GHG reductions (e.g. providing financial top-ups to energy efficiency programs such as the provincial Oil to Heat Pump Incentive Program, collaborating with other levels of government on policy design).

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The City has a large sphere of influence relating to climate action in our community, using our role in community planning and development, transportation planning and design, waste management, and asset management. The City can also use its regulatory powers to influence energy and emissions reductions. While this Plan mostly identifies actions that fall within the mandate of our regulatory influence, it also identifies actions that can only succeed with the help and cooperation with our partners and community stakeholders. These areas of joint-responsibility pose an important challenge where the City is an influencer, more than a 'duty-holder'. In these areas, the City must collaborate, support and partner with many community stakeholders, share critical information and incentivise change. All meaningful change will require effective communication and engagement. Education and awareness is a critical part of the stakeholder engagement process, and one role the City must lead.

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CONTROL - INFLUENCE - EDUCATE

*Step Code adopted!

1 - Nov. 2018

2 - 2020

3 - 2025, etc.

Group Discussion Questions

1. Take a look at the proposed goals and targets in the CLP. Are the targets written in a way that they are easy to understand? For each sector (e.g., waste, buildings) are there any targets you would add or change?

2. What do you see as one of the main opportunities or challenges the City of Victoria should consider in reaching its climate leadership goals?

3. How would you like the City of Victoria to support your individual and/or organization's climate action efforts (E.g. education and awareness; programs and incentives; policy changes).

Think about efforts that can reduce GHG emissions and those that helps us adapt to a changing climate (e.g., preparing for more intense storms).

*CPWC / Bio-mass:

• CoV developing Waste Mgmt Strategy this year.

4. How best to share info? Report backs from city?

*CoV ~~share~~ gets % of BC carbon tax that is put back in their climate reserve funds.

*BOSCO VERTICAL: tree-clad buildings.

LOW CARBON WASTE MANAGEMENT SYSTEMS

• The group liked the idea of a City-led "love food, hate waste" campaign.

Where We Are Today

10% of our GHG emissions come from the decomposition of the waste we produce. The climate related impacts of waste come from the methane that is created when organic waste is buried in a landfill.

Where We Want to Be

2050 Vision:

Residents, businesses, and visitors each manage their organic materials (food scraps and yard waste) responsibly, and ensure they are sorted in appropriate composting bins. We have minimized our consumption and waste across all sectors, and we benefit from a healthy, job-rich marketplace for used and repurposed materials that continually flow throughout the economy as reintroduced materials. The community's organic waste will be processed locally and reintroduced as feedstock for growing more food.

PROPOSED GOALS: Waste

Goal 1: All residual organic materials are reduced, recovered, and reused

Targets

- 100% of residential organic waste (food and yard) is diverted from the landfill by 2022
- Partner with local businesses to divert 90% of commercial organic food waste by 2025
- Partner with the CRD to deliver a regional, industrial composting facility for City organic wastes by 2025*

*This goal is not directly owned by the City, but is influenced by City and its regional partners

- 100% of the GHGs from organic food and garden waste collection is transformed into renewable fuels by 2025

- localized sol'ns exist for composting: recycling (depots) - neighbourhood Ass'ns have recycling drop-off. 1x month.

Goal 2: Systems are in place to optimise the continual use and reuse of materials, to eliminate landfill waste and related greenhouse gases

↳ bio-digestors.

Target

- By 2050, 95% of what we each produce, use and manufacture on a daily basis is given new life through re-using, repairing, sharing and recycling, so that less than 5% of our waste ends up in the landfill

Goal 2: Systems are in place to optimise the continual use and reuse of materials, to eliminate landfill waste and related greenhouse gases

Victoria's solid waste includes a wide range of materials that are discarded by residents and business. We want to shift to a system that avoids or reduces waste and finds innovative ways to recover and repurpose materials.

Target: 95% of what we each produce, use and manufacture is given new life through re-using, re-pairing, sharing and recycling, so that less than 5% of our waste ends up in the landfill by 2050.

- "Extended Producer Responsibility": if you make the product, you have to deal with it. BC Gov piloted this; City could champion.

ADAPTATION – PREPARING FOR A CHANGING CLIMATE

What is 'Adaptation?'

Air emissions are shared across the planet, which requires a common responsibility to reduce GHGs, but also a requirement to prepare now for the changes that we will face in the years to come.

If all current human caused GHG emissions ceased today, global climate change and its associated impacts would continue for many decades, due to the long lifespan of carbon in the atmosphere. For this reason, it is not sufficient to merely reduce future GHG emissions, the City and its residents must also prepare for a changing climate. Preparing for a changing climate and its uncertainties is known as 'adaptation.'

Where We Want to Be

2050 Vision:

All community properties enjoy strengthened infrastructure and support healthy, abundant natural ecosystems that contribute to our City's resilience. Restorations have been made to ensure affordability and the least disruption to our collective quality of life. The City has completed affordable infrastructure improvements to manage severe and prolonged storms, increased flooding, heat, and other extreme weather events.

PROPOSED GOALS: Adaptation

Goal 1: All climate-related risks are minimized through early and wise planning and action

Targets

- The City's assets and services are ready to protect and respond to the risks associated with a changing climate
- Risks, vulnerabilities, and resiliency are measured, monitored, and reported

Goal 2: Local, natural habitats flourish in a changing climate

Targets

- Natural habitats support healthy fish, wildlife, and plant populations and healthy ecosystem functions

Goal 3: Victorians are prepared for all climate related events and emergencies

Targets

- The community is knowledgeable and prepared to address the impacts from a changing climate
- Adaptation efforts are shared across the economy and support overall sustainability

- Developments: get neighbourhood Ass'ns to chose 'checklist' of community amenities

HIGH PERFORMANCE BUILDINGS:

Where We Are Today

The energy we use in our homes and buildings produces 50% of our community GHG emissions, and represents the largest opportunity for improvement.

Where We Want to Be

2050 Vision:

We live and work in buildings that are powered by 100% renewable energy sources such as hydro-electric, solar, and renewable natural gas. Fossil fuel heating and power systems are a thing of the past and buildings are comfortable and affordable.

PROPOSED GOALS: Buildings

Goal 1: Buildings are highly energy efficient, using only a fraction of their 2017 operational energy needs.

Targets

- By 2030, all new buildings will be 'net zero energy ready,' which means they will be designed to be ultra-efficient and 'ready' to produce all of their energy needs through the future installation of an on-site renewable energy system(s)
- Before 2050, existing buildings will be retrofitted (updated) to new efficiency standards*

*note: these standards are currently under development with input from federal and provincial stakeholders; they will be defined in the near future.

Goal 2: Buildings are powered by renewable energy (e.g. hydro-electricity, solar, wind, renewable natural gas)

Targets

- By 2030, oil heating is phased out
- Before 2050, all buildings will only use renewable energy (incl. hydro - even large scale).

DO NOT LIKE THIS.

Passive heating/cooling

- 'Bldgs' should include consideration of grounds, shading, green roofs, landscaping etc.
- Density needs to be balanced w. access to natural spaces, sense of place, ~~etc~~ preservation of green space.
- Updates to parking bylaws - issue of duplex parking - to reduce loss of green space.

Goal 3: Natural building materials & techniques are prioritized & incentivized. Explore local solutions that increase biomass in built environment.

→ ~~max~~ LEED pilot credit for local food production.

→ ~~#1~~ Living Building Challenge

LOW CARBON TRANSPORTATION AND MOBILITY

Where We Are Today

Transportation activities are the second largest source of GHG emissions in the City (40%). Most of those emissions come from the private, single occupant vehicle (86%), while commercial vehicles make up 14%. GHG reductions may be achieved through a reduction in trips, distance travelled, increased efficiencies, alternative low carbon fuels, electrification, and shifts to transit, walking and cycling.

Where We Want to Be

2050 Vision:

Walking, cycling and renewably powered public transit are favoured modes of transportation, connecting all residents and visitors to well-designed neighbourhoods complete with nearby amenities. The vast majority of commercial and community vehicles have been electrified and people, goods and services will travel generating little to no GHGs.

PROPOSED GOALS: Transportation

Goal 1: Vehicles are powered by renewable energy

Targets

- By 2050, 100% of personal vehicles are renewably powered (e.g. electric, bio fuel, hydrogen fuel cell)
- By 2030, all commercial vehicles are renewably powered

Goal 2: Victorian's enjoy a high-performing, affordable, sustainable, and fully integrated multi-modal transportation system

Targets

- By 2050, 25% off all trips in Victoria are taken by renewably powered public transit
- By 2041, 55% of all trips are taken by walking and cycling

Goal 3: Transportation emissions are minimized through wise planning that optimises urban mobility and quality of life

- By 2041, 100% of neighbourhoods are complete by design*

**Note: Specific criteria for complete neighbourhoods will be determined at a future date. A 'complete by design' neighbourhood may be one that is: central and easily accessed through walking, cycling and public transit; has green and natural spaces integrated into landscape and design; and is compact with necessary amenities and services nearby.*

LOW CARBON TRANSPORTATION AND MOBILITY

Where We Are Today

Transportation activities are the second largest source of GHG emissions in the City (40%). Most of those emissions come from the private, single occupant vehicle (86%), while commercial vehicles make up 14%. GHG reductions may be achieved through a reduction in trips, distance travelled, increased efficiencies, alternative low carbon fuels, electrification, and shifts to transit, walking and cycling.

Where We Want to Be

2050 Vision:

Walking, cycling and renewably powered public transit are favoured modes of transportation, connecting all residents and visitors to well-designed neighbourhoods complete with nearby amenities. The vast majority of commercial and community vehicles have been electrified and people, goods and services will travel generating little to no GHGs.

PROPOSED GOALS: Transportation

Goal 1: Vehicles are powered by renewable energy

Targets

- By 2050, 100% of personal vehicles are renewably powered (e.g. electric, bio fuel, hydrogen fuel cell)
- By 2030, all commercial vehicles are renewably powered → Sysco vans, Wilson buses.

Goal 2: Victorians enjoy a high-performing, affordable, sustainable, and fully integrated multi-modal transportation system, including in & out of City to surrounding region.

Targets

- By 2050, 25% of all trips in Victoria are taken by renewably powered public transit
- By 2041, 55% of all trips are taken by walking and cycling

Goal 3: Transportation emissions are minimized through wise planning that optimises urban mobility and quality of life

- * delivery economy. → green deliveries/incentives for companies that deliver w. low emissions.
 - By 2041, 100% of neighbourhoods are complete by design*
- *Note: Specific criteria for complete neighbourhoods will be determined at a future date. A 'complete by design' neighbourhood may be one that is: central and easily accessed through walking, cycling and public transit; has green and natural spaces integrated into landscape and design; and is compact with necessary amenities and services nearby.*

- Conversations w Harbour Authority; emissions from cruise ship transport? Shore power for cruise ships?
- What is scope of 'commercial vehicle' targets? Would it include vans from Alberta, say? Or vehicles in Rock Bay that service the entire lower mainland.

• How can the City foster/encourage big development that reduces the need for transportation?
→ as in, food systems.

• How can these goals be amplified regionally?

HIGH PERFORMANCE BUILDINGS:

Where We Are Today

The energy we use in our homes and buildings produces 50% of our community GHG emissions, and represents the largest opportunity for improvement.

Where We Want to Be

2050 Vision:

We live and work in buildings that are powered by 100% renewable energy sources such as hydro-electric, solar, and renewable natural gas. Fossil fuel heating and power systems are a thing of the past and buildings are comfortable and affordable.

PROPOSED GOALS: Buildings

Goal 1: Buildings are highly energy efficient, using only a fraction of their 2017 operational energy needs.

Targets

- By 2030, all new buildings will be 'net zero energy ready,' which means they will be designed to be ultra-efficient and 'ready' to produce all of their energy needs through the future installation of an on-site renewable energy system(s)
- Before 2050, existing buildings will be retrofitted (updated) to new efficiency standards*

**note: these standards are currently under development with input from federal and provincial stakeholders; they will be defined in the near future.*

Goal 2: Buildings are powered by renewable energy (e.g. hydro-electricity, solar, wind, renewable natural gas)

Targets

- By 2030, oil heating is phased out
- Before 2050, all buildings will only use renewable energy

CITY LEADERSHIP AND MUNICIPAL OPERATIONS

Where We Are Today

Corporate operations account for 1% of our community GHG emissions. Since 2007, the City's corporate building GHG emissions (directly from natural gas, and indirectly from electricity) have declined by 40% due to reductions in facilities (11, 000 square foot decline), and energy efficiency improvements (such as HVAC system optimizations at the Victoria Conference Centre and City Hall). GHG emissions from City fleets have increased by 16.6% due to increases in fleet operations.

Where We Want to Be

2050 Vision:

City fleet and facilities are 100% renewably powered. By 2030, City Staff will set the example for GHG reductions in buildings, transportation and operational energy use. The City works hard to eliminate waste in all its forms, and staff have found innovative ways to minimize energy consumption and GHGs without diluting quality, or level of public service.

PROPOSED GOALS: Municipal Operations

Goal 1: The City is a recognized leader in climate mitigation and adaptation action. *Especially to other municipalities in CRD.*

Targets

- All City's facilities are renewably powered by 2040
- All new City facilities are renewably powered
- 80% of Fleet is electrified, or renewably powered by 2040
- All power tools and small equipment is electrified or renewably powered by 2025

Goal 2: City climate action is informed by a full understanding of through-life social, environmental, and economic costs, risks and benefits.

Target

- By 2020, the City uses a triple bottom line accounting system for all business planning ✓✓✓

Goal 3: Victorians have access to timely and accurate data to support strong climate mitigation and adaptation actions

Target

- By 2022, all relevant City plans and policies address GHG emission reductions and climate risks

Goal 4: Climate action is integrated across City programs

Target

- By 2030, the City has completed a Genuine Progress Indicator Assessment (GPI) and uses this information to set a GPI* goal (*GPI is used to measure economic growth and is often considered an alternative metric to the more well known Gross Domestic Product (GDP) economic indicator. GPI nets the positive and negative results of economic growth to examine whether or not it has benefited people overall.

ADAPTATION – PREPARING FOR A CHANGING CLIMATE

What is 'Adaptation?'

Air emissions are shared across the planet, which requires a common responsibility to reduce GHGs, but also a requirement to prepare now for the changes that we will face in the years to come.

If all current human caused GHG emissions ceased today, global climate change and its associated impacts would continue for many decades, due to the long lifespan of carbon in the atmosphere. For this reason, it is not sufficient to merely reduce future GHG emissions, the City and its residents must also prepare for a changing climate. Preparing for a changing climate and its uncertainties is known as 'adaptation.'

Where We Want to Be

2050 Vision:

All community properties enjoy strengthened infrastructure and support healthy, abundant natural ecosystems that contribute to our City's resilience. Restorations have been made to ensure affordability and the least disruption to our collective quality of life. The City has completed affordable infrastructure improvements to manage severe and prolonged storms, increased flooding, heat, and other extreme weather events.

PROPOSED GOALS: Adaptation

Goal 1: All climate-related risks are minimized through early and wise planning and action

Targets

- Flood mitigation ~~to~~ stormh₂O mgmt. through
- The City's assets and services are ready to protect and respond to the risks associated with a changing climate
- Risks, vulnerabilities, and resiliency are measured, monitored, and reported

↳ this needs to include food security & food production.

Goal 2: Local, natural habitats flourish in a changing climate

- Better h₂O / stormh₂O mgmt. Rain h₂O Rewards revamped + upgraded
- New landscaping takes into consideration climate change.
- Natural habitats support healthy fish, wildlife, and plant populations and healthy ecosystem functions
- Mature trees are preserved. When trees need to be replaced, food species are prioritized.

Goal 3: Victorians are prepared for all climate related events and emergencies

Targets

- The community is knowledgeable and prepared to address the impacts from a changing climate
- Adaptation efforts are shared across the economy and support overall sustainability

- Take pressure off regional farmland by increasing urban density & urban food production.

LOW CARBON WASTE MANAGEMENT SYSTEMS

Where We Are Today

10% of our GHG emissions come from the decomposition of the waste we produce. The climate related impacts of waste come from the methane that is created when organic waste is buried in a landfill.

Where We Want to Be

2050 Vision:

Residents, businesses, and visitors each manage their organic materials (food scraps and yard waste) responsibly, and ensure they are sorted in appropriate composting bins. We have minimized our consumption and waste across all sectors, and we benefit from a healthy, job-rich marketplace for used and repurposed materials that continually flow throughout the economy as reintroduced materials. The community's organic waste will be processed locally and reintroduced as feedstock for growing more food.

PROPOSED GOALS: Waste

Goal 1: All residual organic materials are reduced, recovered, and reused

Targets

- 100% of residential organic waste (food and yard) is diverted from the landfill by 2022
- Partner with local businesses to divert 90% of commercial organic food waste by 2025
- Partner with the CRD to deliver a regional, industrial composting facility for City organic wastes by 2025*
- *This goal is not directly owned by the City, but is influenced by City and its regional partners
- 100% of the GHGs from organic food and garden waste collection is transformed into renewable fuels by 2025

Goal 2: Systems are in place to optimise the continual use and reuse of materials, to eliminate landfill waste and related greenhouse gases

Target

- By 2050, 95% of what we each produce, use and manufacture on a daily basis is given new life through re-using, repairing, sharing and recycling, so that less than 5% of our waste ends up in the landfill

Goal 2: Systems are in place to optimise the continual use and reuse of materials, to eliminate landfill waste and related greenhouse gases

Victoria's solid waste includes a wide range of materials that are discarded by residents and business. We want to shift to a system that avoids or reduces waste and finds innovative ways to recover and repurpose materials.

Target: 95% of what we each produce, use and manufacture is given new life through re-using, re-pairing, sharing and recycling, so that less than 5% of our waste ends up in the landfill by 2050.

Bridget Frewer

From: Jess Dawe
Sent: July 17, 2018 9:49 AM
To: Bridget Frewer
Subject: SFU masters student feedback FW: Feedback on Victoria's Draft Climate Leadership Plan

From: Morgan Braglewicz <morgan_braglewicz@sfu.ca>
Sent: May 16, 2018 2:09 PM
To: Steve Young <SYoung@victoria.ca>
Cc: Mark Jaccard <jaccard@sfu.ca>
Subject: Re: Feedback on Victoria's Draft Climate Leadership Plan

Hi Steve,

I read through the CLP and jotted down a few thoughts below. I didn't comment on the adaptation section since I'm not as familiar with adaptation strategies. Let me know if there's anything you'd like to discuss in more detail, or if you have any questions on my master's work. Happy to clarify if needed. Hope this helps!

-The "Partnerships and Collaboration" Section at the end is very important. One of the main findings from the modeling I did is that it will be extremely challenging for Victoria to affect dramatic fuel switching and emissions reductions through local policies - the suite of policies I modelled was quite aggressive and didn't meet the targets. Even with additional senior government intervention in the form of a very high carbon tax, the policies that I modelled didn't achieve 100% renewable energy use or an 80% reduction in emissions. The section focuses mostly on partnerships at a community level, but perhaps it could be a good opportunity to touch on partnerships with senior levels of government in more detail (this is mentioned briefly under the sectoral lists of partnerships). Some of the priority actions throughout the document related to Victoria's support for certain senior government policies like the provincial LCFS or a potential national retrofit code; perhaps a dedicated paragraph or two in this section could help underline the need for effective senior government policies in areas that it is particularly difficult for Victoria to affect (in my analysis these were commercial buildings and freight transportation - personal transportation to a lesser extent).

-The breakdown of goals/targets/strategies/actions is very good; many plans are not clear on the distinction between these various levels

-It could be helpful to unpack what is meant by "Current Pace" improvements. The paragraph you had sent me via email was very useful and I think helped to make clear what is meant by this term/scenario.

-One thing I very briefly touched on in my master's project is how Victoria is defining renewable energy. In the CLP the upstream emissions from electricity are considered (e.g. in Figure 6), but not the upstream emissions from biofuels - the production of which could very well be fossil-fuel intensive if there aren't any policies in place mandating that the lifecycle carbon intensity of biofuels meets low/zero carbon requirements (currently under the LCFS the requirements for lifecycle GHG intensity are not very stringent). Since biofuels only accounted for a very small portion of total energy use in my modelling results I didn't worry about this too much, but could be something to consider for the CLP as it would seem RNG and biofuels for vehicles are a part of the 100% renewable energy future that is laid out in Figure 5

-In Figure 5, RNG has an increasing proportion of energy use but under the “buildings” section none of the priority actions touch on how Victoria might cause an increase the use of RNG. Most of the actions in this section focus on strategies to improve energy efficiency for buildings (in line with Goal 1) but only a couple actions relate to the fuel switching that is essential to achieve Goal 2 (and the overall goal of 100% renewable energy use), and none of them mention an RNG strategy. I do understand the challenge in tackling RNG supply/use (I excluded it from my analysis for that reason) but if the City is counting on transitioning at least some NG use to RNG, then it would seem that the pathway for this transition is a bit of the gap for the buildings section.

-I notice that in terms of transitioning vehicles to renewable fuels, the mobility section focuses mainly on electrification of personal vehicles (rather than biofuels). I chose to model policies focused on electrification as well, both for personal and freight (light/medium duty) vehicles. Given that Figure 5 anticipates some uptake of biofuels in transportation, I wonder if the City might consider any actions that would also promote/support the uptake of biofuel vehicles. I noticed the one action of continuing to support the Provincial LCFS, but curious as to whether or not Victoria is considering any local policies in addition to that. I also noticed that none of the actions explicitly target freight transportation; are there any strategies/actions in mind to target emissions from freight?

Morgan

Morgan Braglewicz
Master of Resource and Environmental Management Candidate
Energy and Materials Research Group
School of Resource and Environmental Management
Simon Fraser University
mbraglew@sfu.ca

On May 7, 2018, at 3:26 PM, Steve Young <SYoung@victoria.ca> wrote:

Hi Morgan,

Thanks for sharing your thesis. I took a quick read through and look forward to taking deeper dive at a later date. I've also shared it with my colleagues here, so there may be a few follow up questions. Congrats on getting this work done. I found it informative and well-reasoned.

Thanks also for your offer to review the CLP. Please do take a read and provide your feedback. It would definitely be useful!

Cheers,

Steve

From: Morgan Braglewicz <morgan_braglewicz@sfu.ca>
Sent: May 7, 2018 10:08 AM
To: Steve Young <SYoung@victoria.ca>

Cc: Mark Jaccard <jaccard@sfu.ca>

Subject: Re: Feedback on Victoria's Draft Climate Leadership Plan

Hi Steve,

Attached are a copy the slides from my defense presentation as well as the full version of my master's project. Please feel free to let me know if you have any questions, or if there's anything in particular you'd like to go over in more detail. If you think it would be helpful, I could also read and provide feedback on the Climate Leadership Plan itself. Let me know if this would be useful.

Hope this helps!

Best,

Morgan

Morgan Braglewicz
Master of Resource and Environmental Management Candidate
Energy and Materials Research Group
School of Resource and Environmental Management
Simon Fraser University
mbraglew@sfu.ca

On May 1, 2018, at 8:31 AM, Steve Young <SYoung@victoria.ca> wrote:

Hi Mark and Morgan,

I hope you are both well.

I'm writing to follow up on our discussions over the past couple of months regarding the development of Victoria's Climate Leadership Plan. The draft is out for public review until May 18th. We're asking key experts, partners and stakeholders for their written feedback. We're incorporating some additional data into our modelling and this is the window for us to take recommendations from Morgan's work as well as more general comments.

Are you are interested and available to provide feedback?

Cheers,

Steve

Steve Young
Climate & Environmental Sustainability Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0279 C 250.514.8638 F 250.361.0311

<image001.gif> <image002.png><image003.gif> <image004.gif> <image005.gif>

<Climate Leadership Plan Public Draft ver2.2 Dec 12a.pdf>

Bridget Frewer

From: Engagement
Sent: May 22, 2018 9:35 AM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: Victoria Climate Action

Personal info

From:
Sent: May 19, 2018 12:13 PM
To: John Mullane
Cc: Engagement ; **Personal info** ; John Mullane VWCA Harbour
Committee ; Jeremy Loveday (Councillor)
Subject: Re: Victoria Climate Action

Well said Mr. Mullane!
Please add me to your list of supporters.

Personal info

On Sat, May 19, 2018, 6:19 PM John Mullane **Personal info** > wrote:

Great to see some Climate Action. I do appreciate all the good work.

However, Business as Usual is not good enough. It is time to recognize that Victoria has a harbour and it is the City's biggest asset. The harbour is why we live here, it is why the tourists come, and it is a great attraction to high technology and green businesses as well as marine activity that supports our economy.

You cannot fully address Climate Action while turning a blind eye to the very heart of Victoria. I am informing you that there are boats, planes, motorized recreation craft, tug boats etc. that operate in the harbour. Climate action has to apply the Harbour as well.

Don't tell me it is not the City's responsibility. The City of Victoria is the organization most responsible for the well being of its residents.

Surely the pollution disaster at Laurel Point and adjacent waters is enough of a wake up call to the City of Victoria that they have to step up and fully protect our environment and the economy.

--

Regards

JOHN MULLANE,

Personal info

Bridget Frewer

From: Engagement
Sent: May 22, 2018 9:34 AM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: Victoria Climate Action

Hi Jess,

Below is some more CAP feedback.

Roz

From: John Mullane
Sent: May 19, 2018 1:50 PM
To: Engagement
Cc: **Personal info**
Jeremy Loveday (Councillor)
Subject: Victoria Climate Action

; John Mullane VWCA Harbour Committee ;

Great to see some Climate Action. I do appreciate all the good work.

However, Business as Usual is not good enough. It is time to recognize that Victoria has a harbour and it is the City's biggest asset. The harbour is why we live here, it is why the tourists come, and it is a great attraction to high technology and green businesses as well as marine activity that supports our economy.

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Surely the pollution disaster at Laurel Point and adjacent waters is enough of a wake up call to the City of Victoria that they have to step up and fully protect our environment and the economy.

--

Regards

JOHN MULLANE.

Personal info

Bridget Frewer

From: Engagement
Sent: May 15, 2018 2:35 PM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: Draft Climate Leadership Plan
Attachments: Climate Change Action Plan 08 May 2018.docx

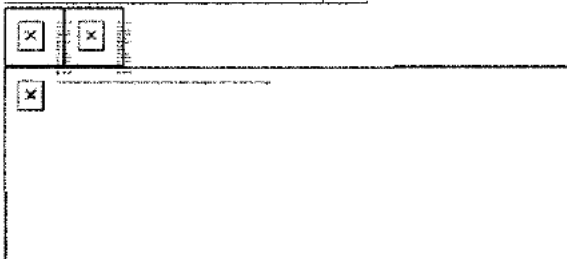
From: Vanya McDonell
Sent: May 15, 2018 11:28 AM
To: Engagement
Subject: Fw: Draft Climate Leadership Plan

Attn: Climate Leadership Team

Please see the attached comments regarding the City's Draft Climate Leadership Plan, on behalf of the FGCA Board of Directors. Apologies for providing this a day past your deadline.

Sincerely,

Vanya McDonell
Co-Executive Director
Fairfield Gonzales Community Association
1330 Fairfield Road Victoria, BC V8S 5J1
Ph: 250.382.4604 (Ext. 104) Cell: **Personal info**
vmcdonell@fairfieldcommunity.ca
www.fairfieldcommunity.ca



Principles:

- 1) The proposed initiative encompass both the soft and hard program elements, that is it embraces a program targeted at “people” as well as “measures and techniques” which is excellent. However, to ensure that this foundation endures and delivers results in the long term the following principles should be appreciated and embodied in the effort:
 - a) Leadership;
 - b) Awareness;
 - c) Accountability;
 - d) Recognition; and
 - e) Reward.

Priorities:

- 2) Cost, simplicity and effect are the key factors in accessing priority. Look for early easy success. Further, generally speaking (to illustrate examples for buildings are used) the first priority is to reduce the load (turn down the thermostat), second to reduce the loss (weather strip doors and windows), third increase the system efficiencies (replace the furnace) and next shift to alternative lower GHG and renewables sources. Yes to get to the ultimate goal you will need to focus on all four areas, no doubt however, suggest, particularly in the early stages of the program, that you need to lead by example and demonstrate early success and reducing costs as a first priority to fund the shift to renewables is a sound starting point. New acquisitions and enhanced maintenance and renewal are two overriding exception to the above priorities. If you have to replace or expend significant maintenance on a fuel consuming item or you are acquiring new (buildings or vehicles) this is the time to force priorities three and four.

Objectives:

- 3) Year One:
 - a) Resolve to establish a program embodying the five key principles: leadership, awareness, accountability, recognition and reward.
 - b) Focus on Getting Your Own House In Order:
 - i) Gather and compile existing consumption statistics, focus management effort on reducing energy and measure both energy (i.e. mega joules of energy in buildings, litres of fuel for vehicles) as well as GHG,s (benchmarking will be on energy basis and hence the focus with GHG reduction the obvious results not the driver-see item iii below);
 - ii) Establish and fund an enhanced renewal and maintenance program focused on GHG reduction and force priority three and four above on all new acquisition;
 - iii) Register all your buildings in Natural Resources Energy Star portfolio benchmarking program for buildings;
 - iv) Mirror foregoing Benchmarking effort in all segments and program efforts going forward;
 - v) Incorporate consumption data reporting in all existing organizational management reporting systems and community reporting and engagement programs;

- vi) Publicise and celebrate achievements seasonally to the public and monthly on your web site (consider getting the Times Columnist to publish a “GHG Corner” on the business or life section in which your monthly results are reported).
 - vii) Use as a model, the communication and engagement effort for the bridge replacement project for this effort.
 - viii) Develop your idea sharing portal organized based on simple payback periods (yes keep it simple) say under one year, two to five years, five to seven , over seven years (you can acknowledge that a simple seven is about ten years if you include the escalation of energy and the cost to borrow money);
 - ix) Establish recognition and reward programs internally in year one to be followed by external programs in year two
 - x) Establish a steering committee of experts in the field to drive and advise the program.
- 4) Subsequent years
- a) Look to the steering committee to provide focus and priority for the out years
 - b) Focus on priority three and four issues internally;
 - c) Shift to external focus having launched the internal effort to put your own house in order and look to the new building code to drive that segment for buildings.

Comment

- 5) Bottom line, all principles are not created equal and you will need to shift focus based on the circumstances but ultimately “recognition and reward (celebration)” fueled by Leadership and Accountability will deliver Awareness.
- 6) If you are looking for inspiration, Amory Lovins most recent Ted Talk on the subject and our own departed Ursula Franklin and her focus on “Beautiful, Functional and Frugal” are recommended. If you google those two individuals you will find some interesting inspirational thoughts and perspectives. There are others of course.
- 7) Your program document in many places uses the term “climate change mitigation and adaptation action”. Suggest you might consider using the term “climate change action” and consider “adaptation” as something to flesh out two to three years from now. Or in other words avoid debate or confusion about what is adaptation and what is mitigation, and duck that issue for the short term (keep it simple).
- 8) You need a slogan, a symbol plus rituals. Frugal and Functional might be a good slogan. A symbol based on nature is suggested, and timed annual celebration events as the ritual(s) are a possibility.
- 9) Best of luck and thanks for your efforts to build a better world for all!

Bridget Frewer

From: Engagement
Sent: May 14, 2018 12:39 PM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: Climate leadership plan

Hi Jess,

More feedback for you as well as a question.

Roz

From: Personal info
Sent: May 11, 2018 3:51 PM
To: Engagement
Subject: Climate leadership plan

Sorry, I only actually learned about this today.

The biggest thing I see missing from your plan is any discussion (other than a vague goal for a plan by 2020) about retrofitting of existing buildings. These form the majority of the inventory -- why are they omitted from the plan?

David

Bridget Frewer

From: Engagement
Sent: May 9, 2018 8:40 AM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: BC Sustainable Energy Association - comments on City of Victoria's draft 2018 Climate Action Plan
Attachments: 2018-05-08 - BCSEA-VC comments on 2018 Climate Leadership Plan.pdf

More feedback.

R

From: Thomas Hackney
Sent: May 8, 2018 5:58 PM
To: Engagement ; Fraser Work
Subject: BC Sustainable Energy Association - comments on City of Victoria's draft 2018 Climate Action Plan

Dear Fraser,

Please see the attached comments of the BC Sustainable Energy Association on the City of Victoria's draft 2018 Climate Action Plan.

Regards,
Tom

Tom Hackney | *Policy Advisor*
BC Sustainable Energy Association
250-381-4463 | tom.hackney@bcsea.org

B.C. Sustainable Energy Association
Become a member or sign up for our newsletter today!



BRITISH COLUMBIA

Sustainable Energy
ASSOCIATION

Victoria Chapter

8 May 2018

To: Fraser Work, Director of Engineering and Public Works
City of Victoria
by email: FWork@victoria.ca

Dear Fraser,

Re The City of Victoria's draft 2018 Climate Leadership Plan

General:

The BC Sustainable Energy Association (BCSEA) welcomes this opportunity to comment on the City of Victoria's draft *2018 Climate Leadership Plan*. We commend the City for producing a plan of sufficient scope and magnitude to address the challenges of minimizing climate change and shifting to a renewable energy system.

BCSEA is a non-profit association of citizens, professionals and practitioners committed to promoting the understanding, development and adoption of sustainable energy, energy efficiency and energy conservation in British Columbia. We educate and empower British Columbians to move away from fossil fuels and to sustainable forms of energy. We have 500 members and five chapters across BC, including an active chapter in Victoria.

BCSEA strongly supports the City's present initiative to update its climate action plan and targets, and to align them with current knowledge and international leadership on climate action, as reflected in the 2015 Paris Agreement. Cooperation of all humanity and all levels of government is needed to address climate change, and Victoria has courageously stepped up as a leader.

Mayor's Message and Vision:

BCSEA strongly supports the vision for 2050 in the *Message from the Mayor* (p. 4) and *Victoria's Climate Leadership Vision* (p. 8). The vision appropriately focuses on values of health, well-being and inclusiveness, and links these to the achievement of the ambitious climate action and renewable energy goals. The vision acknowledges that it will be challenging to achieve the targets, but asserts that doing so is the best way to maintain Victoria's prosperity and well-being in the long term. The vision also appropriately identifies that achieving the targets requires a whole-community effort and will affect our lives in many ways.

Targets of 80% GHG reduction by 2050 and 100% Renewable Energy by 2050:

BCSEA strongly supports the City's two related targets of achieving (a) 80% greenhouse gas (GHG) emissions reductions by 2050 and (b) 100% renewable energy (RE) by 2050. We endorse the reasons given for these ambitious targets in the *Introduction* (p. 7) and *Victoria's Climate Imperative* (pp. 10 - 12). In order to minimize the harmful effects of climate change and maximize human and ecological well-being in the long run, all levels of society in Victoria will need to work together; and our efforts will need to be matched by the efforts of everyone around the world.

210 – 128 West Hastings St., Vancouver, BC, V6B 1G8
1 (604) 332-0025 | victoria@bcsea.org | www.bcsea.org/chapters/victoria

Embodied Emissions and Energy Use, and End-of-Life Disposal:

BCSEA supports clearly and transparently including both embodied and end-of-life emissions and energy use in the City's targets and planning. Newer analytical models and methods of presentation make it practical to do this.

BCSEA acknowledges that this would increase the complexity of analysis and include many things beyond the City's boundaries and control. This problem cannot be avoided in a complete climate action plan. We believe confusion can be minimized by transparent analyses and the clear delineation of the City's various roles (control, influence, inspire) with respect to the limits of the City's jurisdiction.

Climate Leadership – Planning Principles:

BCSEA strongly supports the ten planning principles (page 9) as being appropriate and comprehensive.

We especially support the City's commitment to "lead and inspire." Although the urgency and danger of climate change are known as are many of the best solutions, societies all over the world are having trouble committing decisively to action. Some of the reasons for this are fear, inertia and conflicting messages. Inspiring leadership will do much to overcome inaction.

BCSEA also supports the City's commitment to "be a regional and national leader," despite the recognized jurisdictional limits to the City's powers. If Victoria strongly affirms and acts on appropriate climate action targets and measures, it will encourage other governments to do likewise and make it more difficult for them to avoid the issue. We agree with the City's plan to "influence" and "educate, inform and encourage" in areas where it cannot control behaviour.

Key Goals – All Sectors:

BCSEA supports the list of key goals given on pp. 12 – 13.

We suggest these additions for *Low Carbon Mobility*:

- Define the goals for the transportation system regionally, rather than just for Victoria.
- Explicitly include regional commercial and freight vehicles in the "vehicles are powered by renewable energy" goal.
- Add that the energy and emissions from transportation are minimized by transportation demand management planning for the regional distribution of goods, and for the delivery of goods to Vancouver Island from the continent (i.e. Canada, US, Mexico).

BCSEA would like to see intermediate targets specified where practical, as an important way to gauge progress and to signal direction. If these cannot be achieved in the final version of the current climate action plan, it should certainly be developed and published as soon as possible, as detailed plans are developed.

2015 GHG Inventory and GHG Reduction Pathways:

Victoria's energy use should be inventoried and reported along with GHG emissions. The BC Government's Community Energy and Emissions Inventory (CEEI) centralised these inventories for use by local governments, but the latest version is from 2012. Victoria could ask (through UBCM) for periodic updates.

Where possible (i.e., not for waste), targets should be defined in terms of the percentage of the

way to 100% RE, as well as in terms of GHG reductions.

For all sectors, Victoria should set appropriate targets, not only for GHG reductions and percent of the way to 100% RE, but also for the overall amounts of energy used; and these should reflect the overall need to maximize energy efficiency and minimize waste.

Targets should also be set for renewable energy generation in the City. Victoria has good potential for distributed photovoltaic (PV) generation. Other RE, such as biogas, may not be able to make large contributions, but should not be wasted if it can be cost-effectively harnessed.

Improving energy efficiency and generating RE in Victoria will not only make Victoria more resilient in the face of climate change, but it will also help BC as a whole to meet its climate and energy targets. By reducing its demand for electricity, Victoria frees up low-GHG electricity for use elsewhere in BC, where there are energy intensive industries that must shift off fossil fuels.

Low Carbon, Higher Performance Buildings: Goals and Targets:

BCSEA supports Goal 1 – maximizing the energy efficiency of Victoria’s existing and new buildings. This goal can best be accomplished as part of a BC-wide initiative led by the provincial government and supported by the federal government. Detailed modeling of the building stock will be needed to determine what specific energy performance goals are realistic and appropriate. Accordingly, BCSEA supports the City’s proposed Deep Energy Retrofit Strategy, but we urge the City to consider this in a provincial, even national context.

The energy performance of buildings is very important. Historically, many people in BC (including in Victoria) have rationalized energy-wasteful buildings because energy was perceived to be cheap. But today, many people have trouble affording the energy to keep themselves warm in leaky, under-insulated homes. We believe it is in the public interest for all levels of government to support achieving high levels of energy performance in all BC’s buildings.

BCSEA supports a regionally collaborative approach on the Step Code, and we urge the City to support the highest performance standards that it finds to be realistic.

BCSEA strongly supports the goal of phasing out oil heating. We hope this can be accomplished before 2030.

BCSEA strongly supports Goal 2 – having all buildings use only renewable energy. This should be accomplished before 2050. Electrically powered heat pumps for space heating are a well-established and very efficient technology. Heat pumps for water heating are less well known, but they appear to be effective. Given the long-term need to shift off fossil fuels, heat pumps should be installed in new buildings in preference to natural gas. Likewise, heat pumps should be preferred over natural gas heating for retrofits.

Low Carbon, Higher Performance Buildings: Priority Actions:

BCSEA generally supports the City’s *Priority Actions* (pp. 22 – 23).

The “Building Centre of Excellence” and the “Deep Energy Retrofit Strategy” would ideally be part of a comprehensive provincial initiative to address the energy performance of BC’s building stock (though if the province does not adopt this strategy, the City should implement it in cooperation with other municipalities). The City should consider training programs (possibly free) for architects and builders, and it should consider advocating to the provincial government to implement certification for builders. BCSEA would like to see more details on how the City

proposes to work with federal partners and local stakeholders on energy upgrade programs.

By “energy equity program,” BCSEA understands a program to address low income homeowners and renters, who may have trouble affording energy conservation measures and who may experience “energy poverty.” We support programs to address this: no one should be left behind in the City’s efforts to achieve sustainability.

BCSEA strongly supports moving as quickly as possible to mandatory labelling of the energy performance of buildings.

The transition plan from oil heating should be to electric heat pumps, not to natural gas.

Low Carbon Transportation and Mobility: Goals and Targets:

BCSEA supports Goals 1 through 3. As noted above, we urge the City to consider Goal 2 – the fully integrated multi-modal transportation system – as being regionally integrated, and as including the transportation of goods.

Low Carbon Transportation and Mobility: Priority Actions:

It is especially important for the City to take leadership to achieve a regionally integrated transit plan that would support and enable substantial mode shifting away from personal motorized vehicles. This is the most necessary thing for achieving Goal 2 – a “fully integrated multi-modal transportation system.” The City should prioritize persuading Victorians to shift from personal motorized vehicles to transit and active transportation; and, as noted above, a “fully integrated multi-modal transportation system” needs to be regional, not just within the City. This implies that a major part of the City’s efforts should be toward achieving provincial and regional cooperation to an expanded, more effective transit system.

Action 3b. – “actions to support a radical improvement in low-carbon rapid and frequent public transit in, out, and around the city” (page 27) – BCSEA would like to see more details. What kind of transit does the City have in mind? How will the City work with BC Transit, the provincial government and other governments in the region to further this?

Action 3c. – an updated parking strategy – is very important. For new construction, the City should require that the purchase of a residential condominium suite should be separated from the purchase of a parking space. Thus, a car-free owner could avoid both the purchase cost of a parking space and the on-going property tax cost associated with the assessed value of a parking space. In this way, Victorians who go car-free will reap an appropriate financial benefit, and their subsidy of car users will be reduced.

The City should also update its street parking strategy, probably on an evolving basis, as improved transit service makes mode shifting more attractive.

Action 1 – the EV Ecosystem Strategy – will need to address access to charging for people living in MURBs. For apartment dwellers, the issue may be one of affordability of transportation. For condominium dwellers in existing buildings, the issues will include the ability or right to access EV charging services, and the cost of EV charging infrastructure retrofits. There will need to be coordination between provincial government, strata corporations and the City to address this.

For new-builds, the City should require adequate provision for EV charging. This should likely be Level 2 charging for all parking spaces. The City should probably require actual charging stations to be installed, rather than accepting only electrical rough-ins.

Action 5 – collaboration to deliver improvements in commercial vehicle performance – should be framed more ambitiously to include (a) a zero-emissions regional freight transportation concept; and (b) a continental zero-emissions freight transportation system to deliver goods to the region. BCSEA acknowledges that these areas are mainly controlled by the provincial and federal governments, and Canada in relation with the US and Mexico. Here the City should “lead and inspire.”

The City should further develop priority actions in relation to Goal 3 – smart land use planning – and apply a regional scope of planning, as well as addressing within-city planning. Regional development patterns greatly affect transportation emissions and energy use. Here again, the City should “lead and inspire” in favour of integrating climate action and renewable energy principles into the region’s growth strategies.

Finally, the City should “lead and inspire” in advocating the shifting of infrastructure spending by all levels of government from transportation systems that encourage more energy use and emissions to those that encourage lower energy, lower emitting modes of transportation. This is in line with the *Pan-Canadian Framework on Clean Growth and Climate Change*, to which BC is a signatory, specifically New Action 3 in Section 3.3 Transportation: “Shifting from higher to lower-emitting modes and investing in [transit] infrastructure.” BCSEA commends the City for its letter on this subject to the Prime Minister (29 January 2018).

More generally, both the BC and the federal governments have proposed significant amounts of “green” infrastructure spending that is billed as helping to address climate change, but there are no established criteria to ensure that such monies will be optimally prioritized to achieve the best climate action results. The City can have a role in advocating for transparent, robust criteria and priority ranking for “green” infrastructure spending, especially where there are associated municipal contributions.

Low Carbon Waste Management Systems: Goals and Key Targets:

BCSEA supports the key goals. BCSEA supports a “consumption based” approach to assessing embodied emissions and energy use, rather than a “territorial” approach. The work of Dr. Jennie Moore on ecological footprints could help the City with this.

BCSEA generally agrees with the key targets, but we are not in a position to judge the reasonableness of the specific target years or percentage goals.

BCSEA urges the City to add a goal for Victoria to reduce the size of its waste stream through (a) encouraging less wasteful consumption and (b) advocating for less wasteful production, packaging and delivery of goods and services.

Low Carbon Waste Management Systems: Priority Actions:

BCSEA urges the City to add actions to support the above-mentioned goals of (a) encouraging less wasteful consumption and (b) advocating for less wasteful production, packaging and delivery of goods and services.

BCSEA is aware that many of the goods and services that are produced and delivered to Victoria have huge embodied energy and emissions that could be reduced, often with little or no reduction in the quality of the end product. For example, packaging often has more embedded energy, emissions and resources than the product being delivered, and packaging is frequently designed so that it is difficult or impossible to re-use or recycle. This can put a large burden on

the City's waste disposal system.

BCSEA also urges the City to include specific measures to address the large volumes of waste caused by the cruise ship industry. For example, the City could "lead and inspire" by collaborating with other ports of call for cruise ships to apply best-practices standards to the cruise ship industry, and to ensure those standards reflect appropriate climate action goals.

Adaptation – Preparing for a Changing Climate:

BCSEA supports the vision and goals proposed. It is appropriate to include human health and safety; public information; economic assessments; risk management; and measures to address the natural environment. BCSEA agrees that a collaborative, engaging approach with all stakeholders is appropriate, especially as adaptation to climate change is a new area of activity for the City.

City Leadership & Municipal Operations:

BCSEA generally agrees with the goals, key targets and priority actions. Without wishing to diminish the importance of leading by example, BCSEA suggests it is even more important to lead by inspiring community action and cooperation from other governments.

BCSEA agrees the City should bring Victorians good data on the issues. Perhaps even more important is for the City to continue to convene solutions oriented conversations for all sectors of society, helping to envision, plan for and act on changes on our energy systems bigger than most of us have experienced before.

BCSEA would like to know what steps the City will take to develop the Energy and GHG Information Management Strategy (EGIMS).

Next Steps:

BCSEA agrees that community education and engagement will be critical to the success of the Climate Action Plan.

Additional Comments and Specific Measures:

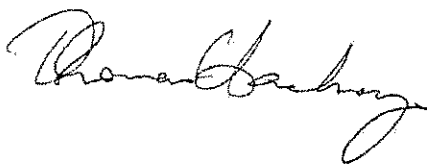
Please see the detailed comments submitted under separate cover by Rafe Sunshine, BC member for BCSEA, Victoria Chapter, dated 29 March 2018.

Conclusion:

BCSEA looks forward to seeing the City's next steps on this very important issue.

Thanks again for providing this opportunity to comment on the Climate Action Plan.

Sincerely,



Thomas Hackney, Policy Director

Bridget Frewer

From: Engagement
Sent: May 9, 2018 8:39 AM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: Climate Leadership Plan Feedback

And another...

From: Personal info
Sent: May 8, 2018 10:50 PM
To: Engagement
Subject: Climate Leadership Plan Feedback

Dear City of Victoria, Climate Leadership Team.

On May 3, a small group of seven friends, and some family, held a group discussion about the City's Climate Leadership Plan. Our group applauds your efforts to elevate climate action as important city policy. At the same time, our discussion pointed to some key deficiencies with the city's efforts.

Some key themes emerged from this discussion that we wanted to share with you. Residents are interested in increasing their awareness around how to be better environmental stewards. However, the city, region, and government in general are not engaging residents in a meaningful way. Goals are lofty (e.g., massive increase in renewable energy), distant (e.g., 2050), do not relate to resident's daily lives, and appear to be mostly aspirational rather than practical. Our discussions kept coming back to visible things like waste and transit. However, climate action planning documents use inaccessible language that confuses and does not help the audience to relate. The city should be engaging and educating residents on how to reduce their carbon footprint, and why this is important. The city should also be integrating climate targets into planning materials and to focus on real, manageable and achievable goals in short (e.g., 1, 3, 5 year) time periods.

Waste

- There is a significant lack of awareness (which in part may be generational) around how much waste we produce, what is done with that waste, and what the climate, environmental, economic and social impacts are.
- The city needs more downtown recycling and compost options. More incentives to.
- The city, and region, needs to do more education and outreach to explain the types of waste streams, how waste is managed, and why efficient and effective waste management is important.
- Provide more incentives for residents to return, reuse and reuse potential waste, and to view waste as a commodity instead of product destined for the landfill. Create disincentives for poor waste management with levies and penalties.

Transport/Transit

- Impose vehicle levies for those who want to drive more. The principle that if you want to drive, you should pay for it.
- Impose more incentives for people to use alternatives to single occupancy vehicles.
- Have goals for people using alternatives to single occupancy vehicles in the short term (e.g., 1, 3, 5 year).
- Increase the number of transport options (e.g., sea bus, trains) from places like the West Shore into Esquimalt (military) and Victoria.
- Require that all taxis, Uber and busses use renewable energy.

- Have the city work with other municipalities and the CRD to put climate at the forefront of a regional transit/transport plan.

Buildings

- The city must do more to encourage energy efficient building for existing and new builds.
- Cost is a huge barrier for companies and developers to build energy efficient. The city must work to incentivize efficiency and to lower costs.
- There is a lack of resident and business knowledge around the benefits of building energy efficient.
- The city needs to develop more incentives to use renewable energy to power alternatives like EV charging for vehicles.

Adaptation

- More education on what adaptation means, including more accessible language to make it easier for residents to understand climate impacts on their lives:
 - sea level rise (e.g., how does climate impact housing value?)
 - increasing precipitation (e.g., how does this impact transportation infrastructure?)
 - heat waves (e.g., heat stroke, loss of life)
 - water contamination (e.g., is climate a threat to our water supply?)
 - loss of biodiversity (e.g., what will climate do to our environment and why is this important?)
 - economic pressures (e.g., how does climate impact insurance?)

Thank you very much for your consideration.

Personal info

Bridget Frewer

From: Engagement
Sent: May 9, 2018 8:38 AM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: Draft Climate Leadership Plan Feedback

Here's another one re: the CLP draft feedback...

Roz

-----Original Message-----

From: **Personal info**
Sent: May 8, 2018 10:54 PM
To: Engagement <engage@victoria.ca>
Subject: Draft Climate Leadership Plan Feedback

To whom it may concern,

Thank-you for publishing a detailed draft climate plan online and thereby demonstrating some much needed leadership in face of the most important issue humanity has ever faced.

Unfortunately I was only recently made aware of the plan, and have not yet had time to read through all of the details in order to submit a fully-formulated comment by May 8th. However, in case it has not already been caught, there is a small factual error on page 4, where it is stated that "In 2017, the atmospheric concentration of carbon dioxide (CO2) exceeded 400 parts per million (ppm) for the first time in the earth's history."

Current atmospheric concentrations of CO2 are indeed higher than they have ever been while humans have been roaming the Earth, but they are definitely not the highest in Earth's history. CO2 concentrations have been in the thousands in the early Jurassic for example.

I hope there will be further opportunities to engage in initiatives and discourse on this very important topic, not only within the City of Victoria but also in a synchronized manner with all other municipalities across the region.

Thank-you,
Personal info

Bridget Frewer

From: Engagement
Sent: May 8, 2018 4:07 PM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: Comments on Victoria's Climate Leadership Plan
Attachments: 2018-05-08 Victoria-CLP-Comments.docx

Hi Jess,

Attached are some comments on the draft CLP, received today.

Roz

From: **Personal info**
Sent: May 8, 2018 1:26 PM
To: Engagement
Subject: Comments on Victoria's Climate Leadership Plan

I have attached an MS-Word document with two personal comments on the draft CLP.

I would be happy to explore them in more depth with City staff or Councillors.

Thanks,

Personal info

Victoria BC
Personal info

1. Specifics:

I would like to see a list of specific replacements for specific uses of fossil fuels in Victoria, such as gas hot water boilers, restaurant gas grills, delivery trucks, dump trucks, excavators, and others. The plan lacks credibility with professionals and business owners if it doesn't show how our vehicles and buildings could eventually meet its goals.

2. Parking and Trucking

Summary: Requirements for underground parking trigger a lot of diesel use.

At the business consultation event on May 2, transportation specialist Sarah Webb mentioned that as the city densifies with more and more residential units, there will not be enough space on the roads to have private vehicles for every resident. Recent larger buildings all put these spaces underground, so that it is common for new residential towers to have two or more levels of parking below grade. Digging these out removes an enormous amount of rock and dirt. In recent times this material appears to be trucked up the Malahat for disposal somewhere near Shawnigan Lake.

I have done a rough calculation (see spreadsheet below) that excavation of a typical site of 35m x 70m (Johnson St. @ Vancouver St) with three levels of underground parking generates roughly 800 trips with a 12-yard dump truck and long dump trailer, using something like 50,000 litres of diesel. Moving the material for three floors below the site across from City Hall was more like 1,600 trips and 100,000 litres of diesel. These are in addition to the fuel to dig it out, and the carbon footprint of hundreds of cubic metres of concrete and steel in parkade walls, floors and pillars – a lot of embodied energy. All to fit more cars downtown.

This line of thinking suggests that Victoria should relax its requirement for off street residential parking in new towers. Victoria could support developers who decouple sales of parking spaces from sales of units, as was done at Dockside Green.

The spreadsheet below is a 'back of the envelope' order-of-magnitude calculation of how much diesel is burned to move the material from a couple of example sites in downtown Victoria. I have tried to make reasonable guesses but these numbers all require validation for accuracy.

Effects of underground parking in Victoria

How much diesel to move the dirt for a typical underground parking lot ?

Note: These are 'back of a napkin' estimates and should be verified if accuracy is important

Example:	Vancouver @ Johnson St	Douglas @ Pandora St	
Lot size	35 x 70	50 x 100	metres
Lot Area	2450	5000	sq. metres
Parkade/Basement levels	3	3	stories
Depth per level	2.5	2.5	metres
Excavation Volume	18375	37500	cubic metres
Convert to cubic yards	1.3	1.3	Cubic Metres -> Cubic Yards
Material to remove	23,888	48,750	Cubic Yards
Expansion factor when material is excavated (est.)	10%	10%	
Material to load	26,276	53,625	Cubic Yards

How many trips up the Malahat ?

Standard Dual Axle Dump Truck Capacity	12	12	Cubic Yards
Extended Dump Trailer Capacity (est.)	18	18	Cubic Yards
Total Capacity	32	32	Cubic Yards
Truck & Trailer loads to empty excavation	821	1,676	Loads up Malahat

How much diesel ?

Distance travelled to Shawnigan Lake & return (est.)	80	80	km
**Truck & Trailer Diesel Consumption (3 mpg)	78	78	litres / 100 km
Diesel use for one trip	62.4	62.4	litres
Diesel use for one excavation	51,239	104,569	litres

** One estimate of Class 8 3-axle truck fuel consumption was 6 mpg. The trailer doubles the weight so I have doubled the fuel consumption.

Bridget Frewer

From: Engagement
Sent: May 2, 2018 4:11 PM
To: Jess Dawe
Cc: Ryan Shotton
Subject: FW: Climate Plan

Not sure if you want to receive emails like this?

Roz

From: [Personal info](#)
Sent: May 2, 2018 2:37 PM
To: Engagement
Subject: Climate Plan

First off, you need to stop dumping your sewage into the Pacific.

Sent from [Mail](#) for Windows 10

-----Original Message-----

From: Public Service Centre - Internet email <publicservice@victoria.ca>

Sent: April 9, 2018 11:02 AM

To: **Personal info**

Subject: RE: General Inquiry

Hi Randal,

Thank you for contacting the City of Victoria. I have forwarded your email to our Engagement Department.

Kind regards,

Marissa

Public Service Representative

Finance Department

City of Victoria

1 Centennial Square, Victoria BC V8W 1P6

-----Original Message-----

From: webforms@victoria.ca [<mailto:webforms@victoria.ca>]

Sent: April 6, 2018 7:57 PM

To: Public Service Centre - Internet email <publicservice@victoria.ca>

Subject: General Inquiry

Personal info
From:

Email

Reference : <http://www.victoria.ca/EN/main/residents/climate-change/climate-action.html>

Daytime Phone : **Personal info**

Hi, I am writing to this organization because on looking at your Plan, It is obvious that for some reason you still believe Hydro electricity from the BC Hydro grid to be a renewable source. I am hoping that you will reconsider that position in light of this comment that has been around for quite a while. In order for an energy source to be even largely renewable the net effect has to be of resources used to create the energy, whether it is wind, solar, geothermal or hydro dams, are renewed. The river valleys that are consumed in the production of electricity in this Province are not renewed.

In fact BC Hydro refuses to even consider including the cost of decommissioning Site C in the already highly inflated costs for the proposed dam. Your city, in proposing to use BC Hydros grid supply to alleviate global warming, is falling victim to the same ignorance about the damage done related to climate change, and adaptability to it, as well as the denial of social, environmental and resource loss costs that BC Hydro has promoted since their attempt in 1983 to build this thing. Attacking one aspect of our sustainability problems is a fine thing, but irrelevant if you make another aspect worse in the process.

I am asking that you include in your plan a clear statement that you will not include energy from any new large dams, specifically Site C, as part of a renewable energy option. I ask this in recognition that the ambitious conservation and energy efficiency targets identified will take Victoria through a transition

period until clean green energy systems can be brought on stream in your back yard rather than a destructive, uncostered, mess in mine.

Personal info

Looking forward to hearing your thoughts on this.

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The City of Victoria immediately by email at publicservice@victoria.ca. Thank you.

IP Address: Personal info

Bridget Frewer

From: Jess Dawe
Sent: July 17, 2018 9:42 AM
To: Bridget Frewer
Subject: Uvic Student FW: Feedback - CLP
Attachments: PP1_EandP.pdf

From: Melinda Jolley
Sent: March 22, 2018 10:58 AM
To: **Personal info**
Cc: Jess Dawe <jdawe@victoria.ca>; Julie Potter <JuPotter@victoria.ca>
Subject: FW: Feedback - CLP

Personal info

Thank you for sharing your feedback about the Draft Climate Leadership Plan.

I have included your feedback in our Engagement Summary that will be shared with Council this June.

If you have any specific questions, Jess Dawe our Manager of Energy and Climate Action can be in touch with you.

Thank you again for sharing your feedback on this plan.

Best regards,

Melinda Jolley
Engagement Coordinator

From: **Personal info**
Sent: March 20, 2018 5:20 PM
To: Engagement <engage@victoria.ca>
Subject: Feedback - CLP

Hi !

Personal info

I attached the file to this email.

Concerning the new Victoria Climate Leadership Plan: Why is renewable energy not in the picture ?

Charlotte Lafleur *Institute of Integrated Energy Systems, University of Victoria, BC, Canada*

March 13, 2018

The City of Victoria's new Climate Leadership Plan is open for public comments until April 18th and this is everyone's chance to help the city reach the ambitious goal of a 100% renewable city and an 80% green house gases (GHG) reduction by 2050. Those who are brave enough to read the 42 page document will soon realise that the main question is left unanswered: how are we going to reach this goal? Aside from the fact that some of the targets are unrealistic (all personal vehicles to be electric by 2050?) and many aspects lack a proper implementation strategy, the most flawed portion is an absence of initiative for small scale renewable energy production and district energy.

When the aim is a transition to 100% renewable energy, an organization needs to consider four main aspects: transportation, energy efficiency, heating source, and electricity source. While the first three are addressed in the city of Victoria's Climate Leadership Plan, the latter is mentioned only twice: "Through our 100% renewable energy target, by 2050 Victoria will only run on technologies that use sunshine, wind, flowing water, geothermal heat, and/or non-fossil fuels or biological processes to power our lives". Their clumsy sentence structure and misuse of flowing water can lead to misinterpretation. One may think this implies a local "run-of-river" technology, or other local renewable energy production, but the plan otherwise makes no mention of local energy production. The second mention of renewable energy is point 5 of the planning principles: "Renewable energy for all - We will work to remove barriers to ensure that our community has access to affordable, renewable, and efficient energy options. All City planning efforts act to deliver a low carbon, renewable energy future." This fifth pillar of eight weakens the structure of the plan by underlying what is lacking; no part includes renewable energy generation. In their proposal, the City of Victoria considers the BC grid to be 96% hydro-electric, which is based on the 2010 Clean Energy Act that mandates 96% of

BC's grid be from renewable sources by 2016. This assumption is far from rigorous, as hydro-electricity is not the only renewable energy source used in BC, but mostly because an overreaching goal from 8 years ago is not a fact.

But why should renewable energy production at the municipal level even be addressed? The BC power grid is already over 90% renewable source from hydro-dams, wind, and bio-fuel, right? Well, in terms of energy produced, yes. But, despite BC's objective of being a net renewable energy exporter by 2016, the province imported more electricity than it exported in 5 of the last 10 years. In addition to being the province with the largest US importation of electricity, BC also trades with its provincial neighbour's fossil fueled based energy. Despite having hydro and nuclear generators, the US portion of the Western Interconnection is also fed by larger portions of natural gas and even coal. In the past three years, imported electricity has been varying between 10-15% of BC's total production (MWh). And so, using simple math and approximate numbers: if 12% of the electricity used to respond to the demand is imported from a source that is only 60% renewable based, and BC's energy is 94% renewable, then the energy used to power your house is, on average, only 90% renewable. One might still argue that though this does not entirely correspond to the 100% renewable energy target set by the City of Victoria, 90% is a very acceptable number.

Let's do a bit more math. We know 88% of BC's electricity production (MWh) comes from hydro with storage (before Site C). Without a doubt, water is a renewable resource, and as a *québécoise* with a degree in water resource engineering, I certainly encourage making efficient use of Canada's abundant supplies. However, hydroelectricity may be renewable, but it is not emission free. Emissions for Site C over its life cycle are double that of a similar capacity wind farm. Biomass plants, BC's second most used source of renewable energy, produce 10 times the emission of a normal dam. Both energy sources are certainly renewable, but they are not necessarily clean.

The City of Victoria's objectives for 2050 include the complete electrification of personal vehicles, of 30% of the commercial fleet, and of heating. This, as well as a 20% population growth in the next 25 years, will add to the electrical demand, even if citizens modify their behaviours to reduce electricity consumption. So why is carbon emission from electricity not accounted for in the City's second target: a 80% GHG emission reduction by 2050?

Other cities have taken the matter into their own hands. Guelph, Ontario, has been acknowledged by the United Nations Environmental Program as the most advanced city in Canada with respect to district energy: they can locally provide up to 50% of the city's heating needs. Vancouver developed the Neighbourhood Energy Strategy to offset carbon emissions as part of the Greenest City 2020 Action Plan. In 2010, they installed a plant in Southeast False Creek that captures thermal energy from the sewage system and redistributes it in a heating system, while being profitable to the city. In the T'Sou-ke Nation's 250 people community, a 75kW-capacity solar PV installation supplies the municipality's infrastructure and feeds back into the grid for additional revenues, and 38 of the 96 houses are equipped with thermal and solar systems. The cases of Guelph and Vancouver differ from that of the T'Sou-ke Nation. The distinction lies in that the first two are both examples of district energy while the latter is a local scale production of renewable energy in an effort to decentralization power production.

Local electricity production is the use of local resources (wind, sun, or rivers) to power local infrastructure or businesses. Whatever fraction of the electricity is not used can be fed back to the grid for a bi-monthly credit from BC Hydro. Popular concepts include Clean Energy Parks, where a dedicated area of the city serves to host clean energy facilities, solar roof panels, and storage. District energy is the local production and distribution of thermal energy for heating and cooling purposes. It is encouraged worldwide by international organizations like the United Nations and the International Energy Agency. Closer to home, BC Hydro devotes an entire page of their website on district energy benefits.

Both approaches can combine with energy efficiency policies to create a robust and comprehensive way to tackle GHG emissions, but they also enhance community-based economies, increase the security and reliability of the electricity system, and ultimately lead to the more efficient use of resources. The City of Victoria does not need to go very far for inspiration: Dockside Green, situated in Vic West, is a high-density neighbourhood combining residential, commercial, and industrial properties in an environmentally sustainable community. They use a district heating system fueled by waste wood, and are aiming at being the first GHG neutral community for all building energy use in North America. Natural Resource Canada refers to this concept as *Integrated Community Energy Solutions* and

suggests it is "the next important step toward smart, sustainable use of our energy resources".

Victoria's leadership has influenced its neighbouring municipalities in the past, and it is time to do it again with the Climate Leadership Plan. We cannot have another plan with clear objectives but unprecise and inconsistent routes to reach them. We need innovation and clear actions that will make us, not Vancouver, the greenest city in Canada.

A respectable kick-off would be to stay true to the Climate Leadership Plan's third planning principle: "Energy is visible". This will start by re-organizing Victoria's website so energy related information can be found easily, and by making the Community Energy and Emission Plan (CEEP) public on the website. Citizens need to be aware more than 50% of Victoria's emissions come from electricity and heating so they may take action themselves.

Next step is to tackle the "renewable energy" gap with a pre-feasibility study on the city, which would include a natural resource assessment and an economical and technical evaluation. The University of Victoria has many competent professors and students in terms of energy systems that it would be an aberrant oversight not to use knowledgeable resources.

At the final stage, a partnership with the energy industry to build the system will create new green employment opportunities for engineers and qualified technicians.

An added benefit of local production and district energy is the inherent application to the residents' increasing concerns for energy security. Victoria cannot continue to depend on a connection to the mainland for electricity in the case of earthquakes or an increase in the frequency of extreme weather events. With an independent system, the city and neighbouring municipalities' resilience can be enhanced.

All in all, the 100% renewable energy target is simply impossible if the electricity on which we heavily rely is only 90% renewable. We stand before a crossroad where, as Professor Dumbledore puts it, "[w]e must face the choice between what is right and what is easy." I encourage the council to provide us with a clear path, achievable goals, and precise incremental steps to help achieve the mandatory GHG reduction target. Based on past failures (*cough* Blue Bridge *cough*), transparency and communication are the key. This is why we need to be informed of not only the long-term goal, but also of every step along the way. But mostly, I urge them to consider renewable energy production and district energy as a way to offset emissions, to unite our dynamic city towards a common environmental and economical sustainability goal, and to remain a Canadian Leader through the fight against climate change. □

Bibliography

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Strategies and Actions for a Low Carbon Future

General Feedback: There are many aspirational goals/ verbiage without definite concrete ideas (only ideals) to produce the 80% GHG emission reductions with 100% Renewable Energy within a *defined timeline*.

Specific Recommendations: Key Goals (pg. 7)

1. Low Carbon/ High Performance Buildings

- Mandatory Step Code 3 for All Renovations of Existing Housing stock.
- Mandatory Step Code 4 and 5 for All New Construction.
- Use of city **Tax Incentives** to initiate/ incentivize **Step Code 3 upgrades** in existing housing (similar to the James Bay heritage housing tax breaks).
- Use of **Solar Energy (photovoltaics)** on rooftops to generate electricity for selling back to BC Hydro for **Net Zero Energy Consumption**.
- **Downtown buildings** heated by **Ocean Thermal Heat Exchange** or **Sewage Heat Extraction** and **Heat Pump Exchange**. Eg. **Save-on-Foods Ice Arena** to *deliver Waste Heat* to the surrounding Condominiums, High Rise Apartments at the Hudson Housing Projects and Downtown City Hall Projects.
- **Sewage Heat Extraction** to schools, recreation centers, daycare centers and other public buildings.
- **Energy Transferable Mortgages** for householders (single family, apartment complexes, condominiums, store owners and senior's housing facilities) that wish to **retrofit to Step Code 3 or better** for the conserving of energy.

2. Low Carbon Mobility

- **Downtown City Car Tax** (similar to the car tax of the city of London, England) for All Internal Combustion Engine driven vehicles.
- **City Parking Meters** for **E-Bikes/ E-Vehicles** for **Recharging Batteries** while parked.
- **Downtown Electric Vehicle City Parkades** with **Electrical Charging Stations**.
- **One-way Secondary Streets** (eg. Leighton St. to go west one way; Brighton St. to go east) – both streets for **Pedestrians, Cyclists and Mobility Devices** to **improve connectivity** between various communities (eg. Victoria to Oak Bay) with **overnight residential parking** from 6 pm to 8 am.
- **Sidewalk widening** to **accommodate Pedestrians, Mobility Devices, etc.** without **Utility Poles** in the middle of sidewalks.
- **One-way Major Thoroughfares** (eg. Shelbourne Ave.) towards U. Vic for **Cyclists and Electric Vehicles** giving **better safety** to those travelling this route.

- **Wind Turbines** on the breakwater at **Ogden Point** and on **Clover Point** to

provide electrical shore power for Cruise Ships and lessen wind's force on James Bay and Victoria Beacon Hill.

- **Combine Rooftop Solar Panels/ Wind Turbines with number of Community Batteries to provide Emergency Electrical Power to Victoria in the case of a Major Earthquake.**
- **Electrical Shore Power for Cruise Ships at Ogden Point to stop the ships from burning fossil fuels while in port helping to stop pollution in James Bay.**
- **Electric Trams from Ogden Point along Dallas Rd. and left on Government St. and past the Legislature Buildings and the Empress Hotel, across the Causeway and down a Government St. Pedestrian Mall (except for the electric tramway). The Trams would travel past Chinatown to Discovery St. (where the new Phillips Brewing Tasting Room is located) and turn about at the BC Power Company lands for the return trip to Ogden Point. The tramway would bring cruise ship passengers to the downtown core on a faster scenic route eliminating the bus traffic through the downtown core while pedestrians could enjoy the absence of vehicle traffic.**
- **Seabus transport should be established from the Western Communities to Victoria (perhaps travelling under the new Johnson St. Bridge to berth at the old Capital Iron site.**
- **Use of Battery-Electric Buses with dedicated Bus Lanes from downtown Victoria to YYJ Airport and to the BC Ferry Terminal.**
- **Electrify Commuter Rail Service to and from the Western Communities from Victoria with future rail renewal for an electrified Up-Island service to Courtney/ Comox.**
- **Use of Biofuel for Aircraft Transportation from Victoria Harbour using Canadian Mustard Seed Oil (Brassica Carinata) that could be grown in Central and North Saanich Agricultural Lands as well as Metchosin. Brassica Carinata is a winter crop to aid in ground cover and prevents soil erosion due to increased precipitation during the winter months. The byproduct is a usable fodder for livestock.**
- **Use of Renewable Natural Gas (RNG) currently extracted from the Hartland Landfill to replace LNG (from *fracking* that is currently polluting groundwater with carcinogenic chemicals and causing 4.6 earthquakes on the Richter scale).**

3. Low Carbon Waste Systems

- **Education re: What is Recyclable and Increase Community Recycling Destinations.**
- **Increase the number of Community Repair Cafés in Victoria, Oak Bay, Vic West, Saanich and CRD**
- **Composting of Garden Waste/ Kitchen Scraps/ Marijuana Grow Operations Waste, etc. for Fertilizer for City Gardens and Community Gardens; Compost for sale to Local Crop Producers to offset costs.**
- **Use of Grocery Store Waste for Food Banks (if the produce/ products are still edible – otherwise – use in Compost = Fertilizer for crop production and urban fruit/ nut trees.**

4. Adaptation to Climate Change

- **Increased Precipitation in Winter Months + Increased Number of Storms and Storm Severity + Sea Level Rise of 2 m. means:**
- **Increased Oceanfront Property Erosion (Victoria, Esquimalt, Oak Bay, Saanich, Central Saanich, North Saanich, Sidney, Metchosin, Colwood, Langford, Sooke, Jordan River, Port Renfrew, etc.) would be affected.**

- Use of rock projections (eg, McNeil Bay) to break wave action on coastlines.
- Seed boulder projections with oysters to further break wave action severity (plus oysters provide for future Food Security).
- Replace some of the road pavement with rubber Pavement Bricks to quiet vehicle noise levels and allow storm water on streets to percolate into the groundwater. This would lower amount of street flooding/ home basements due to inadequate storm sewers/ storm drains and increase water-table to avoid summer drought conditions.
- Decreased Precipitation of Summer Months means:
 - Plant Native Trees and Grasses to maintain ground cover vegetation to prevent soil erosion from increased wind storms and possible heavy rain events.
 - Plant Shade Trees and Fruit/ Nut Trees/ Olive Trees, etc. to augment Food Security should ALR lands experience Drought Conditions too severe for past Irrigation Practices.
 - Plant adapted semi-tropical Trees/ Plants to absorb CO₂ from the atmosphere.
 - Aeration System on Elk/ Beaver Lakes to prevent buildup of Cyanobacteria in lake water to Secure another Source of Drinkable Water should the Sooke Water System become jeopardized due to Earthquake/ Wildfire conditions or for ensuring additional Water Security for the Victoria/ CRD.
 - Carbon Capture by using Sodium Hydroxide (NaOH) canisters to absorb CO₂ from the atmosphere on Ogden Point and Clover Point Wind Turbines as part of a Municipal Cap and Trade project to lower Victoria's greenhouse gas emissions.

5. Low Carbon Municipal (City) Operations and Leadership

- Eliminate sources of Methane Gas in the Victoria area by use of a Mobile Mass Spectrometer (MMS) and aerial drone with Methane Detection Sensors (MDS).
- Measurement of GHG's within CRD by use of the MMS and MDS to determine baseline measures of GHG's and if subsequent actions are resulting in emission reductions. (*Los Gatos Research – Ultraportable GHG (CH₄, CO₂, H₂O) Analyser* (email: lgrinc.com/advantages)
- Mandatory CO₂ capture of emissions from light/ heavy industrial businesses by use of Emissions Capture Tubes filled with salt water and algae. Algae growth to be reclaimed/ cleaned/ dried/ used as fertilizer or livestock feed.
- Demonstration Project for Ocean Concrete's plant on Bay St.
- Health of the Elder Community *must be enhanced* by taking Carbon Particulate out of the environment. Higher Summer Temperatures must bring better Bylaw Code into effect to curtail older fossil-fueled Vehicles and *other sources* of pollution from the Downtown Core.
- Provide Educational Opportunities and Community Involvement to prevent Social Isolation, thus decreasing Physical, Mental, Emotional Instability.
- Establish Community Healthcare Centers for *better* health of seniors by Nurse Practitioners.
- Provide Incentives for the Elder Community to *volunteer* their time/ efforts in Daycare Centers and Recreation Centers as these would become Cooling Centers to escape the Summer Heat.
- Resolution to UBCM re: Provincial Government *incentivize* financial means to Retrofit buildings to Step Code 3, 4, 5 levels of Energy Efficiency.

- More Car Free Days to provide public education/ information on Renewable Energy and the beginning of Government St. as a summertime Pedestrian Mall.
- Support Public Education by a city grant for Renewable Energy Projects eg. BC Sustainable Energy Association's Youth Involvement Project for high school students to explore Renewable Energy careers through school Work Experiences with BCSEA Renewable Energy businesses.
- Support in-school Renewable Energy projects to benefit community.
- Municipal Employees *must show leadership* in using Renewable Energy modes of transportation to and from work. eg. e-bikes, e-vehicles, e-seabus, e-buses, e-tramway, skateboarding, walking, etc.

Conclusion

These many suggestions have had months of consideration by this BCSEA Steering Committee member and hope they assist the City of Victoria in the pursuit of the goal for 100% Renewable Energy by 2050.

Sincerely –

Personal info

Bridget Frewer

From: Jess Dawe
Sent: July 17, 2018 11:49 AM
To: Bridget Frewer
Subject: south island FW: Victoria Climate Leadership - TRANSPORTATION

From: Dallas gislason [mailto:dgislason@southislandprosperity.ca]
Sent: May 11, 2018 4:42 PM
To: Jess Dawe <jdawe@victoria.ca>; Sarah Webb <swebb@victoria.ca>
Cc: Emilie de Rosenroll <ederosenroll@southislandprosperity.ca>
Subject: Re: Victoria Climate Leadership - TRANSPORTATION

Hi Jess,

The South Island Prosperity Project received the email below regarding the City of Victoria's Climate Leadership Plan so I'm replying with some comments here. We are not subject matter experts in transportation or in climate change mitigation, but I'd like to emphasize that we recently completed an application to the Federal Government's Smart Cities Challenge and the theme was directly related to transportation outcomes you've noted. I would encourage us to review the VISION 2040 that was developed by the partners committee (which Lisa Helps was co-chair) that involved 10 of the region's 13 municipalities along with First Nations partner at Songhees. The vision document and the Smart South Island proposal can both be found here: <https://smartsouthisland.com/canadachallenge>

On the note of 2040 Vision, it's not clear to the reader why the goal dates are not the same across each area. Especially since the RGS is 2038 (we elected to align the vision for Smart South Island to RGS, we just thought 2040 sounded better than 2038 and would resonate better with the public and our stakeholders). I assume this Climate Leadership plan is linked to the 2008 legislation around GHG reductions or other requirements that suggest target dates? Either way 2041 seems like an arbitrary date, especially when 2030 and 2050 are the other ones.

Secondly, with the City of Victoria being the regional centre of business, this implies that most vehicles driving around over of the course of a given day are likely from outside the city proper. The goals may want to reflect that in some way, like "vehicles entering the city" as part of the description? Unless your goal is explicitly about vehicles owned inside city by residents then that creates a new set of issues (like what policy lever influences transient population due to increasing # of rental units; and most car dealerships are outside city boundaries so even some sort of policy lever based on purchases would have limited impact unless provincially or CRD legislated). Perhaps I'm out of left field on this, but I thought the same with regards to City of Vancouver's "Green City" plan. None of the targets involved the metropolitan region which made it seem more like a marketing initiative than an actual set of policy/program levers that reduce GHG emissions, increase air quality, mitigate against rising sea levels, etc.

Lastly, with regards to Complete Neighbourhoods goal of 100%. I wonder if each neighbourhood's respective progress towards being deemed "complete" would be a better metric. Like "All neighbourhoods in Victoria are within XX% of being deemed complete neighbourhoods". This way when you're measured if the all neighbourhoods but one have been completed, then the metric is still a failure rather than being positioned as 90% completed and therefore a win.

That's really the only observations I can reasonably make given limited exposure to these concepts but I'm happy to explore deeper with you on anything above, especially the Smart South Island initiative.

Thanks for including us in your consultations! Kind regards,

Dallas Gislason

Director of Economic Development

South Island Prosperity Project

e: dgislason@southislandprosperity.ca

c: 250-812-0510

a: #240-730 View Street, Victoria, BC V8W 3Y7

w: www.southislandprosperity.ca

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On Tue, May 1, 2018 at 3:24 PM, Emilie de Rosenroll <ederosenroll@southislandprosperity.ca> wrote:

Can you reply?

Emilie de Rosenroll

Chief Executive Officer

South Island Prosperity Project

240-730 View Street

Victoria, BC, V8W 1C4

e: ederosenroll@southislandprosperity.ca

p: (250) 891-9220

w: www.southislandprosperity.ca

SOUTH ISLAND

**PROSPERITY
PROJECT**

----- Forwarded message -----

From: **Sarah Webb** <swebb@victoria.ca>

Date: Mon, Apr 30, 2018 at 5:09 PM

Subject: Victoria Climate Leadership - TRANSPORTATION

To: Sarah Webb <swebb@victoria.ca>

Cc: Jess Dawe <jdawe@victoria.ca>

Dear Community Transportation Enthusiasts & Service Providers:

The City of Victoria has made a commitment to achieving 100% renewable energy and an 80% reduction in greenhouse gas emissions by 2050. This bold target requires coordinated action and investment by the municipality, our partners, residents, businesses and visitors.

A Draft Climate Leadership Plan was approved by Council in December 2017 and since then City staff has been out collecting feedback from various stakeholders and community members on the proposed goals and targets. There are

From: Personal info
Sent: April 2, 2018 6:40 PM
To: John Ho <jho@victoria.ca>; Personal info
Subject: Climate Leadership Plan

John,

I had wanted to attend at least one of the upcoming sessions on the City's Climate Leadership Plan but I will be out of town for all of them.

Consequently, I would like to pitch an idea for you to consider:

The idea is for the City to loan money to homeowners who want to improve the efficiency of their homes; remove oil tanks or install PV systems. The loan to the homeowners would have a low interest rate (the City's borrowing rate so no subsidy from the City) and the loan would be paid back via the homeowners' utility bills. Energy advisors would be involved in advising homeowners on what measures to implement to ensure energy savings from the measures implemented would save more money than the loan payments, so the homeowner would have more money at the end of every year. The loan would be attached to the property so when ownership transfers the loan and savings could be transferred. The loan should be set up so that it can be paid off at anytime by either the old or new homeowner (in order to eliminate the perception of the loan affecting the purchase price of the home).

Pitch for this idea:

1. This would enable City homeowners to eliminate oil tanks which are a huge liability.
2. This would dramatically improve the energy efficiency of the homes in Victoria.
3. This would jump start a dramatic increase in the amount of PV systems in Victoria.
4. This would go a long ways to achieving the City's Climate Leadership Plan goals
5. This would not cost the City anything other than administration of the loan as the loan rate should be at the City's borrowing rate.
6. This would utility the existing community of energy advisors who are well skilled in this work.
7. This would make Victoria homes far more valuable than homes in other municipalities.
8. This is something that can be done NOW! (relatively easily and quickly).

I would be interested in your feedback on this idea.

Jack



VICTORIA EV CLUB

May 14, 2018

Ms. Jess Dawe,
Manager of Energy & Climate Action
Engineering & Public Works, City of Victoria
1 Centennial Square
Victoria BC V8W 1P6
jdawe@victoria.ca

Dear Ms. Dawe

Re: City of Victoria – Climate Leadership Plan (CLP) – Draft for Public Comment ver 2.2

On behalf of the Victoria Electric Vehicle Club, I wish to thank you for the opportunity to comment on the draft Victoria Climate Leadership Plan.

Victoria and south Vancouver Island have the potential of having the highest EV adoption rate in the North America because of some unique factors associated with its geography and climate. As Victoria is located on an island and surrounded by water on three sides and a mountain on the fourth daily commute distances and total daily travel by vehicles may possibly be the lowest of any metropolitan area in North America. Victoria is also located in a temperate climate zone which is ideal for electric vehicles.

The south island municipalities have an opportunity to play a key role in the acceleration of EV adoption and some effective measures could be deployed at almost no cost. With leadership and stakeholder participation considerable progress is possible.

Outlined below are our general comments and the responses to the questions that were asked of us. This is followed by specific comments related to the draft document itself. For ease of reference, our comments on the draft CLP are included in blue italics within the section being referenced.

Yours very truly

James Locke, President
Victoria Electric Vehicle Association
info@VictoriaEVclub.com

A) General Comments

The following are general comments for consideration with respect to reducing GHGs associated with the transportation sector.

Victoria has the potential to become a leader in the adoption of vehicles powered by renewables if it were to match and then exceed the measures taken by the current leaders.

To match the current leaders (Vancouver & Richmond):

- 1) Changes to the Victoria Zoning Bylaw 2017 Schedule C Section 16
 - a. to require each new one family, two family, or row house to be provided with an energized outlet (EV ready) capable of providing Level 2 charging for an electric vehicle
 - b. to require 100% of new parking spaces to be EV ready with Level 2 managed capability and a minimum overnight charging performance standard

And then exceeding them:

- 1) Further changes to the Victoria Zoning Bylaw 2017 Schedule C Section 16
 - a. to require electric vehicle charging infrastructure in new construction for all non-residential land uses but specifically tailored for each type of land use¹ (Refer to the attached model Appendix B)
- 2) Developing a plan to determine opportunities for access to electric vehicle charging infrastructure through pilot studies
 - i. A study of a neighbourhood in Victoria that has a significant shortage of off- street vehicle parking to determine EV charging opportunities through the provision of on street resident-only spaces that also include curbside EV charging capability and the potential use of public and private off-street parking spaces after hours² for electric vehicle charging.
 - ii. A study of a several typical older MURBs in Victoria to determine the retrofit potential for installing Level 2 managed EV charging infrastructure within the limits of their existing electrical infrastructure capacity.
- 3) A study to determine the charging requirements for area businesses that may be receptive to considering electric vehicles for their business operations but require fast (DCFC) charging.
- 4) A strategy to replace fossil-fueled vehicles in the municipal fleet with electric vehicles.

¹ In our opinion, Vancouver's 10% commercial requirement is too high and should be closer to 3% for Greater Victoria

B) Responses to the specific feedback requested per April 30 email

Goals and Targets:

- 1) Renewably powered vehicles:
 - a. By 2050, 100% of personal vehicles are renewably powered
 - b. By 2030, 30% of commercial vehicles are renewably powered

a. VEVA has developed a model (Figure 1) of the estimated battery electric vehicle sales and fleet penetration for BC to 2052. The model is based on BC light duty vehicle (LDV) vehicle (under 3,850 kg) registrations in BC and takes into account fleet growth over time. In the model, approximately 30% EV sales are reached by 2030 which is fairly consistent with the current consensus from a number of sources including the latest from Bloomberg (Figure 2). It is noted that the Bloomberg model forecasts a stall in EV sales after 2035 whereas the VEVA model does not.

Figure 1

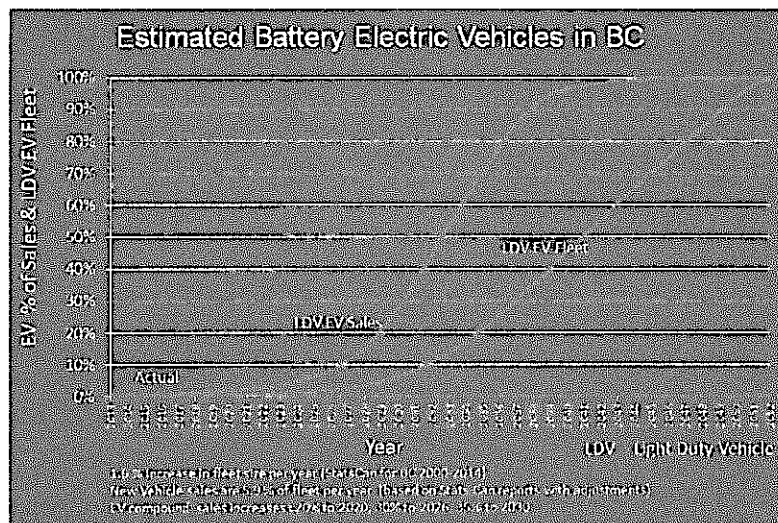
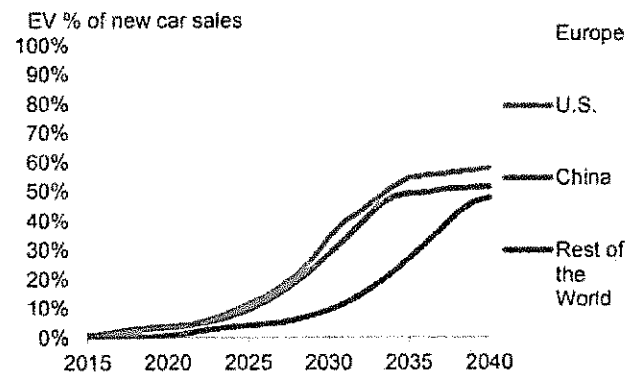


Figure 2

Figure 6: Long-term EV sales penetration by country



Source: Bloomberg New Energy Finance
 Electric Vehicle Outlook 2017, July 2017

The VEVA model projects that 100 % of LDV sales would be electric by 2046 with 100% of fleet by 2052. Personal vehicles above 3,859 kg may lag this trend, but that raises a number of variables that are speculative such as how many heavier personal vehicles would remain by 2050 and if were to remain where would they get gas as many gas stations would probably be closed by then. On this basis 100% of personal vehicles by 2050 may be an attainable goal.

b. With respect to the 30 % of commercial vehicles being renewably powered ³ by 2025, this goal is unlikely due to the lag between sales and fleet penetration. To achieve 30% of fleet, commercial vehicle electrification would currently need to be on the same track as light duty electric vehicles. At present there are virtually no medium or heavy duty vehicles available in the market. Although they are expected within the next 5 years, the adoption rate of electrified commercial vehicles will primarily depend on total cost of operation, for which the parameters are currently unknown.

2) Multi-modal solutions:

- a. By 2050, 25% of all trips in Victoria are taken by renewably powered public transit
- b. By 2041, 55% of all trips in Victoria are taken by walking and cycling

a. Table 1 below indicates the 24 hour Victoria travel mode characteristics as reported in the CRD Origin Destinations Studies from 2001, 2006 and 2011. In 2011, transit accounted for 6% of trips within Victoria. Having 25% of trips within Victoria occurring by (renewable) transit would require that an additional 19% come from other modes (Auto 49%, Cycling 4% or Walking 38%) Assuming that existing walking or cycling trips are preferable to transit and unlikely to migrate to transit, the additional 19% would have to come from auto travel. We know of no evidence or science that would suggest that this is feasible without politically-difficult actions such as severely curtailing or partially banning vehicle traffic within Victoria.

The electrification of public transit, to our knowledge, will be determined by BC Transit and although we encourage steps to electrify public transit, we defer to BC Transit as to what plans they may be considering. Having said that, there are several manufacturers of electric transit vehicles in North America and we are hopeful that BC Transit will consider electrification of the Victoria bus fleet.

b. Referring to Table 1 and assuming that the goal is associated with internal trips ("in Victoria"), the goal would require an increase of 13% of internal trips that would have to come from other modes (Auto 49%, Transit 6%) by 2025 or a 30% increase in combined internal walking/cycling trips. We are not aware of any evidence or transportation science that would support such a goal as being feasible.

The Climate Action Plan is focused on reducing emissions. If vehicles are electrified there are no emissions so any goal to change modal split to reduce emissions becomes somewhat irrelevant in this context.

Table 1 – Travel Mode Characteristics for the City of Victoria (Appendix A)

Travel Mode	2001		2006		2011		
	Origin	Destination	Origin	Destination	Origin	Destination	Within
Auto Driver & Passenger	65%	65%	67%	67%	79%	80%	49%
Transit	12%	12%	9%	10%	12%	12%	6%
Bicycle & Walking	21%	21%					
Bicycle			5%	4%	3%	3%	4%
Walking			17%	17%	4%	3%	38%
Other	1%	1%	2%	2%	1%	1%	2%

Source: CRD Origin Destination Studies 2001, 2006, 2011

³ By renewably powered we assume by electricity as hydrogen, biodiesel are not viable renewable sources in BC

- 3) Complete neighbourhood design:
 - a. By 2041, 100% of Victoria neighbourhoods are complete by design

Complete neighbourhood design, as we understand it, is making neighbourhoods sustainable with ready access to services, transportation hubs, social amenities and the avoidance of private vehicle travel. Although complimentary to emission reductions, this concept is more associated with Transportation Demand Management (TDM) and "complete communities" than it is GHG emissions. As noted above, the electrification of private vehicles undermines using GHG emission reductions as a rationale for complete neighbourhood design. By 2041, according to VEVCA estimates 50% of the LDV fleet would be electrified.

C) Comments relating to specific sections of the Draft Plan

LOW CARBON HIGH PERFORMANCE BUILDINGS

PRIORITY ACTIONS (Page 16)

5. Develop and implement a 'Deep Energy Retrofit Strategy'. As part of this strategy, the City will prioritize the following:

- a. Actions for Single Family Homes:
 - i. Deliver a program for 'bundled and easy to achieve' energy retrofits that aim to deliver priority energy improvements without the recipient's burden / barriers due to detailed administration, time and complexity, while still leveraging all available external funding.
 - ii. Train staff to gain skills unique to zero-emission buildings, and renewable energy systems
 - iii. Partner with utilities and higher levels of government to support innovative financial incentives and programs to encourage retrofit behavior and to provide a consistent process and funding source.
- b. Actions for multi-unit residential and commercial buildings:
 - i. Complete a Market Rental Revitalization Study (MaRRS) to determine how to best retrofit and revitalize existing rental housing stock while preserving affordability and improving energy performance.
 - ii. Complete a retrofit study to identify opportunities to initiate deep energy retrofits for market residential buildings (e.g. condominiums).

Comments

We would urge consideration of including EV charging infrastructure in all residential building retrofit assessments and strategies. Lack of EV infrastructure is a major impediment to increase EV adoption. Including it would be a synergistic opportunity to not only address building GHG emissions but auto GHG emissions.

KEY GOALS

GOAL 1: VEHICLES ARE POWERED BY RENEWABLE ENERGY

Electric Vehicles (EVs), charged by renewable hydro-electricity are becoming commonplace in Victoria. Modern battery technologies provide over 300 km of vehicle range on a single charge, which is more than enough for most commuters' needs. Auto manufacturers are increasing the number of available EV models each year, and

the costs are becoming more competitive with the equivalent internal combustion engine models. The barriers preventing more widespread adoption of EVs continue to be reduced. More widespread EV adoption will be possible with more consumer confidence, vehicle availability and configuration, lower purchase price and greater ease of charging (home or destination). The City has a key role to play in unlocking many of these barriers, to incentivise a shift to electrification.

Comment

VEVC is less concerned about vehicle and body style availability as many more EV models are now on their way to market. Measures that the City of Victoria could do that would have the most immediate effect are:

- *Implement zoning bylaw changes requiring that 100% of residential parking spaces in new construction be EV ready. (Refer to attached zoning bylaw model Appendix B)*
- *Work with other stakeholders:*
 - *to develop residential EV charging strategies for each community (L2, retrofits, parking lots, curbside, front yard parking)*
 - *to plan for DCFC fast charging infrastructure for primarily business use*

KEY TARGETS

The following table summarizes our specific targets as it relates to each goal, Table 5.

Table 5. Low Carbon Transportation and Mobility Targets

Goal	GHG Targets	
Goal 1	By 2050, 100% personal vehicles are renewably powered ¹¹	
	By 2030, 30% of commercial vehicles are renewably powered ¹²	
Goal 2	By 2050, 25% of all trips in Victoria are taken by renewably powered public transit.	
	By 2041, 55% of all trips are taken by walking and cycling	
Goal 3:	By 2041, 100% of neighbourhoods are complete ¹³ by design	
Total Estimated GHG tCO ₂ e / % Reduction		160,000 / 40%

(Note: Footnotes ⁴⁵⁶ replace original document footnotes 11,12,13)

Comments:

See Section B) in which these goals are discussed.

PRIORITY ACTIONS

By 2020, the City will implement the following CLP priority actions that address the above objectives, in conjunction with wider mobility improvements, many of which will improve climate outcomes, via the City's Sustainable Mobility Strategy:

⁴ We recognise this is an ambitious target beyond current projections, but is required to meet our target

⁵ Supports EV30@30 campaign led by Clean Energy Ministerial

⁶ Criteria for complete neighbourhoods will be determined at a future date (see actions)

1. Design and implement a vehicle electrification strategy to promote and support our community's transition to electric vehicles (private and commercial). As part of this strategy, the City will:

- a. Design an Electric Vehicle Ecosystem Strategy (in partnership with BC Hydro and other key stakeholders) that delivers innovative charging and power management infrastructure, parking systems, and information management systems on city streets and public spaces.
- b. Propel the rapid adoption of electric vehicles in public and private applications.
- c. Develop EV charging design guidelines to support high levels of EV charging availability in new MURBs and commercial buildings.

Comment:

All Good

2. Develop a transportation GHG information strategy through partnership with CRD and ICBC, supported by monitoring, analysis and information management tools and technology to help inform all transportation GHG planning and action.

3. As part of the parallel Sustainable Mobility Strategy development, finalize policies and actions to support plans and policies to support GHG reductions such as:

- a. Design and implement a future-proof, fully integrated and sustainable mobility system, which provides a seamless network of clean, convenient, and intelligent mobility options and modes across the City, and connected across the region.

Comment

Refer to Section B regarding the parallel impact of electrification of vehicles on GHG emissions and the relationship to Transportation Demand Management

- b. Implement actions to support a radical improvement in low-carbon rapid and frequent public transit in, out and around the City, in partnership with regional and local stakeholders.
- c. Update the City's parking strategy, to include residential, public and private parking design, management and information.
- d. Continue the delivery of the Bicycle Master Plan and Pedestrian Master Plan, including a renewed action plan to support and deliver enhanced mode-shift to cycling across the City.

Comment

We would recommend that consideration be given to a continuous assessment of mode-shift expectations and outcomes. As an example, the CRD Origin Destination studies for the past 15 years have a flat-line transit mode share in spite of significant increases in transit service and frequency beyond those required by population increases.

- e. Update off-street bicycle parking design guidelines to encourage attractive and functional bicycle parking on private property.

f. Complete a corporate Transportation Demand Management strategy and action plan to reduce Single Occupant Vehicle, congestion, air pollution and GHGs.

Comment

Refer to Section B regarding the relationship with the electrification of the private vehicle fleet. TDM is very important but more from a traffic congestion point of view. With full electrification there are no pollutants or GHGs.

g. Develop a Car Share / Ride Share Strategy, policy, and action plan.

h. Develop regulatory frameworks to address bike-share services and other emerging transportation services, integrated seamlessly with all other mode choices.

4. Undertake research in partnership with academic institutions on electric bicycle and autonomous vehicle demand and GHG reduction potential to better understand risks, benefits and potential roles for local government.

5. Petition, partner and collaborate with the Province to deliver significant improvements in community and commercial vehicle performance and usage information, vehicle fuel efficiency and air quality standards and monitoring.

6. Develop new, modern and effective strategies to improve neighborhood design to provide increased opportunities for active transportation, reduced single occupant vehicle use and improved connections to 3rd places (i.e. key destinations other than home and work).

7. Prioritize projects that optimize and harmonize GHG, mobility and improved air-quality objectives.

8. Support the continued implementation of the Province's low-carbon fuel strategy.

9. Define complete neighbourhood criteria for target tracking.

MEASURING SUCCESS

To ensure we remain on the right track, we will need to frequently report to Council and to the community about our overall progress, required improvements, successes and failures. We will need to do so, completely and transparently.

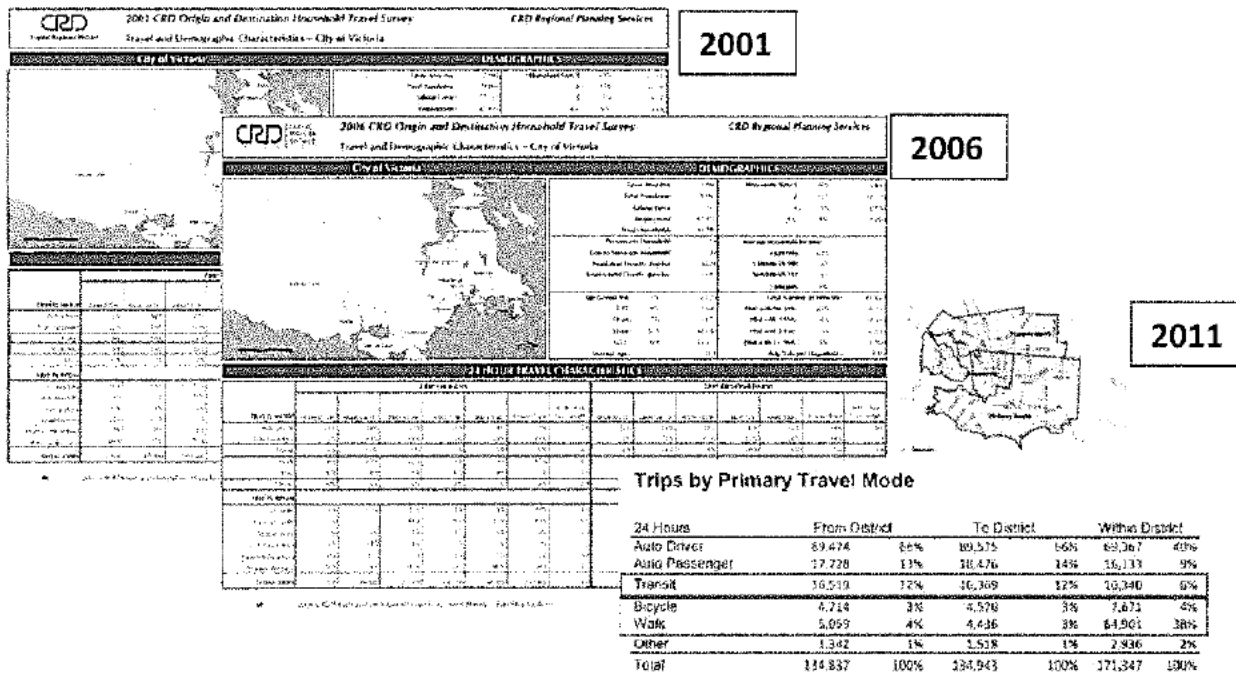
Comment

We would encourage the consideration of measurement-metrics reporting for each sector.

In the Transportation and Mobility Sector for example, metrics that could be considered are:

- Annual screen line crossing studies determining the number of persons entering and leaving Victoria on major routes by travel mode (private vehicle, transit, bicycle, walking)*
- The number of registered EVs (BEVs and PHEVs) by the first three digits of the postal code*
- The number of building retrofit engagements (that include EV charging possibilities)*
- The number of neighbourhoods for which EV charging strategies have been developed*

Appendix A – CRD Origin Destination Surveys (2001, 2006, 2011)



Appendix B –

A Methodology to Revise the Victoria Zoning Bylaw for EV Infrastructure

May 7, 2018 (revised)

Please direct enquiries or questions to jhindson@telus.net

Discussion Draft

Step 1) Add Definitions to the Victoria Zoning Bylaw # 2017, Schedule C

EVSE (Electrical Vehicle Supply Equipment) means electrical equipment installed for the purpose of power transfer and information exchange between a branch circuit and an electric vehicle.

Energized when referring to a parking space means that the parking space shall have access to an outlet that is electrically connected to, or is, a source of electrical current for the connection of an EVSE unit.

Level 1 (L1) refers to a 110 Volt AC power circuit as defined in the Society of Automotive Engineers (SAE) J1772 standard.

Level 2 (L2) refers to a 208/240 Volt AC circuit with a range of 20 Amps to 100 Amps for electric vehicles and as defined in the Society of Automotive Engineers (SAE) J1772 standard.

Level 2 Managed (L2M) refers to Level 2 AC charging capability that is load managed between two or more charging outlets (vehicles).

Charging Performance Standard is a standard that outlines the minimum charging requirements for multiple electric vehicles sharing the same power supply. It specifies the number of kWhs that is required to be delivered to each vehicle in a specified time period for a given number of EVSEs sharing a supply.

Step 2) Add the minimum Charging Requirements to the Minimum (Parking) Space Requirements in Schedule C Subsection 16

Subsection 16. Minimum Parking Spaces

The minimum number of off-street parking spaces and electric vehicle infrastructure that shall be provided and maintained in respect of each building or land use shall be in accordance with the following tables and in accordance with the land uses as set out in the second column of the Table:

Column A in each of the tables refers to the class code.

Column B in each of the tables refers to the land uses that include a minimum parking space requirement.

Column C in each of tables refers to the minimum number of parking spaces required for the land use(s) indicated in Column B

Column D in each of the tables refers to the minimum number of parking spaces, either expressed as a percentage of the total or as a whole number for which energized outlets shall be provided.

Column E in each of the tables refers to the minimum number of energized outlets in Column C that shall also be provided with EVSE units. It may be expressed as a % or a number.

Column F in each of the tables refers to the minimum charging Level to be provided at each of the energized parking spaces in Column D.

Where a percentage of spaces is specified and the calculated amount of energized parking spaces or EVSE units results in a fraction, the number required shall be rounded up to the next whole number.

Step 2a) Add text to the Bylaw for the Minimum Charging Performance Standard

17. The Minimum Charging Performance Standard for Level 2 Managed (L2M) charging is 12 kWh per vehicle over an eight hour period for 4 EVSEs sharing a supply.

Step 2b) Revise the existing Bylaw to include the column entries for each land use

(A)	(B) Building Class	(C) Minimum Number of Parking Spaces	(D) Minimum Energized	(E) Min. EVSE	(F) Minimum Charging Level
A	Residential				
1	Single family dwellings	1 space per dwelling unit	100%	0%	L2
2	Two family dwellings	1 space per dwelling unit	100%	0%	L2
3	Buildings converted to housekeeping units	1 space for the first unit plus 0.5 space for every unit over 1	100%	2	L2M
4	Buildings converted to rooming houses or boarding houses	1 space for the first unit plus 0.5 space for every unit over 1	100%	2	L2M
5	New rooming houses or boarding houses	0.5 space per sleeping unit	100%	2	L2M
6	New buildings containing housekeeping Units	1 space per housekeeping unit	100%	2	L2M
7	Buildings converted to multiple dwellings in zones other than a multiple dwelling zone; both for rental and strata buildings	0.8 space per dwelling unit for any building containing more than 3 dwelling units 1.0 space per dwelling unit for any building containing 3 dwelling units	100%	2	L2M
8	Buildings containing residential use in the CA-3, CA-4 and CA-5	0.7 space per dwelling unit	100%	2	L2M
9	Buildings containing residential use in	1 space per dwelling unit	100%	2	L2M

City of Victoria Climate Leadership Plan – Victoria Electric Vehicle Association Comments

	the C1-CR Zone				
10	Buildings containing senior citizens' residences located in the area bounded by Cook Street on the east, Pembroke Street on the north, the Inner Harbour on the west, and the extension of Belleville Street to Fairfield Road on the south	0.35 space per senior citizens' unit	100%	2	L2M
11	Multiple Dwellings (a) located in a R3-1 Zone 1.1 space per dwelling unit (b) located in a R3-2 Zone 1.3 space per dwelling unit (c) located in zones other than R3-1 and R3-2	1.3 space per dwelling unit 1.3 space per dwelling unit 1.3 space per dwelling unit	100% 100% 100%	2 2 2	L2M
12	Those Multiple Dwellings Subject to Strata Title Ownership (a) located in a R3-1 Zone 1.2 space per dwelling unit (b) located in a R3-2 Zone 1.4 space per dwelling unit (c) located in zones other than R3-1 and R3-2	1.2 space per dwelling unit 1.4 space per dwelling unit 1.4 space per dwelling unit	100%	2	L2M
13	Rental attached dwelling	1.4 space per dwelling unit	100%	0%	L2M
14	Condominium attached dwelling	1.5 space per dwelling unit	100%	0%	L2M

(A)	(B) Building Class	(C) Minimum Number of Parking Spaces	(D) Minimum Energized	(E) Min. EVSE	(F) Minimum Charging Level
B	Institutional				
1	Community Care Facilities	1 space per 5 beds	3%	2	L2
2	Hospitals (other than extended care hospitals)	1 space per 4 beds; plus 1 space per 3 employees not counting doctors, plus 1 space per doctor.	3%	2	L2
2A	Extended Care Hospitals (a) containing less than 100 beds (b) containing 100 beds and more	1 space per 3 beds 1 space per 2.5 beds	3%	2	L2
3	Buildings for private club use, fraternal lodges, athletic instruction, social halls and similar uses	1 space per 9.5 m2 of floor area used or intended to be used for assembly purposes	0%		
4	Auditoriums and similar places of assembly	1 space per 6 m2 of floor area used or intended to be used for assembly purposes	0%		
5	Churches	1 space per 10 seats and per 5m of bench in the principal assembly room; or 1 space per 9.5m2 of floor area used or intended to be used for public assembly purposes whichever is the greater.	0%		

City of Victoria Climate Leadership Plan – Victoria Electric Vehicle Association Comments

6	Buildings used as schools				
	(a) Kindergarten and elementary schools	1 space per employee plus 2	3%	2	L2
	(b) Junior secondary schools	1 space per employee plus 2	3%	2	L2
	(c) Senior secondary schools and colleges	1 space per employee plus 2, plus 1 space per 25 students	3%	2	L2

(A)	(B) Building Class	(C) Minimum Number of Parking Spaces	(D) Minimum Energized	(E) Min. EVSE	(F) Minimum Charging Level
C	Commercial				
1	Buildings for transient accommodation (a) located in CA-3, CA-4, CA-5 zones 0.5 space per transient accommodation unit (b) located in zones other than CA-3, CA-4, CA-5 zones	0.5 space per transient accommodation unit 1 space per transient accommodation unit	0%		
2	Theatres	1 space per 10 seats in the public assembly Area	0%		
3	Funeral Directors' establishments	1 space per 4 seats in the public assembly area	0%		
4	Retail stores, banks personal services establishments or similar uses	1 space per 37.5m2 of gross floor area	0%		
5	Offices used for medical and dental Services Other offices	1 space per 37.5m2 of gross floor area 1 space per 65m2 of gross floor area	3%	1	L2
6	Service Stations	1 space per 186m2 of lot area	Min of 1	1	L2
7	Automatic car wash	10 spaces	0%		
8	Launderettes and coin-operated drycleaning establishments	1 space per 19m2 of gross floor area	0%		
9	Commercial Exhibit (a) in the Commercial Exhibit Zones (b) in zones other than Commercial Exhibit zones	4 spaces 1 space per 232 m2 of lot area	0%		
10	Commercial Amusement Park	1 space per 9m2 of site area used for the commercial amusement park and any retail establishments plus 1 space per 8 patrons which can be accommodated by the commercial amusement park and associated establishments	0%		
11	Free standing food sales outlets	20 spaces plus 1 space for each 2.5 seats	0%		
12	Eating and Drinking Establishments	1 space per 5 seats	0%		
13	Neighbourhood Pubs	1 space per 3 seats	0%		

City of Victoria Climate Leadership Plan – Victoria Electric Vehicle Association Comments

(A)	(B) Building Class	(C) Minimum Number of Parking Spaces	(D) Minimum Energized	(E) Min. EVSE	(F) Minimum Charging Level
D	Industrial				
1	Buildings for warehouse and wholesale distribution use	1 space per 93m ² of gross floor area or 1 space per 3 employees, whichever is greater	3%	2	L2
2	Buildings for manufacturing use	space per 140m ² of gross floor area or 1 space per 3 employees, whichever is greater	3%	2	L2M

Notes and Rationale for the suggested standards for Victoria

There are many factors to consider in the development of local government standards for EV charging. The following factors should be considered in the development of minimum charging requirements and have been considered in the suggested standards for Victoria. Regulating EV charging standards is not an exact science.

EV charging standards should be implemented for residential and accommodation land uses at a minimum as the cost of installation at the time of construction is considerably less than retrofitting electric vehicle infrastructure after construction. Concerns about the application of the standards in individual cases can be referred to the zoning variance and appeal process provided that the intent of the bylaw is maintained.

Daily EV charging requirement (minimum charging performance standard)

The Minimum Charging Performance Standard is based on the average daily charge (in kWh) that would be needed to meet the daily travel requirements of 95% of the vehicles in the local area and surrounding districts.

“Design” electric vehicle

A “design” electric vehicle is used as a representation of a) the vehicle energy capacity (range) and b) the vehicle efficiency that is generally available in the marketplace at affordable cost.

It is used in the determination of the default charging requirement for land uses that have vehicles parked there for a period of time sufficient to obtain a reasonable charge and in the determination of the average daily vehicle range requirement and hence the minimum overnight charge required. The “design vehicle” used was a second generation all-electric vehicle with a range of 320 km and an efficiency of 200 Whrs/km.

Location and charging performance standard

Victoria is a community of 86,000 persons located at the southern end of Vancouver Island and forms part of Greater Victoria with a population of 368,000. Greater Victoria is surrounded by the ocean on three sides and mountainous terrain on the fourth side. Vehicle access to Victoria from larger urban centres such as Vancouver is only via ferry. Although there are urban areas immediately adjacent to Victoria, there are no urban centres in close proximity that would generate long vehicle commuting distances. Therefore average daily charging requirements (Minimum Charging Performance Standard) for 95% of vehicles is assumed to be 12kWh for 4 EVSE's sharing a supply over an 8 hour period (including adjustments for climate conditions).

Climate

Victoria is located within Climate Zone 1 and a factor of 30% range reduction for driving in winter conditions was used in the determination of the daily charging requirements for Victoria.

Charging levels

Charging Levels are defined according to SAE (Society of Automotive Engineers)

Level 1 (L1) is suggested in cases where there is sufficient dwell-time (overnight) to obtain the minimum charging requirement.

Level 2 (L2) is suggested in cases where the vehicle operator needs a faster charging rate and need certainty about the time to obtain a specific amount of charge and is not sharing a supply.

Level 2 Managed (L2M) is the managed charging of multiple L2 connections to charge vehicles on one supply. It is more desirable (and cost- competitive with L1) as it allocates charging

according to the number of vehicles connected and hence is more likely to charge a group of vehicles faster than L1 at less cost.

DCFC fast charging is generally not recommended for regulation through zoning due to its high cost. It is primarily intended for inter-city or commercial use where a fast charge is needed.

Land use

Residential and Accommodation

Most electric vehicle charging is expected to occur when vehicles are idle overnight and the impacts on the electrical grid peaks are minimized. Therefore, in the long term, it is important that all residential and accommodation spaces have access to charging infrastructure.

Note: The mandatory requirement of 100% energized for larger residential buildings may be contentious in the short term due to lack of information about advances in technology that reduces costs. The zoning process includes provisions for zoning variances and appeals that may have merit. Over time, electric vehicle charging will become essential and add to property values. Some developers are already proactively including charging infrastructure in their new buildings. As buildings last over 50 years and it is much less expensive to install infrastructure at the time of construction, a 100% mandate makes economic sense.

Institutional

Electric vehicle that have longer dwell times at institutional land uses such as schools and hospitals should have certainly about charging times and hence L2 should be specified. Institutional land uses that have short electric vehicle dwell times such as churches and art galleries do not require minimum charging infrastructure.

Commercial

Electric vehicles have longer dwell times at commercial land uses such as shopping centres, schools and professional offices. Electric vehicle owners visiting these locations should have certainly about charging times and hence L2 should be specified. Commercial land uses that have short electric vehicle dwell times such as retail stores and fast food outlets do not require minimum charging infrastructure. The rationale for excluding other land uses such as bowling alleys and theatres is that they cater to local residents who, for the most part, would not require additional daily charging. In the absence of a separate category for smaller strip malls with short vehicle parking times, the zoning variance process could be used to exempt strip malls or small centres from charging requirements.

Schedule C does not have a category for larger retail shopping centres. Therefore the "Commercial" table for minimum charging requirements indicates a 0% requirement for (general) "retail" shopping, however if a large shopping development were proposed in the future, it should include a requirement for a greater minimum EV charging infrastructure or alternatively an addition to the table could be made for shopping centres.

Industrial

The rationale for including a minimum charging requirement for Industrial land uses is that they are more likely to have visitors with electric vehicles from other cities outside the local area. A minimum of infrastructure facilities would facilitate electric vehicle travel to and from Industrial land uses. L2 minimum is specified due to the need for charge time certainty.

Security

A consideration in the cases of L1 charging infrastructure is the security of the L1 charging unit. Although all EVs come with an L1 charging unit these valuable units (\$500) are used outside the vehicle and are vulnerable to theft and vandalism. In exposed areas or where the long term serviceability and maintenance of the L1 receptacle (wall outlet) is of concern L1 EVSE units should be considered as a mandatory requirement.

Employee charging requirements

Employee parking is not specifically regulated in zoning bylaws. If employers have areas specifically designated for employee then the employer or landlord has the option of providing charging for employees. However such charging spaces should be considered as an addition to any default charging requirement.

Current structure of the local zoning bylaw

The parking provisions of the local zoning bylaw may be included in text or table formats and with varying degrees of complexity and aggregation of land uses. In cases where land uses are aggregated in larger groups it may be desirable to specify the lowest common charging standard that would apply to all land uses within the group or separate the requirements into additional classes (groups).

Impact on building costs over time

The general principal used was to minimize the initial impacts on building construction cost while taking advantage of the savings in avoiding future costly retrofitting.



CITY OF VICTORIA

CLIMATE LEADERSHIP PLAN & CLIMATE ACTION PROGRAM UPDATE

July 26, 2018



PURPOSE

- Present the final Climate Leadership Plan for Council's consideration.
- Provide an update on the Climate Action Program for Council's information.

Background

August 18, 2016, Council motion:

*“Establish a long-term greenhouse gas (GHG) reduction target for both corporate and community emissions consistent with global reduction goals of **80% GHG reduction** by 2050, including a corresponding target of **100% renewable energy**.”*

Updates:

Dec 2016: staff provided update on completed actions and further work, including development of Climate Leadership Plan (CLP).

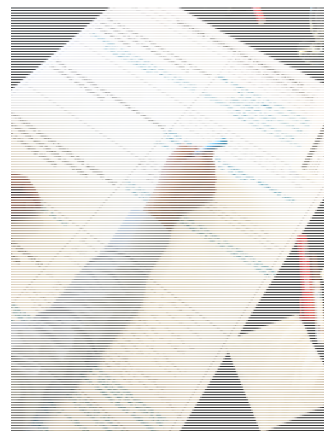
Sept 2017: staff provided update on development and structure of CLP.

Dec 2017: staff presented draft CLP and council approved draft and directed staff to carry out community and stakeholder engagement. Council also approved allocation of over \$400,000 from Climate Action Reserve Fund for priority staffing and actions and directed staff to report back in June with final CLP, long-term funding strategy and program update.



CLP Staff Review: Focus Areas

- Updated or additional GHG analysis and modelling
- Improvement of language and making adjustments
- Assessment of aesthetic document needs



Engagement Summary

- Community Engagement
- Subject Matter Engagement
- Draft CLP promotion/marketing

Feedback (overview)

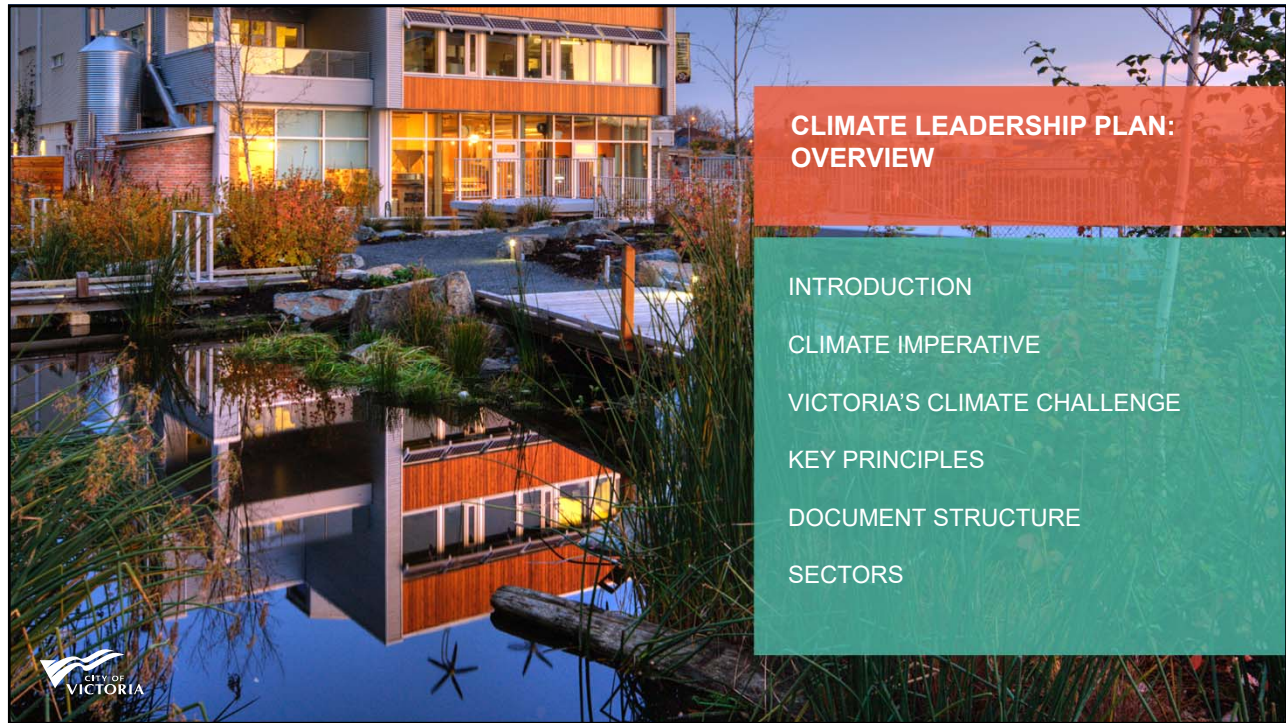
- Use accessible and easy to understand language
- Make actions more prominent
- Provide practical solutions and show how change is possible
- Change can be difficult, but incentives can motivate
- Education and awareness
- The City can't do this alone; partnerships and advocacy are key
- Involve youth in future planning and programming
- Climate Leadership Plan is an important step in climate action by the City



Climate Leadership Plan: Overview of Changes

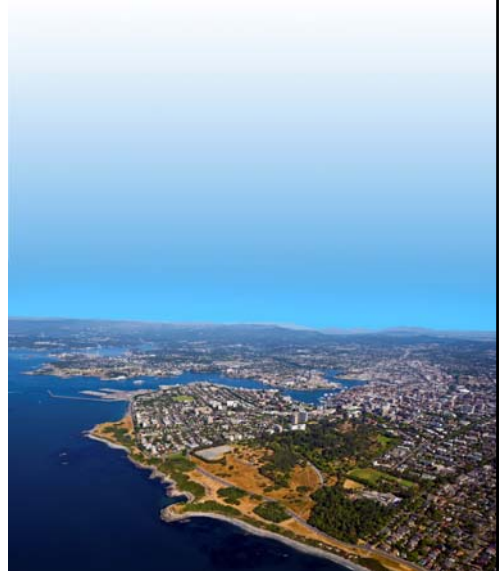
- Rewritten and improved text and content
- Updated document structure
- Additional final chapter introducing embodied emissions and the circular economy
- Updated information and GHG performance
- Improved, or added, graphics, icons, photos and charts
- Feature content dedicated to Community in Action
- Reviewed, renewed, improved distinct action sets
- Refined goal and target language





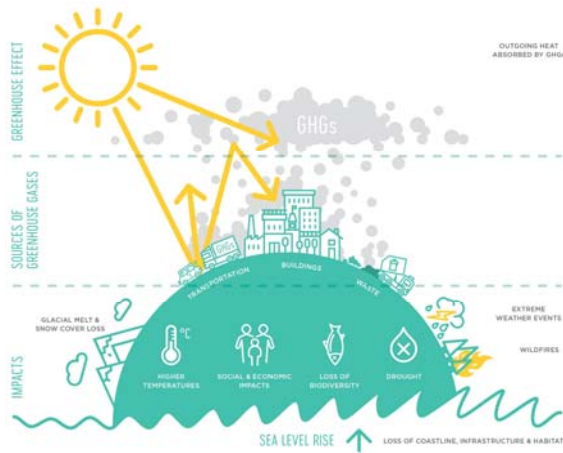
Introducing the Climate Leadership Plan

- Cities account for more than 70 percent of GHG emissions
- Part of the solution, not just part of the problem
 - Centres for innovation, technology
- Lead and inspire: the big win lies in inspiring the entire community to action
- Climate action and building resilience will deliver financial, environmental and social benefits across our community
- Targets align with National and International commitments:
 - **Reduce** community-wide **GHGs** by **80 percent** below 2007 levels by 2050
 - Shift away from fossil fuels to **100 percent renewable energy**



Climate Imperative

- Human activity has produced greenhouse gases (GHGs) at an intensity beyond what the earth's natural systems can absorb
- Warming of Earth's surface will unleash more extreme impacts. Additional 2 degrees of warming expected by the end of this century.
- Experts project impacts could be catastrophic without deep cuts in future GHG emissions
- Local climate risks include:
 - Increased seasonal precipitation
 - Rising sea levels
 - More frequent, longer heatwaves
 - Unavoidable impacts (including wildfires, drought, and increased infrastructure costs)



Victoria's Climate Challenge

2017 GHG EMISSIONS BY SECTOR (387,694 tCO₂e11)

32%	COMMERCIAL, INSTITUTIONAL, INDUSTRIAL, AND MULTI-UNIT RESIDENTIAL
19%	SINGLE FAMILY HOMES
9%	SOLID AND LIQUID WASTE
40%	ON-ROAD TRANSPORTATION



Figure 1: City of Victoria GPC Compliant Inventory, 2017

2017 RENEWABLE AND NON-RENEWABLE ENERGY MIX

35%	RENEWABLE ELECTRICITY
8%	HEATING OIL AND PROPANE
3%	WOOD
<1%	RENEWABLE NATURAL GAS
2%	BIODIESEL AND ETHANOL
23%	GASOLINE AND DIESEL
29%	NATURAL GAS



Figure 3: City of Victoria GPC Compliant Inventory, 2017

2017 GHG EMISSIONS BY FUEL TYPE

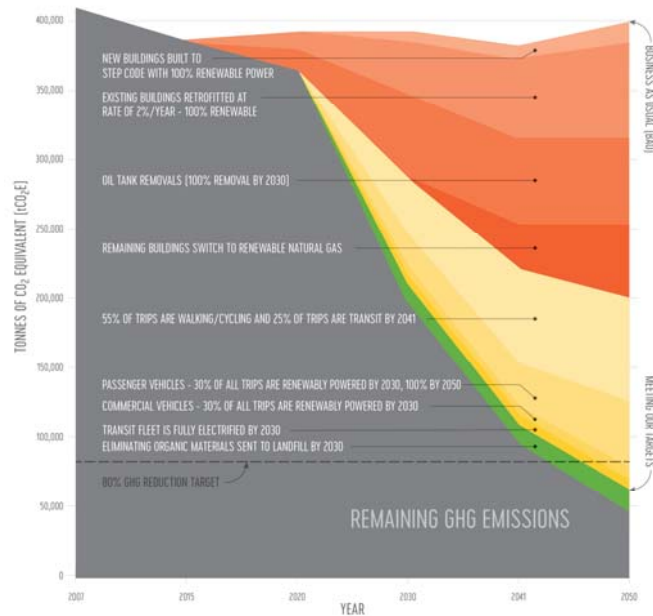
36%	GASOLINE
3%	ELECTRICITY
7%	DIESEL
2%	WOOD
2%	PROPANE
12%	HEATING OIL
38%	NATURAL GAS



Figure 2: City of Victoria GPC Compliant Inventory, 2017



Victoria's Climate Challenge



Getting to Low Carbon Prosperity

The City's **vision** for 2050 is of a vibrant, healthy, and prosperous community, fueled by renewable low carbon energy systems, and designed and integrated in ways that promote a high quality of life for all Victorians.

The City's **mission** is to lead Victoria's transition to a renewable energy future, and to inform, equip, enable and inspire the community to rapidly reduce their own GHG emissions and prepare for climate change.



CLIMATE LEADERSHIP PLANNING PRINCIPLES

- 1 Lead and inspire** – The City will be a regional and national leader on climate mitigation and adaptation. It will take urgent action to drive innovative GHG reductions, creatively and collaboratively with other leaders and key stakeholders.
- 2 Harmonize climate action to secure co-benefits** – GHG reduction actions should be integrated with all other priority areas for City planning, including health, safety, and environmental protection, affordability, and quality of life.
- 3 Universal accountability** – All Victorians (residents, businesses, employees, and visitors) have a role to play in improving GHG performance, and should be encouraged to take meaningful action.
- 4 Make energy visible** – Our community's energy use, GHG performance, and climate impacts must be clearly known to drive effective change.
- 5 Evidence-based decisions** – Energy and GHG decisions should be socially-minded, cost-effective and supported by science, including a full, life-cycle understanding of relevant issues and technologies. ●
- 6 Renewable energy for all** – Our entire community, regardless of circumstances, must have access to efficient, affordable and renewable energy options.
- 7 Dismantle barriers** – The City will remove barriers preventing rapid decarbonisation of our energy mix by supporting policies that support smart energy choices and GHG-reduction behaviours. ●
- 8 Climate resilience is developed early** – Victoria must act with a sense of urgency and take early and meaningful action to avoid the most disruptive economic, social, and environmental impacts imposed by climate change.
- 9 Think globally, change locally, partner regionally** – Partnering and advocating across jurisdictional boundaries is key to achieving consensus and maximizing global GHG reductions.
- 10 Track and Adjust** – The City will measure, track and report on its targets and actions annually, making adjustments where required. ●

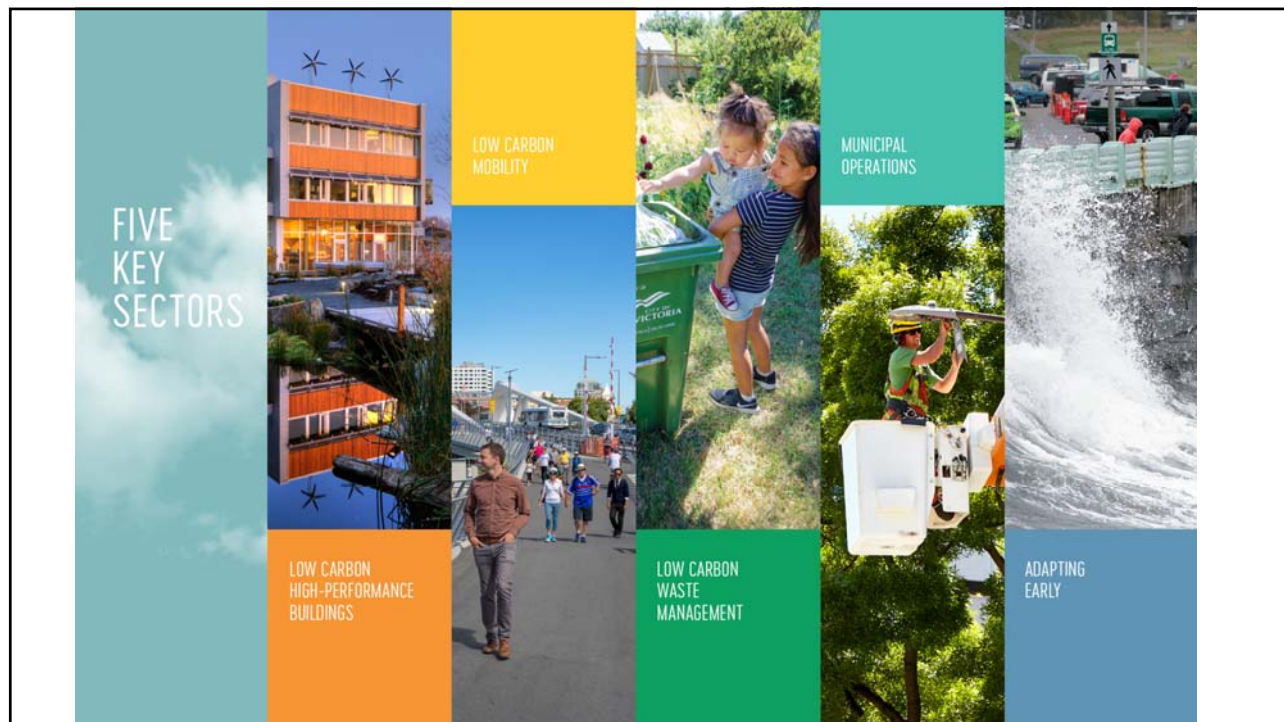
Document Structure

EACH SECTOR INCLUDES:



The CLP's actions fit into four general classes:





Low Carbon, High Performance Buildings (p. 24)



The Vision: By 2050, Victoria will be home to efficient, renewably powered, high performance buildings. Building design, operations and management will have evolved to deliver more sophisticated, comfortable, healthier buildings with far low energy needs...

The Challenge

- Building energy-use (heating and cooling)
- Aging and inefficient building stock

The Plan

- Address energy-efficiency
- Replace old systems with renewable systems
- Redesign building design and construction

Actions

- Energy efficiency and fuel switching programs for new and existing buildings; advocacy

Community in Action

- Passive House
- Home Retrofit

GHG CONTRIBUTION BY BUILDING TYPE AND HEATING SOURCE



Figure 4: City of Victoria GPC Compliant Inventory, 2017

Low Carbon, High Performance Buildings



GOALS

- All buildings are highly energy efficient.
- All buildings are powered by renewable energy.



TARGETS

- *By 2030, all new buildings are 'net zero energy ready.'*
- *By 2050, all existing buildings meet new high efficiency standards.*
- *By 2030, heating oil is phased out.*
- *By 2050, all buildings exclusively use renewable energy.*



Low Carbon Mobility (p. 34)



The Vision: *By 2050, people, goods and services moving around Victoria will generate little to no GHG emissions. A seamless and integrated mobility system prioritizes low carbon transportation including walking, public transit and shared electric mobility options...*

The Challenge

- Single-occupancy and larger in-efficient vehicles
- Not enough people taking alternative transit

The Plan

- Reduce the number of vehicles, travel distance and trips
- Encourage uptake of EVs and other renewable fuels
- Redesign the way people move around the city

Actions

- Electrification; mode shift; low carbon fuels; partnerships/education

Community in Action

- Switch to EV and hybrid-electric
- Mode shift

GHG CONTRIBUTION BY VEHICLE TYPE

48% LIGHT TRUCKS, SUVs

3% OTHER VEHICLES

12% COMMERCIAL VEHICLES

37% PASSENGER VEHICLES



Figure 6: City of Victoria GPC Compliant Inventory, 2017



Low Carbon Mobility



GOALS

- All Victorians have access to low carbon, high performance and affordable multi-modal transportation.
- Vehicles in Victoria are powered by renewable energy.
- Smart land use minimizes transportation emissions.



TARGETS

- By 2030, 25 percent of all trips by Victoria residents are taken by public transportation.
- By 2030, 100 percent of BC Transit buses in Victoria are renewably powered.
- By 2030, Victoria residents choose walking and cycling for 55 percent of all trips.
- By 2030, renewable energy powers 30 percent of passenger vehicles registered in Victoria, and 100 percent of passenger vehicles are renewably powered by 2050
- By 2030, 30 percent of commercial vehicles operating in Victoria are renewably powered.
- By 2030, 100 percent of Victoria's neighbourhoods are "complete" by design with substantial transportation system diversity.

Low Carbon Waste Management (p. 42)



The Vision: *By 2050, waste-related emissions have been eliminated. Greenhouse gases produced by organic materials collected and treated in the region supply renewable energy to the community...*

The Challenge

- Organic materials breakdown in landfill and release methane
- Organic materials are still ending up in the landfill

The Plan

- Reduce organic materials entering the landfill
- Reduce the amount of waste generated
- Capture emissions and nutrients from organics

Actions

- Improve organics collection/processing; partnerships/education

Community in Action

- Food Rescue Project

LANDFILL WASTE GENERATING GHGS AT HARTLAND LANDFILL

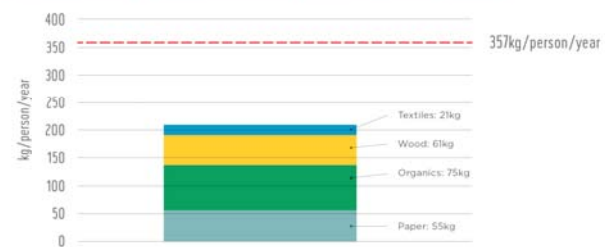


Figure 9: Landfill waste generating GHGs at Hartland Landfill. Numbers from 2016 CRD Waste Stream Composition Study.



Low Carbon Waste Management



GOAL

- Organic materials are managed to avoid GHG emissions.



TARGETS

- Eliminate 100 percent of food and yard waste sent to the landfill by 2030.
- Eliminate 100 percent of other organic materials sent to the landfill by 2030.
- Capture methane from collected organic waste to provide renewable energy by 2025.



Municipal Operations (p. 48)



The Vision: *By 2050, all of the City's operations, fleet and buildings will be renewably powered. The City has consistently demonstrated a track-record of successful GHG reduction programs...*

The Challenge

- Fossil fuels power buildings, vehicles and operations

The Plan

- Reduce energy use through energy efficiency
- Redesign services and infrastructure management
- Replace fossil fuels with renewable energy

Actions

- Electrification of fleet; transition facilities to renewable energy; operational energy improvements; develop strategies and plans

City in Action

- Victoria Conference Centre

GHGs FROM CITY OPERATIONS

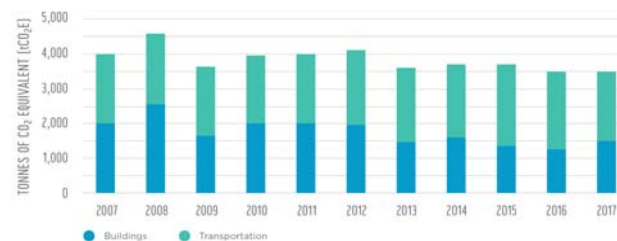


Figure 10: City of Victoria corporate GHG inventory, 2017



Municipal Operations



GOALS

- The City is a recognized leader in climate mitigation and adaptation.
- The City takes integrated and informed climate action.
- The City will provide timely and accurate data supporting strong climate mitigation and adaptation actions.



TARGETS

- By 2040, 80 percent of the City's fleet is electrified, or renewably powered.
- All new City facilities are renewably powered.
- By 2025, all City power tools and small engine-driven equipment are renewably powered.
- By 2040, 80 percent of the City's fleet is electrified, or renewably powered.
- By 2020, capital and operating plans are informed by climate data, carbon pricing, and the City's GHG reduction targets.
- By 2022, the City has developed a 'triple bottom line' accounting system that guides City business planning.
- By 2022, partner with other local governments and the region to develop a community-accessible Energy and GHG information management System (EGIMS).

Adapting Early (p. 54)



The Vision: *In 2050, Victorians share sustainable community values... Innovative adaptation projects were completed early and affordably to manage an increase in severe and prolonged storms, heatwaves... Victoria municipal infrastructure is strong and supports a healthy, biodiverse and resilient natural environmental, a thriving economy, and a vibrant, active community.*

The Challenge

- Known and unknown risks to City and community assets
- Minimizing environmental, economic and social impacts

The Plan

- Continually monitor all climate risks
- Create resiliency in our physical and natural infrastructure
- Educate and empower the community to take action

Actions

- Strengthen natural and built infrastructure; partnerships; public education

Community in Action

- Increasing home comfort and resilience



Adapting Early



GOALS

- All climate-related risks to City infrastructure are minimized through early and wise planning and action.
- Victoria's natural environment flourishes in a changing climate.
- All Victorians are empowered and prepared for climate impacts and emergencies.



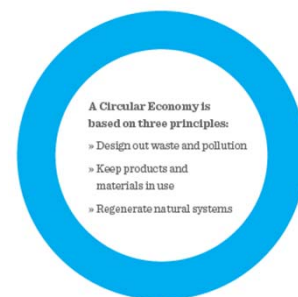
TARGETS

- Climate resilience is embedded into all City business.
- The City's infrastructure and services are ready to protect and respond to the risks associated with a changing climate.
- Natural habitats support healthy fish, wildlife, and plant populations and healthy ecosystem function
- The community is knowledgeable and prepared to address the impacts from a changing climate.
- The City incorporates best practices in risk communication (e.g. advanced warning systems, short videos) covering all climate hazards.
- Climate resilience enhances quality of life for all Victorians, especially the most vulnerable.



The Next Chapter: Embodied Emissions (p. 62)

- Embodied emissions are those GHGs generated beyond city limits to make and deliver the materials, products and services that we consume
- Cities may not have direct control over the embodied emissions of these goods, but they do have opportunities to design and promote sustainable consumption habits





RECOMMENDATION

- That Council approve the City's Climate Leadership Plan for publishing and ongoing work/collaboration with community stakeholders.



Committee of the Whole Report

For the Meeting of July 26, 2018

To: Committee of the Whole

Date: July 13, 2018

From: Thomas Soulliere, Director, Parks, Recreation and Facilities

Subject: Overnight Sheltering and Supports Program

RECOMMENDATION

That Council approve \$100,000 in additional funding for the Overnight Sheltering and Supports program, to be funded from 2018 Financial Plan Contingencies.

EXECUTIVE SUMMARY

The purpose of this report is to provide Council with an update on the cost projections for the Overnight Sheltering and Supports program. As a part of the 2018 Financial Plan, Council approved \$200,000 for the support and clean-up associated with overnight sheltering activity in City parks, and directed staff to report back at the end of the summer on the costs expended to-date.

This City program has been introduced in recent years to respond to the impacts associated with outdoor sheltering in parks. Since 2016, staff have observed an increased level of sheltering activity and related impacts in City parks. The costs associated with this service are based on staffing and external resourcing requirements identified in 2016. Over the past two years, the demand for this service has remained, and in 2018 staff expect that the costs will exceed the available funds, by September 2018.

In order to maintain the current level of service, staff recommend an increase of \$100,000 funded from Contingencies.

BACKGROUND

In 2009, in *Victoria (City) v. Adams* (the Adams decision) the Court of Appeal confirmed that homeless persons have a constitutional right to erect temporary shelters in parks if there are no available shelter beds. In response to this decision, the City amended the Parks Regulation Bylaw to provide an exception to the general prohibition on the erection of shelters or other structures in parks. Under section 16A of the Bylaw, homeless persons may erect, use or maintain a structure or other overhead shelter in a park between 7 pm (8 pm when daylight savings time is in effect) and 7 am the next day.

For the past three years, Council has approved an annual supplemental allocation to deliver this service. The cost to deliver this service was \$341,000 in 2016, and \$300,000 in 2017. In January 2018, Council approved \$200,000 of the requested \$300,000 for the service and directed staff to report back at the end of summer 2018 on the expenditure to-date and projection for the remainder of the year.

ISSUES & ANALYSIS

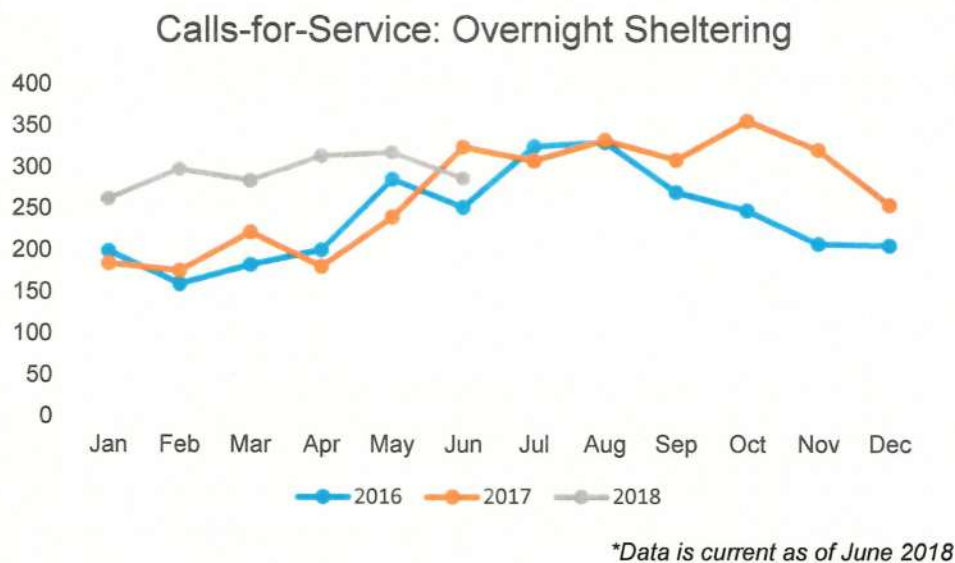
Program Operations

The Overnight Sheltering and Supports program provides sheltering clean-up services in parks seven days per week. The funding supports staff wages, training needs, supplies and specialized equipment to safely remove abandoned material. In addition, the funding supports extended washroom hours at Topaz Park (two portables) and Stadacona Park (one portable), as well as security patrols at Beacon Hill Park main washroom building between the hours of 9:30 pm and 2:30 am.

Staff attend to higher-use parks on a set route each day, proactively removing garbage and any hazardous items. Staff also respond to calls-for-service initiated by the public, Bylaw Officers and the police to attend and clean-up abandoned shelter sites. The time required at a shelter site can range in duration from a few minutes to several hours, depending on the extent of clean-up services required, equipment availability and the cooperation of the individuals at the site. The clean-up of abandoned material occasionally requires specialized equipment and supplies for safe removal.

2018 Overnight Sheltering Activity

City staff and police have observed an increased level of sheltering activity in City parks over the past year. On average this year, the City is receiving 294 calls-for-service per month, representing an increase over the same period in 2016 and 2017.



Without additional funding, the service associated with the clean-up of abandoned sites would drop significantly, and impacts may include:

- risks to the health and safety of those sheltering, other park users and City staff;
- damage to vegetation and ecosystems;
- impacts on the use and enjoyment of parks by other users; and
- impacts on neighbouring residents.

Budget Status

The current level of service for clean-up and sheltering supports costs approximately \$25,000/month; \$20,000 for staff wages (two full-time positions, seven days per week) and \$5,000 for resources including security, portable washrooms and supplies. The fleet vehicle associated with this work is provided in the Park Operations budget.

As of June 30th, the total cost incurred was \$146,757. At this spend rate, the total funds allocated are projected to be exhausted by the first week of September.

OPTIONS & IMPACTS

Staff recommend that Council authorize an additional \$100,000 in funding to maintain the overnight sheltering clean-up service at the current service level, for the remainder of 2018. The demand for this service is not decreasing. Given the potential health and safety risks associated with this issue, staff do not recommend reducing the level of service.

2015 – 2018 Strategic Plan

The Overnight Sheltering and Supports Programs aligns with Objective 8: *Enhance and steward public spaces, green spaces and food systems*, in the 2015-2018 Strategic Plan

Impact to Financial Plan

If approved, the requested \$100,000 is recommended to be funded from 2018 Financial Plan Contingencies, which has a current balance of \$950,000.

Official Community Plan Consistency Statement

The Overnight Sheltering and Supports Program aligns with objective 15.22 in the Official Community Plan: *Collaborate with community organizations, neighbours and other stakeholders to address issues related to personal safety and security in parks and outdoor recreation facilities.*

CONCLUSION

City parks offer opportunities for recreation, socializing, relaxation, play, and connecting with nature. Despite proactive efforts, the demand for this service remains high.

Respectfully submitted,



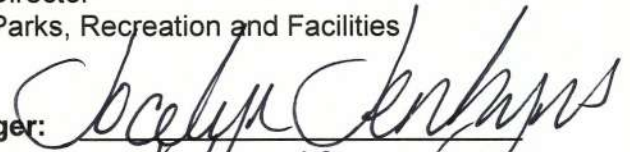
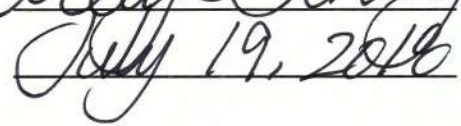
Brooke Stark
Manager
Park Operations



Thomas Soulliere
Director
Parks, Recreation and Facilities

Report accepted and recommended by the City Manager:

Date:



Council Member Motion
For the Committee of the Whole Meeting of July 26, 2018

Date: July 18, 2018

From: Councillors Loveday, Isitt and Alto, Mayor Helps

Subject: Urban Food Table

BACKGROUND

Since 2015, the Urban Food Table has provided advice to Council and staff on matters pertaining to urban agriculture, including implementation of the food systems objectives in the Official Community Plan, the Growing in the City initiative, and the Parks and Open Spaces Master Plan.

The Urban Food Table has expanded its capacity and looks to routinely offer a richer resource, and more substantive advice, to the City. To realize those services, the Urban Food Table has proposed revised terms of reference, based on its own expertise and working with City staff, Council and stakeholders over the past three years, and further consideration of a small annualized budget allocation for 2019 through 2021.

To effectively harness the continued and enhanced expertise of the Urban Food Table to advance the City's food security objectives, it is recommended that Council approve the attached revised Terms of Reference, and refer a budget request in the amount of \$6,000 per year to the 2019 budget process.

RECOMMENDATION

1. That Council adopt the revised Terms of Reference of the Urban Food Table at Attachment 1.
2. That Council refer to the City's 2019 budget process consideration of an annual allocation of \$6,000 for the Urban Food Table.

Respectfully submitted,

Handwritten signature of Councillor Loveday in blue ink.

Councillor Loveday

Handwritten signature of Councillor Isitt in blue ink.

Councillor Isitt

Handwritten signature of Councillor Alto in blue ink.

Councillor Alto

Handwritten signature of Mayor Helps in blue ink.

Mayor Helps

Attachments: Urban Food Table Terms of Reference

Victoria Urban Food Table

Terms of Reference **Updated: Draft July 2018**

Purpose of the Table

The primary purpose of the Victoria Urban Food Table (the Table) is to act as a food policy council by helping to build the City of Victoria's (the City) strategic direction and guiding documents (ie. Official Community Plan, Parks Master Plan, etc.), working with the City to meet targets, and advising the City on food and pollinator policies. The Table views urban food production as an important part of developing a healthy, ecological and sustainable food system in the City of Victoria. By bringing together organizations, groups, and individuals to the Table is able to achieve its purpose with the City. The Table will bring together our knowledge, expertise, and connections to share information, to align our efforts, and to catalyze the ongoing development of supportive targets, policy and programs in the City.

Table Membership and Participation

The Table is an open group for individuals and organizations that share common goals related to local food systems and urban agriculture. We function on the basis of inclusiveness, appreciation for diversity and non-discrimination. Meetings are open to any members of the public who wish to attend. Anyone who has attended three (3) meetings is considered a voting member.

The Table will actively seek representation from the following groups and others:

- Songhees First Nation
- Esquimalt First Nation
- Non-profit organizations
- Public health authorities
- Community and neighbourhood associations
- Community garden groups
- Food producers, processors, and distributors
- Chefs, restaurants, and retailers
- Property developers
- Seniors
- Youth
- Students and young professionals

Role of Participants

- To participate in agenda setting for the meetings.
- To review meeting materials ahead of time.
- To provide updates on the work in your area, network or organization.
- To communicate information back to your respective constituents or staff.
- To provide information or advice to the City of Victoria (and other bodies as appropriate)

Roles on the Table

City of Victoria: Staff from relevant departments (e.g. Parks, Planning, and Engagement) and Councillors are invited to attend meetings and will provide a meeting space for the group. Ongoing Staff and City Council support are critical to the work of the Table and help to align the work with current City priorities and initiatives.

Table Co-Chairs: There are two co-chairs at one time, each elected by the members for a two-year term. Terms overlap by one year to maintain continuity. Co-Chairs can have two consecutive terms and then a one-year break. The Co-Chairs are responsible for setting the agenda and facilitating the meetings

Table Secretary: One member will agree to take notes and circulate those notes within one week of the meeting.

The Table Meetings

Meetings will typically occur once per month at City Hall, and last for approximately one hour. Each meeting will have a Chair and work on a consensus model whenever possible.

Participants will receive an agenda prior to the meeting and will be encouraged to provide input relevant to the agenda during the meeting.

Decision Making

At times decisions may be made by the Table. Decisions will be made by consensus as a norm, but where time constrains us to reach consensus, or where consensus is otherwise out of reach, a vote can be called by the Chair to make a decision. Statements or direction may be made by the Table and will be shared with all members for feedback.

The Table is an autonomous grouping: decisions made will not necessarily run consistent with positions taken by the City. The Table may maintain its own unique and independent perspective. The Table may align itself, on a case-by-case basis, with other organizations in Victoria or beyond.

Subcommittees

Specific topics may require deeper discussion or follow up, and the Table may form subcommittees to undertake additional work. All subcommittees' work must be approved by a co-chair before being issued externally. Participation on subcommittees is optional and beyond the expected duties of volunteer members, and members may be compensated for their time and expertise when resources are available.



Council Member Motion
For the Committee of the Whole Meeting of July 26, 2018

Date: July 19, 2018

From: Councillor Jeremy Loveday and Councillor Isitt

Subject: City of Victoria adoption of a living wage policy

Background:

Our community is becoming unaffordable for families to live in. The City of Victoria is tackling this issue in a number of ways including increasing affordable housing and partnering to increase available childcare spaces. It is clear that more needs to be done.

In 2016, the City of Victoria committed to adopting a living wage policy when it approved The Mayor's Task Force on Social Enterprise and Social Procurement Action Plan. Adopting a Living Wage was a first-year action item in that plan which was to be led by the City of Victoria. Adoption of a living wage policy is consistent with the objective and actions in the City's Strategic Plan 2015-2018 to "Create Prosperity through Economic Development".

The Living Wage rate reflects the real costs of living through the hourly wage required to enjoy an adequate quality of life. In 2018, the Living Wage required in the Capital Region is calculated at \$20.50 per hour. This calculation assumes two adults working 35 hours per week each, while providing a home for two children, one in preschool and the other in grade two. More than a survival wage or minimum wage, it is not an affluent wage (see Attachment 1).

Everyone deserves to be paid fairly for the work they do. The City of Victoria already pays its employees at levels approaching or exceeding the living wage. Taking this step of becoming a living wage employer would show leadership to employers in our community and to other local governments, following in the example provided by Central Saanich, New Westminster and other municipalities (see Attachment 2).

It is recommended that the City of Victoria endorse the "Living Wage for Families" campaign and agree in principle to adoption of a living wage employer policy.

Recommendation:

That Council:

1. Endorse the "Living Wage For Families" campaign.
2. Agree in principle to the adoption of a Living Wage Policy, and direct staff to report back with a draft policy for Council's consideration, as a step toward becoming a certified Living Wage Employer.

Respectfully submitted,



Councillor Jeremy Loveday



Councillor Ben Isitt

Attachments:

1. Guide to Becoming a Living Wage Employer
2. District of Central Saanich staff report on Living Wage Employer Certification



A guide to becoming a Living Wage Employer

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Why become a Living Wage Employer?.....	1
Benefits of becoming a Living Wage Employer	1
What is the living wage?	2
Why is it necessary?	2
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living wage

for families campaign

livingwageforfamilies.ca

A guide to becoming a Living Wage Employer

“It is only fair to pay your employees the wage that ensures a decent standard of living, regardless of whether they are youth, seniors, or fall into any other category”

– Anastasia Gaisenok
Executive Director,
Check Your Head: The Global
Youth Education Network

Why become a Living Wage Employer?

Living Wage Employers are responsible employers who care about their employees and the community. They recognize that paying a living wage constitutes a critical investment in the long-term prosperity of the economy by fostering a dedicated, skilled and healthy workforce.

The **Living Wage Employer Program** recognizes and celebrates employers that pay their direct and indirect employees a living wage.

Benefits of becoming a Living Wage Employer

- Living Wage Employers receive public recognition for demonstrating a commitment to socially responsible practices, making them more attractive to potential employees and customers.
- Employers paying a living wage experience a decrease in employee turnover and absenteeism, increased retention and productivity, and savings on rehiring and retraining.
- Employees who earn a living wage experience increased mental and physical health and economic well-being, leading to a more productive and committed workforce.



We judge whether an employee is paid a living wage based on their total compensation package (base wage + non-mandatory benefits)

What is the living wage?

A living wage is the hourly wage a worker needs to earn to cover their family's basic expenses within their community.

It is recalculated on an annual basis to ensure that it accurately reflects changing living expenses. For more details on how it's calculated see www.livingwageforfamilies.ca.

Why is it necessary?

More and more families are working for low wages. They are facing impossible choices — buy food or heat the house, feed the children or pay the rent. The result can be spiralling debt, constant anxiety and long-term health problems. In many cases it means that the adults in the family are working long hours, often at two or three jobs, just to pay for basic necessities.

At 19.8%, BC has one of the highest child poverty rates in the country. Almost one-third of the poor children in BC live in families with at least one adult working full time, full year, demonstrating the extent of low-wage poverty in our communities.

Current living wage rates

Metro
Vancouver
\$20.62/hr

Greater
Victoria
\$20.01/hr

Fraser
Valley
\$15.90/hr

Living Wage Employer certification process

Applications are accepted between May 1st and January 31st every year. No applications are accepted in February, March and April so the Living Wage for Families Campaign can focus on recalculating the annual living wage rate (which is released annually at the end of April).

NOTE: Smaller companies and organizations, (with less than 15 staff and few service contracts) where a stepped implementation may not be required, may choose to complete the Living Wage Employer Application form (www.livingwageforfamilies.ca/become_a_living_wage_employer).

The Living Wage for Families Campaign (the Campaign) has a stepped implementation process. We understand that for many employer's the process of developing and implementing a living wage takes time and effort. Our stepped implementation process allows for the Living Wage for Families Campaign to recognize this work and celebrate the success of each company as they move through the process.



Supporter Level 1:

- The employer develops and provides, to the Campaign, an implementation plan and timeline to bring all direct staff and service contractors' wages up to the current living wage, as well as a plan (which may have a longer timeline) for bringing subcontracted labour services to the living wage. A sample implementation plan is included in Appendix 1.
- On acceptance of the implementation plan by the Campaign, an employer has successfully completed Step 1.

Supporter Level 2:

- Based on the implementation plan and the timeline the employer provided to the Campaign to become and Advocate, the employer has since brought all directly employed staff and contractors up to the prevailing living wage rate. The employer will also have implemented a process for an annual increase in wages for these staff and contractors up to the prevailing living wage rates.
- The work ahead is to bring subcontracted labour services up to the living wage rate — this will include providing notice that on contract expiry, new contracts will include a living wage clause.

Living Wage Employer

- The final stage of becoming a Living Wage Employer is reached; all direct staff have previously been brought to the living wage rate and there is a process for annually meeting new living wage rates. Additionally, the employer attests to having brought all subcontracted labour (as agreed by the Campaign) to the prevailing Living Wage rate, or has signaled intent to recontract at new living wage rate when the contract renews.

The Living Wage for Families Campaign is a tool to address poverty in our communities. There are other tools to tackle poverty and the Campaign understands that there may be different forms of employment which should be differently considered or exempted from the living wage.

These include:

- Casual employment of less than 120 hours of work per year.
- Students, interns and practicum placements for summer projects, etc. These categories may make up no more than ten percent of labour (and the labour must be additional and not core); for small not-for-profit employers with less than five staff, this exemption increases to no more than twenty percent of labour.
- Social purchasing. Employers may source up to ten percent of their labour from qualified social enterprises (to be approved by the Living Wage for Families Campaign); qualifications include that the social enterprise must be purpose-built for employing hard-to-employ individuals, be owned by a not-for-profit, and must be pre-existing.
- Multiple small contracts. For some large employers, where a contract makes up no more than half of a percentage of its purchasing budget.

“We want to be part of a community that invests in the long-term prosperity of individuals and the economy. Paying a living wage to our employees and service providers will help make families stronger and communities healthier.”

– Tamara Vrooman,
President and Chief
Executive Officer, Vancity

Support

The Living Wage Employer Program can provide advice and support to employers implementing the living wage including best practice guides, case studies from leading employers and model procurement frameworks.

PLEASE NOTE: There is no fee for applying to become a Living Wage Employer. All queries are treated with the strictest confidence.

Conditions for becoming a Living Wage Employer

- Employers agree to ensure that all direct employees (full time, part time and casual) are paid the current living wage rate for their area within six months of a successful application. If employees are paid relevant non-mandatory benefits, the living wage hourly rate that must be paid will take account of this. Currently, our program covers the **Lower Mainland area**, where the living wage rate is **\$20.62 per hour**, the **Greater Victoria area**, where the living wage rate is **\$20.01 per hour**, and the **Fraser Valley area**, where the living wage rate is **\$15.90 per hour**.
- Employers agree to insert a living wage clause (stipulating that contracted workers and subcontracted workers are to be paid a living wage) in all future contracts where staff who are not direct employees are contracted to provide services to their organization on a regular, ongoing basis.
- Employees paid by incentive-based pay (tips) or commission can be paid less than the living wage provided their total earnings (including incentive-based pay and/or commission) equal or exceed the living wage.

Detailed conditions

Annual recalculation of the living wage

The living wage is calculated annually to take into account changes to living expenses and to government transfers and deductions. The new calculation is publicly released on the last Thursday of April annually. Employers agree to bring all direct staff (full time, part time and casual) up to the new living wage rate by October 31st every year. Living Wage Employers will be notified of changes to the living wage rate and what the changes mean to their certification.

How your benefits package affects the living wage calculation

Non-mandatory benefits include employer contributions that help reduce an expense item that make up the living wage calculation, such as extended health/dental care, Medical Services Plan premiums, child-care expenses, transport expenses, professional education development, enhanced vacation and sick leave. They do not include payments that an employer is mandated by law to provide, such as employment insurance and Canada Pension Plan contributions.

We have developed a software tool, in conjunction with the software company SAP, to help employers calculate how their benefits package affects their ability to pay a living wage — see www.livingwageforfamilies.ca. If you have already signed up to be a Living Wage Employer, this calculator can be used to ensure that your externally contracted staff are paid a living wage as well.

Externally contracted staff and the living wage

Externally contracted staff refers to staff that many businesses use to provide services such as janitorial, security, cleaning or catering. *This clause covers external contracts that provide services for your company on a regular ongoing basis, that is, for at least 120 hours of labour per year.* Ad hoc contract work (for repairs or maintenance, for example) is exempted from this clause.

Living Wage Employers are encouraged to inform contractors about the Living Wage Employer Program and how it may affect the terms of your agreements. A living wage clause should be included in all future and renegotiated agreements with contractors you hire. You do not need to renegotiate existing contracts before they come up for renewal in order to be compliant. All future agreements, whether new or being renewed, must incorporate

the living wage standards. The Living Wage for Families Campaign is able to provide you with a sample clause that can be incorporated into existing contracts and requests for proposals (RFPs). The living wage rate for the purposes of this clause is the rate set at the time of the start of the contract renegotiations. The clause should also ensure that a “living wage premium” is awarded to contracted and subcontracted workers that end up being paid below the living wage rate within six months of its annual recalculation.

Thus employers need to undertake the following:

A. If the staff are directly contracted by your organization. When the contract comes up for renewal you should include a living wage clause as part of your request for proposals. It is expected that, after selecting a suitable contractor, a living wage clause will be inserted in the contract as per the RFP.

B. If the staff are not directly contracted by you, but do provide services - for example, as part of a tenancy agreement. You should advocate for a living wage clause to be included in the agreement/contract when it comes up for renewal.

Best Effort Clause

If you can clearly show that you made your best efforts to fulfill this clause you will be allowed to keep your Living Wage Employer status. (For example, if you received no responses to an RFP that included a living wage clause.)

The living wage and incentive-based pay (tips)

In order to determine if an employee paid by incentive-based pay (tips) or commission is receiving at least the living wage, the employee’s base salary plus tips over the course of a one-month period are divided by the number of hours worked in order to calculate the average hourly pay.

Collective agreements

It is expected that organizations that have collective agreements in place will inform the relevant union(s) of their intention to apply for living wage status. Collective agreements will be treated as contracts, as per above.

Social enterprises and social procurement

Employers may have a range of procurement practices to express their commitment to poverty reduction in their communities. Paying the living wage is one tool to address poverty, and social procurement (or purposeful purchasing) from social enterprises that are providing supported employment to individuals with barriers to participation in the labour force is another. The Living Wage for Families Campaign recognizes the role of social enterprises in poverty reduction.

Where employers applying for certification as a Living Wage Employer have social procurement policies, they may still meet the living wage conditions, set out below, and on approval of the Living Wage Employers Recognition Committee:

- The applying employer has established procurement policies that state its intent to purchase from social enterprises as part of a corporate responsibility strategy.
- The social enterprises from which the employer is procuring are pre-existing, social enterprises set up for the purpose of providing supported employment to individuals who would otherwise not be participating in the labour force (and are likely still receiving the support of persons with disabilities/welfare assistance).
- The social enterprises have either a not-for-profit structure themselves or are subsidiaries of not-for-profit organizations.
- The social enterprises are recognized by their peers as purpose-built social enterprise, through participation in Buy Social Canada, the Enterprising Nonprofits Program or other intermediary who can verify the purpose, structure and financial model of the social enterprise.
- No more than 10% of the employer's total procurement is from social enterprises.

Students, trainees and interns

Employers are allowed to have a small amount of trainees or students in practicum placements or interns that are paid below the living wage as long as they don't represent a core part of the total staff makeup (no more than 10% for most employers; in the case of small not-for-profits where the total staff complement is five workers, no more than 20%). Staff that are on probation are not counted as part of the living wage determination process but once their probation period is over, they must receive a living wage.

Monitoring

If an employer is found to have not fulfilled the criteria the Living Wage for Families Campaign will work with the Living Wage Employer to identify whether continued involvement in the program is possible.

Applying to become a Living Wage Employer

Employers prepare and submit a draft *Living Wage Employer Implementation Plan* that should include the following details:

1. Employer details

- Employer name and addresses of all offices/worksites/premises
- Basic description of company, nature of the workplace
- Contact person's details in relation to this application

2. Direct employees

- Approximate number of direct staff that will be affected by Living Wage Employer status
- For organizations that have collective agreements in place, it is expected that they will inform the relevant union(s) of their intention to apply for living wage status. Confirmation of this should be included in the plan
- Initial timeline for bringing all direct employees to a living wage rate
- Mechanism that will be used internally to ensure that all staff are maintained at a living wage rate on an annual basis as per conditions

3. Contracted service staff

- Brief description of your current service contracting process
- Estimated number and type of service contracts that will be affected by your certification as a Living Wage Employer
- Mechanism that will be used internally to ensure that all relevant service contracts will include a relevant living wage clause at time of renewal or initial awarding

4. Overseeing the plan

- How this plan will be overseen
- Who has responsibility for overseeing the plan

Completed plans should be mailed or emailed to:

Deanna Ogle, Campaign Organizer

Living Wage for Families Campaign

810 - 815 West Hastings Street

Vancouver, BC, V6C 1B4

Tel: (604) 975-3347

Email: employers@livingwageforfamilies.ca

Living Wage Employer certification

If the *Living Wage Employer Implementation Plan* is deemed to fulfill the conditions of the Living Wage Employer Program, the employer is now deemed a “certified” Living Wage Employer.

Under this certification, you will be entitled to:

- A Living Wage Employer plaque (the opportunity to buy more plaques is available)
- A Living Wage Employer window decal for store front display where appropriate
- A Living Wage Employer electronic logo for use on websites and letterhead
- Recognition on our website and any of our periodic publications.

We encourage new Living Wage Employers to celebrate their certification as a Living Wage Employer with staff and board members, as well as announcing their status in local press and trade publications.



About us

The Living Wage Employer Program is hosted by **First Call: BC Child and Youth Advocacy Coalition** and is guided by an advisory committee of representatives from community organizations and other partners and supporters.

Contact us

Metro Vancouver Employers contact:

Deanna Ogle, Campaign Organizer

Living Wage for Families Campaign

810 - 815 West Hastings Street

Vancouver, BC, V6C 1B4

Tel: (604) 975-3347

Email: employers@livingwageforfamilies.ca

Greater Victoria Employers contact:

Living Wage Community Developer

Community Social Planning Council

203 - 4475 Viewmont Avenue

Victoria, BC, V8Z 6L8

In the Pennbridge Professional Building, Royal Oak Plaza

Tel: (250) 383-6166

Email: marika@communitycouncil.ca

Fraser Valley Employers contact:

Shakira Miracle, Coordinator

Vibrant Abbotsford

P208 - 33355 Bevan Avenue

Abbotsford, BC, V2S 0E7

Tel: (778) 880-8516

Email: info@vibrantabbotsford.ca

Appendix 1

LIVING WAGE EMPLOYER IMPLEMENTATION PLAN FOR COMPANY X

1. Introduction

Company X is proud of its record as a responsible employer. To date, it has won numerous awards recognizing this commitment. Company X provides a wide range of eye care solutions. It was founded in 1970 and we currently have seven retail outlets in the Lower Mainland. (Details of all our premises are in the appendix to this application.) We currently employ 85 staff, 50 full time and 35 part time.

2. Direct Employees

Based on an analysis by our human resources manager, we currently have five full-time and 10 part-time staff that are below the current living wage rate. These positions are all retail assistant positions. When we take into account the full MSP and extended health benefits that the five full-time staff receive, we need to increase their base hourly wage by \$0.75/hr to reach the living wage rate. The 10 part-time positions are not paid benefits, so their base hourly wage needs to be increased by \$2.10/hr to reach the living wage rate. This provides us with an equity challenge as it would mean that similar positions would be paid quite different base hourly wage rates. To address this, we have decided to provide benefits to all part-time staff and increase their base hourly wage by \$1.00 to bring them up to a living wage rate.

The company's HR manager will be responsible for making these changes within three months of being awarded Living Wage Employer status. In June of every year, the HR manager undertakes a comprehensive wage review for all staff members and our Living Wage Employer commitments will be included as part of this review.

Our staff is non-unionized so we have no collective agreements.

3. Contracted Service Staff

We currently lease all our premises and security services are provided as part of these leasing arrangements. Our leases vary from one to 10 years. As we don't directly contract security services we can't guarantee that we will be able to ensure a living wage clause, but we will endeavour to follow the criteria set out in the best effort clause set out in the Living Wage Employer conditions.

We have three service contracts that fall under living wage criteria.

- Computer system maintenance and support. This contract is an annual contract that is renewed at the start of every year. We commit to including an appropriate living wage clause when it is next renewed. However we estimate that no workers will be affected by this.
- Eye equipment maintenance. We have a three-year contract that is due for renewal in October 2015. We commit to including an appropriate living wage clause in the new contract at this date. Again we estimate that no workers will be affected by this as it is highly specialized work.
- Janitorial/cleaning. This contract covers all our premises and is due for renewal in November 2014. We commit to including an appropriate living wage clause in the new contract at this date. We estimate that this will affect 15-20 workers.

4. Implementation

This plan was developed by the HR manager and has been approved by the CEO and the board of directors. The HR manager will be responsible for its implementation. A section on our Living Wage Employer commitments will be included in the annual HR report to the board.

Signed _____

Date_____

Appendix 2

EXAMPLE OF INTERNAL LIVING WAGE POLICY

Purpose

At [Name of Employer], it is important to us to be aware of and maintain corporate social responsibility. We strive to make decisions and take actions that have a positive impact on our community, our staff and the people we serve. As a responsible employer, we believe that our employees need to earn a wage that meets the needs of daily living and provide some discretionary income. We recognize that paying a living wage constitutes a critical investment in the long-term prosperity of our organization by fostering a dedicated, skilled and healthy workforce.

Definition

The living wage is the hourly rate of pay that enables wage earners living in a household to:

- Feed, clothe and provide shelter for their family
- Promote healthy child development
- Participate in activities that are an ordinary element of life in the community
- Avoid the chronic stress of living in poverty

This hourly rate is calculated every year by the Living Wage for Families Campaign, based on the living expenses of a family of four with two children aged 4 and 7, with both parents working full time (35 hours/week). In BC 85% of families are headed by couples and 62% have two or more children. Living expenses are calculated in 10 categories: food, clothing and footwear, shelter, transportation, child care, Medical Services Plan premiums, non-MSP health care, parents' education, contingency fund and other (such as personal care, furniture, household supplies). The cost of government deductions (provincial and federal taxes, employment insurance and Canada Pension contributions) and the value of government transfers like the Canada Child Tax Benefit are also factored into the calculation.

Application

The policy applies to all employees employed by [Name of Employer], as well as all employers employed by a contractor or subcontractor who perform services directly or indirectly for [Name of Employer] on a regular ongoing basis.

Direct Staff

- Staff earning only a salary or wage will earn at minimum a living wage. The living wage is recalculated annually at the end of April and takes effect May 1st of each year. Any increases in the living wage will be passed onto staff within six months of this date.
- To determine the wage of staff earning commission, gratuities or other forms of incentive-type pay in addition to, or instead of, a salary or wage will be calculated by taking the total earnings and dividing it by the hours worked. This wage must be, at minimum, a living wage.

Contracted Staff

- Where services are contracted, e.g., food service and cleaning, we choose vendors/service providers that also pay a living wage to their staff similar to this policy. This clause covers external contracts that provide services for our company on a regular, ongoing basis, that is, for at least 120 hours of labour per year.
- Living wage clauses are included in all agreements and renegotiated agreements with contractors we hire.

Benefits in Consideration

- In instances where non-mandatory benefits are provided to staff, the basic hourly wage due

to staff may be adjusted to reflect the positive impact these benefits have on the employee's ability to meet basic needs and have some discretionary income.

- These benefits include health, dental and disability coverage for staff covered by this policy.

Benefits may be provided on a cost-shared basis; however, the premiums paid by the employee cannot reduce the wage to below an acceptable level with respect to a living wage.

Accountability

[Name of Company] maintains its participation in this policy through the Living Wage Employer Program. We are accountable for upholding and keeping current with this policy. [Name of Company] will ensure that a relevant process is in place for employees to raise any issues relating to the living wage policy in a safe and confidential manner.

Appendix 3

EXAMPLE OF LIVING WAGE CLAUSE FOR SERVICE PROVIDER CONTRACTS

The following is an example of living wage contract clause for insertion into contracts with service providers to guarantee living wage provision. These contract clauses are offered as starting points in order to assist drafting of appropriate provisions. These contract clauses are not recommended clauses, nor do they substitute the requirement to seek legal advice.

The Living Wage for Families Campaign is not responsible for the use or operation of any or all of these clauses and accepts no liability arising out of such use or operation.

.....

General

- 1.1 It is a condition of this Agreement that, for the duration of this Agreement:
- (a) the Contractor pays all employees who are employed by the Contractor to perform services pursuant to this agreement not less than the Living Wage, as set annually by the Living Wage for Families Campaign; and
 - (b) notwithstanding 1.1 (a), the contractor has up to 6 months from the date on which any increase in the Living Wage is adjusted by Living Wage for Families Campaign, to increase any or all wages such that the Contracted Employees continue to be paid not less than the Living Wage.

Sub Contracting

1.2 If the Contractor sub-contracts all or part of the provision of the Services to a sub-contractor pursuant to clause [1.1], the Contractor shall ensure that any sub- contractor adheres to clause 1.1 as though it were the contractor.

Termination of Contract

A breach by the Contractor of its obligations pursuant to clauses 1.1 and 1.2 shall constitute a material breach by the Contractor of this Agreement which shall entitle the client to terminate this Agreement.

The Living Wage for Families Campaign is hosted by
First Call: BC Child and Youth Advocacy Coalition; www.firstcallbc.org
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Revised June 2017



The Corporation of the District of Central Saanich

COMMITTEE OF THE WHOLE REPORT

For the Committee of the Whole meeting on June 26, 2017

To: Patrick Robins
Chief Administrative Officer

File: 340/2017

From: Paul Murray
Director of Financial Services

Priority:	<input type="checkbox"/> Strategic
	<input checked="" type="checkbox"/> Operational

Date: June 14, 2017

Re: Living Wage Employer Certification

RECOMMENDATIONS:

1. That Living Wage Employer Certification by the Community Social Planning Council be endorsed, and
2. That Council Policy 05.Fin - Living Wage Employer be approved.

BACKGROUND:

In Canada there is increasing support for a Living Wage as a way to address the issue of child and family poverty. New Westminster in BC became the first municipality in Canada to pass a Living Wage Policy in 2011 and since then many municipalities have followed suit including the City of Vancouver, City of Quesnel, City of Port Coquitlam and the Huu-ay-aht and Yuułu-ı̨ł-ath First Nations.

Living Wage employers adopt Living Wage policies which stipulate that all directly-employed staff, as well as staff contracted by to work on service contracts in areas such as security, building services, food services and contracted facility maintenance should be paid a locally calculated living wage.

A living wage policy is different from the minimum wage which is set provincially.

"Living Wage Employers are responsible employers who care about their employees and the community. They recognize that paying a living wage constitutes a critical investment in the long-term prosperity of the economy by fostering a dedicated, skilled and healthy workforce. The Living Wage Employer Program recognizes and celebrates employers that pay their direct and indirect employees a living wage."

- Living Wage for Families Campaign, Metro Vancouver

"We want to be part of a community that invests in the long-term prosperity of individuals and the economy. Paying a living wage to our employees and service providers will help make families stronger and communities healthier."

- Tamara Vrooman, President and Chief Executive Officer, Vancity

The process to become a Living Wage Employer is relatively straightforward. A three step application process is used which concludes with an independently verified certification. There is no external cost for the process.

DISCUSSION:

The District is already well on the way unofficially as a living wage level employer. All direct employees are paid through employee agreements, collective agreements or contracts at living wage levels for the Greater Victoria Area. To determine the implications of adopting Living Wage Certification status, staff conducted a review of current indirect contractor and subcontractor arrangements. This brief review indicates that the majority are paid at living wage levels as well.

Should the policy approach be approved, and as these contracts expire in the future, the District will include specific Living Wage language in those competitive procurement processes as well.

As a result we do not expect a significant additional financial impact from adoption of the policy approach and certification.

This initiative aligns well with the proposed Sustainable Purchasing Policy which is the subject of a separate staff report.

Should Council concur with the recommendation, staff will pursue certification through the Community Social Planning Council - Living Wage Employers Program, the certifying body for the Capital Region.



To: Patrick Robins, Chief Administrative Officer
For: June 26, 2017 Committee of the Whole
Re: Living Wage Employer Certification

June 14, 2017

The implementation process should take a few months and will begin with direct civic staff before being extended to contract employees.

CONCLUSION:

No significant financial implications from adoption of this approach are anticipated.

The proposed Certification and Policy aligns well with the Districts proposed Sustainable Purchasing Policy

Adoption of Council Policy 05.Fin - Living Wage Employer and certification is recommended.

Respectfully Submitted

Paul Murray
Director of Financial Services

<p><i>Administrator's Recommendation: I concur with the recommendation contained in this report. Patrick Robins Chief Administrative Officer</i></p>



THE CORPORATION OF THE DISTRICT OF CENTRAL SAANICH

Council Policy

Adopted by Effective Date Click here to enter a date.	POLICY NO. 05.Fin
Amended by Amendment Date(s):	File No: 340/2017
SUBJECT: LIVING WAGE EMPLOYER	
Category: Finance	

PURPOSE: - The purpose of the District of Central Saanich's Living Wage Policy is to ensure that all District Staff and Service Providers to the District who work on District premises for a specified period of time earn, at a minimum, a living wage.

APPLICATION: This policy applies to all employees, officers and other designated persons acquiring goods, services, rentals, leases and construction on behalf of the District of Central Saanich.

OBJECTIVES AND PRINCIPLES

1. Definitions

District refers to the District of Central Saanich.

Declaration is a document signed by a service provider confirming their compliance in paying a living wage to their employees covered under this Policy.

Employees are all staff employed by the District through employee agreement or collective agreement in either a full-time, part-time or auxiliary capacity.

Living Wage is the hourly rate of pay that enables wage earners living in a household to:

- Feed, clothe and provide shelter for their family
- Promote healthy child development
- Participate in activities that are an ordinary element of life in the community
- Avoid the chronic stress of living in poverty

This hourly rate is calculated based on the living expenses of a family of four with two children aged 4 and 7, with both parents working full-time (35 hours/week).

Premises are all District owned buildings and facilities.

Service Providers are companies and their employees that have a direct business relationship to the District of Central Saanich. These employees are individuals that perform services to the District on District premises.

Sub-Contractors are companies and their employees that have been sub-contracted by our Service Providers. They do not have a direct business relationship with the District of Central Saanich.

2. Implementation, Compliance and Enforcement

Existing contracts still in force at the time of implementation of this policy will be grandfathered until such time as the contract expires or is renegotiated, whichever comes first.

The Living Wage for the Capital Region will be calculated annually by the Community Social Planning Council based on the methodology developed by the Living Wage for Families Campaign as noted above.

This Policy will encompass all District employees, Service Provider and Sub-contractor employees with the following exclusions:

- Students seeking work experience credits for educational purposes;
- Volunteers;
- Community Service Organizations;
- Employees of organizations (for-profit or not-for-profit) that lease space or property from the District.

The District, as a Living Wage Employer, will ensure all staff is paid no less than the living wage as established in the year of ratifying of any of the District's Employee Agreements and Collective Agreements with its Unions. The District will not open up any existing employee Agreements or Collective Agreements during its existence to adjust hourly rates in the event those hourly rates dip below the Living Wage for that year. For example, if in year 2 of a 3 year Agreement an employee's hourly rate falls below the Living Wage hourly rate for that present year, no alteration to the Collective Agreement will be considered.

This rate can be achieved through a combination of hourly wage plus non-mandatory benefits. Non-mandatory benefits include employer contributions that help reduce an expense item that make up the living wage calculation such as extended health/dental care, MSP premiums, child care expenses, transport expenses, professional education development, enhanced vacation and sick leave, etc. They do not include payments that an employer is mandated by law to provide such as Employment Insurance and Canada Pension Plan contributions.

The District has established the following criteria to determine a service provider's or subcontractor's eligibility under the Living Wage Policy.

- An employee of a service provider or of its sub-contractor must perform services physically on District premises,
- Work must last longer than one continuous hour per occasion.

The District requires all service providers and sub-contractors, whose services fall within the parameters established within this policy, to be compliant for the duration of their contract with the District. Any existing contracts that are in place at the time of inception of this policy will not require immediate compliance should their wage rates be lower than that established Living Wage rate. However, a contract will require compliance at time of renewal.

The District will incorporate into all of its higher value competitive bid documents (Invitations to Tender and Requests for Proposal) a sample declaration to be signed as part of the Service Provider's contract with the District. Sample Declaration is attached.

The District will enforce the Policy by performing audits of its Service Providers and Subcontractors when notification of non-compliance is received by the District. These audits may take the form of a review of paystubs issued by the vendor under review or any other means pertinent to arriving at a determination.

Non-compliance may result in the cancelation of the Contract at the discretion of the District

SAMPLE DECLARATION – LIVING WAGE EMPLOYER

I, _____ as a duly authorized signing officer of

Company: _____

Address: _____

_____, confirm that all employees and subcontractors under our contract with the District as outlined below, are paid not less than the “Living Wage” for the Capital Region as calculated by the Community Living Council.

I understand that this requirement extends only to those employees and sub-contractors’ employees that perform work while on District premises and property for durations in excess of one continuous hour per occasion.

I understand that the District will conduct audits if and when notification of breach of this compliance is received by the District.

I understand that in the event any breach of this declaration is found to be true, the District reserves the right to cancel its contract without penalty at any time once said authentication of the breach is made.

Contract Name: _____

Authorized Signatory: _____

Dated: _____



info@livingwagefamilies.ca www.livingwageforfamilies.ca www.lwemployers.ca

MUNICIPAL LIVING WAGE POLICY TOOLKIT

Why should Municipalities and School Boards care about paying a Living Wage?

- High living expenses and low wages mean that tens of thousands of working families are living in poverty in BC. For seven years running, our province has had the highest child poverty rate in Canada. Child poverty in BC is very much a low-wage story; the vast majority of BC's poor children live in families with working parents. (*First Call Poverty Report Card 2011*) A growing economy with employment opportunities should not translate into parents working as many jobs as possible and *still* being at risk of falling into poverty.
- Parents in low-wage jobs are trying to bring up children with one hand tied behind their back. Families who work for low wages face impossible choices — buy food or heat the house, feed the children or pay the rent. The result can be spiralling debt, constant anxiety & long-term health problems. Canadian researchers have reported that family income plays a significant role in influencing child development. Of 27 factors identified as having an impact on child development, up to 80% were seen to improve as family income increases. (*Report on the State of Public Health in Canada 2009, Chief Public Health Officer.*)
- Municipal Government is paying a large price for the low-wage sector. When children live in poverty, or when parents are compelled to work multiple jobs to stay afloat and end up with little time with their children, all of society pays the price, and not least the municipal governments and school boards that must consequently pay in additional services and policing costs. Directly or indirectly, high school non-completion has enormous fiscal implications in terms of expenditures on health, social services and programs, education, employment, criminality and lower economic productivity. “Currently, approximately 20% of Canadians aged 20 years and over have never completed high school.” For Canada as a whole, the aggregate tangible and intangible losses are calculated to be \$24,400 per annum per early school leaver, or \$43 billion for the country as a whole. (*Lessons in Learning, Canadian Council on Learning. February 4, 2009.*)
- There is wide public support for action by Municipalities A poll undertaken by the Columbia Institute, in November 2011, showed that voters throughout BC are very supportive of living wage policies. 67.1% of respondents asked about a Living Wage said they would favour their municipality adopting a bylaw to ensure that all directly-employed city staff, as well as staff contracted by the city, are paid a locally calculated living wage

How can paying a Living Wage change this situation?

- Living Wages are a simple and just solution. Paying a living wage would allow families with children to escape poverty and severe financial stress, ensure healthy childhood development, and permit families to participate in the social, civic and cultural lives of our communities.
- Local Government has a responsibility to play a leadership role. We look to our local governments to help raise the bar — to set a higher standard. If enough local governments become living wage employers, they will create a market for those local service contractors who in turn pay the living wage.
- And Living Wages are good for business. Better pay translates directly into a healthier local economy. Low-income families spend almost all their money close to home. And businesses that have adopted the living wage report higher productivity and reduced staff turnover.

What do we mean by a Living Wage?

In contrast to a provincially legislated minimum wage that is designed to bring individuals up to the poverty line, the living wage is a social and economic benchmark whose primary purpose is to enable working families to pay their expenses and lift them out of poverty. It is calculated based on what it costs to live in a specific community, so living wage amounts will vary across the province as living expenses vary. In summary a living wage is the hourly rate of pay that enables wage earners living in a household to:



- Feed, clothe & provide shelter for their family
- Promote healthy child development
- Participate in activities that are an ordinary part of life in the community
- Avoid the chronic stress of living in poverty

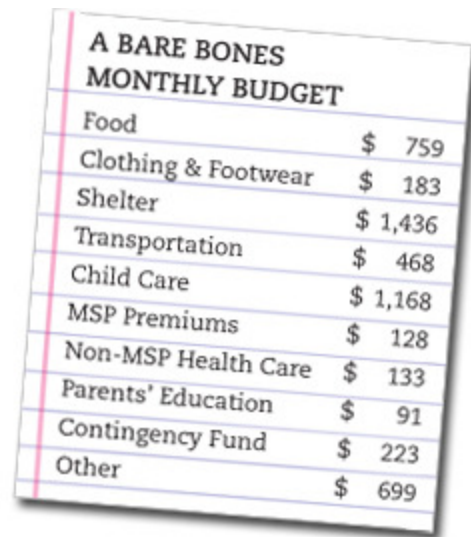
The living wage is high enough that families can weather a temporary crisis without falling into poverty, but very modest compared to community standards. So it does not include;

- Saving for retirement
- Owning a home
- Debt servicing
- Saving for children's future education

In developing this calculation methodology the Living Wage for Families Campaign worked with the Human Early Learning Partnership (HELP) at UBC, independent social policy consultants, Victoria Social Planning Council, the United Way of the Lower Mainland, First Call: Child and Youth Advocacy Coalition, the Canadian Centre for Policy Alternatives and the Hospital Employees Union. The methodology was reviewed by the First Call Living Wage Roundtable, low income parents, as well as a Vancity-organized employer focus group.

How is a Living Wage Calculated?

This hourly Living Wage rate is calculated based on the living expenses of a family of four with two children aged 4 and 7, with both parents working full-time (35 hours/week each). In BC 85% of families are headed by couples and 62% have two or more children. The model family is not meant to be representative of all working families; rather the living wage measure associated with it should be treated as a baseline on the principle that wages should enable working people to choose to have children. Furthermore, the living wage is based on basic working conditions, 70 hours of work per week between two people, and already incorporates government transfers (e.g. the Canadian Child Tax Benefit) and deductions (e.g. taxes, E.I. and CPP premiums.)



Food	\$ 759
Clothing & Footwear	\$ 183
Shelter	\$ 1,436
Transportation	\$ 468
Child Care	\$ 1,168
MSP Premiums	\$ 128
Non-MSP Health Care	\$ 133
Parents' Education	\$ 91
Contingency Fund	\$ 223
Other	\$ 699

And while the actual living wage calculation is focused on couple families with young children, the intent is to ensure that the wage is adequate for single parents, and also that it provides an adequate income throughout the life cycle so that young adults will not be discouraged from having children and older workers will have the means to support aging parents.

The expenses included in the living wage calculation include food, clothing and footwear, shelter & transportation based on the Market Basket Measure (MBM), an index of expenses developed by the Human Resources & Social Development Canada to provide a perspective on low income. Additional expenses include child care, provincial Medical Services Plan (MSP) premiums, non MSP-covered health expenses, limited education amounts for parents, and a contingency amount to provide a two-week cushion in the event of job loss, illness, etc. Based on this methodology *The Living Wage rate for Metro Vancouver is \$19.14* .

Other communities throughout the Province have calculated their Living Wage figure based on this methodology. They are:

- Sunshine Coast \$18.80
- Greater Victoria \$18.03
- Kamloops \$17.27
- Kelowna (Central Okanagan) \$16.98
- Abbotsford \$16.42
- District 69 (Qualicum) \$16.27
- Williams Lake \$15.77
- Cranbrook \$14.16

Please note these living wage figures are for 2011. Living Wage figures are updated annually to take account of changes in living expenses and the tax system.

What is a living wage policy/bylaw?

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"A living wage implies you have a life outside the office. We're not in favor of that."

Living wage policies/bylaws stipulate that all directly-employed city staff, as well staff contracted by the city to work on service contracts in areas such as security, building services, food services, should be paid a locally calculated living wage.

A living wage policy is different from the minimum wage which is set provincially. A Living Wage policy/bylaw is set by the local municipality and only applies to businesses that contract with the city. It is also different from municipal "fair wage" policies/bylaws that have sometimes been set for specific occupations and trades (usually in the construction sectors).

In Canada there is increasing support for a Living Wage as a way to address the issue of child and family poverty. New Westminster in BC recently became the first municipality in Canada to pass a Living Wage Policy, with other municipalities across the country, including Esquimalt in Vancouver Island, considering following suit.

More than 140 municipal living wage policies/bylaws have been passed in the US since 1994, including in many big cities such as New York, Chicago, Boston, Detroit, Cleveland, Los Angeles, San Francisco, Oakland, San Jose and Miami. In fact, close to one half of the US urban population now live in cities covered by some kind of municipal living wage policies/bylaws. The Greater London Authority in Britain also has a Living Wage policy/bylaw. The summer Olympics in London in 2012 will be the first Living Wage Olympics, where all workers working on the event will be paid a living wage!

Living Wage Policy Q & A

How do you estimate the cost of a Living Wage Policy?

It is straightforward enough to estimate any cost increases related to directly employed staff. In terms of contractors, they can be simply asked if their contracting costs will increase if a living wage policy is implemented. This is the approach that the City of New Westminster took in estimating the potential cost of passing their living wage policy. The estimated cost of New Westminster's Living Wage Policy was 0.25 % (that's a quarter of 1%) of the city's annual budget. Studies in the US have shown that the contracting cost of living wage policies are usually overestimated and end up costing closer to 0.1 % (1/10 of 1 %) of the overall city budget.

How will it effect collective bargaining arrangements?

Collective agreements are an integral part of labour relations for any municipal government. A Living Wage Policy shouldn't interfere with this. Thus a city's Living Wage Policy shouldn't re-open existing collective agreements. In effect the city will be committing that in all future collective agreements all direct staff will be paid at least a living wage and that adequate scope for increases will be included in the agreement to cover any living wage increases over the lifetime of the agreement. However the collective agreements shouldn't be re-opened if the wage rates dip below any living wage increases. Any such amendments can be included in future collective agreements.

How do you engage with contractors?

The Living Wage Policy should only relate to all new city service contracts. It is important that all potential contractors are properly informed of the implications of the city's Living Wage Policy and that appropriate material is included all collective bid documents. A living wage clause should be included in new city contracts stipulating that all those working on the contract (including subcontractor workers) are paid a living wage. Contractors should be also asked to sign a declaration that they understand their responsibilities in relation to the city's Living Wage Policy.

How do you administer the policy and ensure compliance?

Once initial systems are put in place a Living Wage Policy shouldn't result in any additional administrative burden. The city can ensure compliance by ensuring that all contracts indicate that the city has the right to audit service providers and subcontractors (including pay stubs) upon a suspected breach of the policy being brought to the attention of the city.

How are benefits taken into account?

The Living Wage rate can be reached by a combination of an **hourly wage + non-mandatory benefits**. If an employer pays non-mandatory benefits to their employees, the hourly wage they need to pay to reach a Living Wage rate will be reduced accordingly. Non-mandatory benefits include employer contributions that help reduce an expense item that make up the living wage calculation such as

extended health/dental care, MSP premiums, child care expenses, transport expenses, professional education development, enhanced vacation and sick leave, etc. They do not include payments that an employer is mandated by law to provide such as Employment Insurance and Canada Pension Plan contributions.

We have developed a software tool, in partnership with the software company SAP, to help employers calculate how their benefit package affects their ability to pay a living wage- see <http://livingwageforfamilies.ca/calculator>.

What about students on job training?

Employers are allowed to have a small amount of trainees or students placements that are paid below the living wage once they don't represent a core part of the total staff makeup (no more than 10-20%).

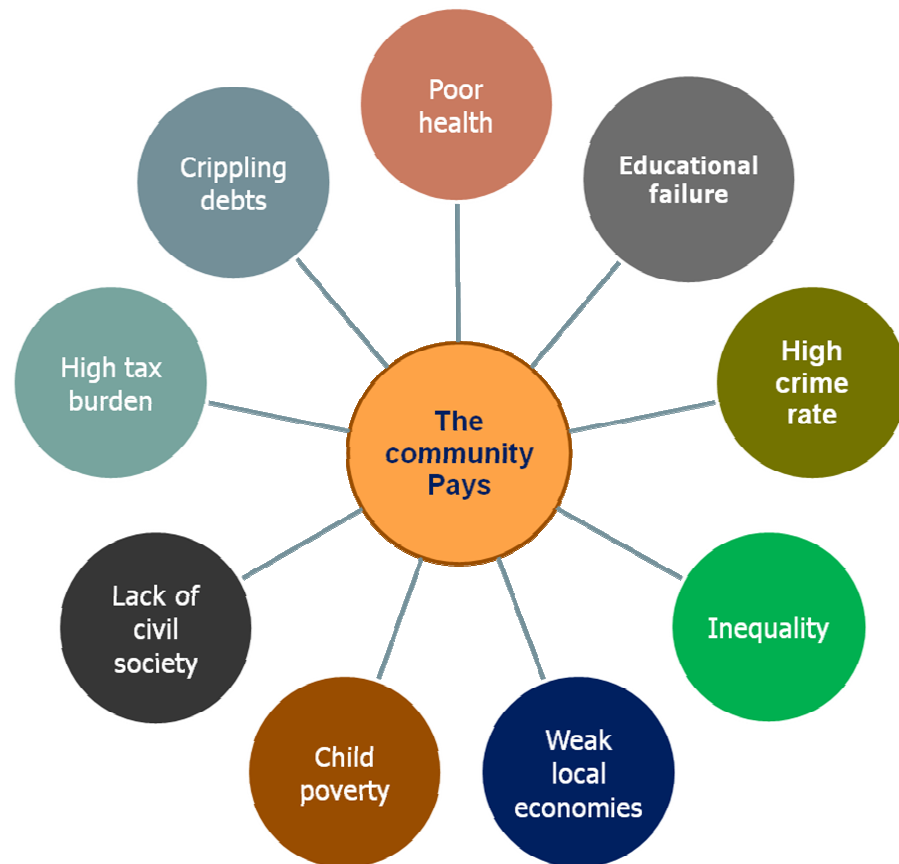
It's alright asking the public sector to pass a Living Wage policy, but what about the private sector?

The Living Wage for Families Campaign has developed a Living Wage Employer Recognition Programme that certifies private sector employers that have committed to pay all their staff (both direct and indirect) a Living Wage. Over 25 private sector employers in the lower mainland have been certified as a Living Wage Employer. These organizations employ approx 3,000 direct employees and many thousands more contracted staff - see www.lwemployers.ca

How to get a Municipal Living Wage Policy passed

Develop a broad-based coalition

Many sectors of society are affected by low wages, but they don't always see it that way. It is important that you frame the issue wider than a labour or low-wage issue and emphasize that the community as a whole pays for low wages and thus the community as a benefits from the living wage.



It is important that a various sectors of the community are included in a coalition that is aiming to get a Municipal Living Wage Policy passed.

Labour- Especially those who represent low wage workers and municipality employees. It is a good idea to have the local Labour Council co-ordinate connections with labour partners

Faith Groups- Many living wage campaigns have been successful due to the involvement of faith groups. They are often one of the largest civil society groups in the community

Parent's Groups- Especially the local District Parents Association. They can be very important in emphasising the links between low-wages and child poverty

Progressive Businesses- most communities have some progressive businesses that have played a role on social justice issues. A business advocating for living wages is often taken more seriously than community or labour groups

Local community groups and charities- Whether they're Homeless Shelters or Food Banks, these groups can easily identify the effect low wages has on the community

Immigrant Groups- A disproportionate amount of low wage workers in many communities are from an immigrant background

Academic/Social Policy Groups- Local Social Planning Councils, Anti-poverty groups, Provincial coalitions and Academics can be a good ally in terms of their research resources and can authority add to your call.

It is important when forming a coalition to work out terms of reference. Identify what is expected of each partner; identify the resources needed and that all parties work together to develop a clear strategy.

Calculate your local living wage number

The Living Wage for Families and CCPA-BC Office has developed out a well-thought methodology for calculating a living wage for any community in the Province. They are available to give you advice as to how you can calculate your own living wage number. Calculating your own number is important in helping you present a quantifiable and locally based 'ask' to City Council. It is also an excellent tool to get potential allies and the general public thinking about living wage issues. For more details go to: http://www.policyalternatives.ca/sites/default/files/uploads/publications/BC%20Office/2011/03/CCPAB_C_Living_Wage_Guide_2011_web.pdf

Develop a Strategy that is relevant to your Community

Every Community is different and any strategies that are developed need to relate to the local community. The coalition needs to sit down and research what has happened in other areas and think about what may work in your community. Some communities decide to approach local businesses; others approach community allies, other do a bit of both. You need to discuss and decide what will work for you.

Hold a living wage event

In terms of mobilising people it is always important to have something concrete for them to attend or do. Hosting a Living Wage event is a perfect way example of how to do this. You could think about launching your campaign and explaining what you are asking for and why it is important. You could hold a discussion about the living wage calculation for your community, including how it was calculated. You could hold a forum with local businesses. Consider getting a variety of speakers at your event who can speak to the various audiences and concerns they may have. It is always good to include a perspective from a low wage parent. These events are also a good way to gain publicity about your campaign. Use Videos or resources on the Living Wage For Families Website- www.livingwageforfamilies.ca . Remember that any event is only a means, not an end. Think about how any event you organize can contribute to your wider aims.

Spend a lot of time building up relationships, explaining the concept and dealing with concerns

Getting a living wage policy passed will take time. You need to be able to outreach to a number of different stakeholders, educate them about the issue and persuade them that they should support you. Develop a variety of communication tools and materials- the Living Wage for Families Campaign can help you with this. Make sure you have thought out answers to peoples possible concerns.

Include low-wage workers as speakers and advocates- training

It is a good idea to train up as many people in the community as Living Wage Advocates, especially those working in low wage jobs. These training workshops should look at making sure advocates are prepared for public speaking and the media, have a firm grasp of the Living Wage Calculation and can answer concerns about the living wage. They should be also be able to offer positive examples of living wage successes. Again the Living Wage for Families Campaign can offer support and advice about training.

Identify a political champion on the City Council

To get a living wage policy passed you need a local councillor who is willing to work with your coalition to help get the policy passed. A local political champion will be best placed to guide you through Council business and how policies are drafted and passed. They will be able to help you identify potential allies on the council and how best to persuade them. They will be able to advise about the best time to formally bring a proposal to Council.

Have a specific ask to bring to Council

When you feel you are in a strong position to formally ask the Council to consider passing a Living Wage policy- when you have a wide variety of allies on board, when you have a local calculation complete and when you have had positive contact with a number of councillors- be very clear as to what you are asking for. Contact other city's that are already working on this issue to see how their Living Wage policies are framed. It is very important to insure that any Living Wage Policy includes contracted workers on City Contracts. Consider asking for a study report to cost and consider the implications of a living wage policy in your community. Most importantly don't enter this stage of your campaign until you have a good chance of winning. A heroic failure reduces the chance of a Living Wage Policy being passed in other communities!

And remember- All the time be educating, outreaching and mobilising around the issues

If you are in the position to formally make a request to Council, make sure you have a plan to mobilise people in support of the call. Identify ways to demonstrate public support like petitions, rallies etc. Think of inventive ways to get the publics attention.

Support from the Living Wage for Families Campaign

The campaign is available to offer advice help you plan your strategies or to make presentations to an event.

APPENDIX: CITY OF NEW WESTMINSTER LIVING WAGE POLICY

City of New Westminster



Corporation of the City of
NEW WESTMINSTER

Living Wage Policy

Approved by:

Council

Effective Date:

???????????



OBJECTIVES

The purpose of the City of New Westminster's Living Wage Policy (LWP) is to ensure that all City Staff and Service Providers to the City who work on City premises for a specified period of time earn, at a minimum, a living wage.

DEFINITIONS

Declaration is a document signed by a service provider confirming their compliance in paying a living wage to their employees covered under this Policy.

Employees are all Union and Exempt staff employed by the City in either a full-time, part-time or auxiliary capacity.

Living Wage is the hourly rate of pay that enables wage earners living in a household to:

- Feed, clothe and provide shelter for their family
- Promote healthy child development
- Participate in activities that are an ordinary element of life in the community
- Avoid the chronic stress of living in poverty

This hourly rate is calculated based on the living expenses of a family of four with two children aged 4 and 7, with both parents working full-time (35 hours/week).

Premises are all City owned buildings, roadways, and parks.

Service Providers are companies and their employees that have a direct business relationship to the City of New Westminster. These employees are individuals that perform services to the City on City premises.

Sub-Contractors are companies and their employees that have been sub-contracted by our Service Providers. They do not have a direct business relationship with the City of New Westminster.



IMPLEMENTATION, COMPLIANCE AND ENFORCEMENT

- The City will implement this Living Wage Policy effective January 1, 2011. Existing contracts still in force at the time of implementation will be grandfathered until such time as the contract expires or is renegotiated which ever comes first.
- The Living Wage will be calculated annually by staff based on the methodology developed by the Living Wage for Families Campaign as noted above.
- This Policy will encompass all City employees, Service Provider and Sub-contractor employees with the following exclusions:
 - Students seeking work experience credits for educational purposes;
 - Volunteers
- The City, as a Living Wage Employer, will ensure all staff are paid no less than the living wage as established in the year of ratifying of any of the City's Collective Agreements with its Unions. The City will not open up any existing Collective Agreement during its existence to adjust hourly rates in the event those hourly rates dip below the Living Wage for that year. For example, if in year 2 of a 3 year Agreement an employee's hourly rate fall below the Living Wage hourly rate for that present year, no alteration to the Collective Agreement will be considered.
- The City has established the following criteria to determine a service provider's or sub-contractor's eligibility under the Living Wage Policy.
 - An employee of a service provider or of its sub-contractor must perform services physically on City premises,
 - Work must last longer than one continuous hour per occasion.
- The City requires all service providers and sub-contractors, whose services fall within the parameters established within this policy, to be compliant for the duration of their contract with the City. Any existing contracts that are in place at the time of inception of this policy will not require immediate compliance should their wage rates be lower than that established Living Wage rate. However, a contract will require compliance at time of renewal.



- The City will incorporate into all of its competitive bid documents (Invitations to Tender, Requests for Proposal, Quotes, etc.) a sample declaration to be signed as part of the Service Provider's contract with the City. Sample Declaration is attached.
- The City will enforce the Policy by performing audits of its Service Providers and Sub-contractors when notification of non-compliance is received by the City. These audits may take the form of a review of paystubs issued by the vendor under review or any other means pertinent to arriving at a determination.

Non-compliance may result in the cancelation of the Contract at the discretion of the City.



Retail Action Network
1415 Broad Street
Lkwungen Territory (Victoria, BC) V8W 2B2
1-888-482-1837

July 23, 2018

Dear Mayor Helps, City Council, and Members of Staff,

The Retail Action Network (RAN) is writing to support Councillors Loveday and Isitt's recommendation that the City of Victoria endorse the Living Wage for Families Campaign and agree to adopt a living wage employer policy.

RAN is a community-based workers rights organization that advocates for precariously employed non-unionized workers in the retail, restaurant, and hospitality sectors. We fight for liveable wages, better working conditions, and workplaces free from harassment and discrimination.

Living wage jobs have a positive impact on the entire community. People who earn a living wage enjoy increased mental and physical health, and improved overall economic well-being. Being a living wage employer also has positive effects for businesses. Paying a living wage is associated with lower job turnover, higher employee morale, and improved quality of work (*Guide to Becoming a Living Wage Employer by Living Wage for Families Campaign*).

Victoria prides itself for being an inclusive community but far too many community members are needlessly marginalized by poverty wages. The City of Victoria's adoption of a living wage policy will be a small, yet important step towards eliminating poverty wages.

By becoming a living wage employer the City will set a positive example that we hope will encourage other Victoria-area employers to pay their employees a living wage. The City's implementation of a living wage policy will have a positive ripple effect that will help create a healthier community for all Victoria residents.

Sincerely,

Retail Action Network



COMMUNITY SOCIAL PLANNING COUNCIL
research·insights·solutions

RE: City of Victoria adoption of a Living Wage policy

July 25, 2018

Dear City of Victoria Council and Mayor,

I am writing to thank you for your leadership in committing to adopt a Living Wage policy – both in the Mayor’s Task Force on Social Enterprise and Social Procurement Action Plan, and in the City’s Strategic Plan 2015-2018 – and to express the crucial importance of taking action to ensure the City is compensating its employees and contracted staff a rate sufficient to meet the costs of living in the region by becoming a certified Living Wage employer.

The Living Wage reflects the real costs of living through the hourly wage required to enjoy an adequate quality of life in our region. The Community Social Planning Council of Greater Victoria calculates and releases this number each year, based on the best data available about costs in our region.

The Living Wage is the hourly rate of pay that allows a family with two full-time wage earners each earning the living wage, and two children, to enjoy an adequate quality of life. While it is more than a survival wage or minimum wage, it is not an affluent wage, and it is lower than what is needed to obtain much of what is considered normal in our community. For example, the Living Wage Family cannot save for children’s education or to purchase a home (the Living Wage family are renters, and are subject to the increasing rental housing costs in our city), cannot service debts or credit card bills, and cannot afford to care for an elderly relative, among other things. The City of Victoria may already pay employees at a rate approaching or exceeding the minimum wage, but the statement of becoming a certified Living Wage employer is vital to ensuring that all current and future workers at the City may be able to meet the basic costs of living.

The City of Victoria has an opportunity to demonstrate leadership, to unequivocally express that everyone deserves to be paid fairly for the work that they do. The City of Victoria has an opportunity to help ensure our communities can remain diverse and inclusive, that people working in this city are paid a wage that reflects the costs of living here, that will allow them to remain here to do the important work they do and remain community members, rather than being driven away due to unaffordability.

Please take the necessary steps to ensure the City of Victoria is a Living Wage employer.

Thanks,
Stefanie Hardman

216-852 FORT STREET, VICTORIA, BC V8W 1H8
www.CommunityCouncil.ca | Tel: 250-383-6166 | admin@CommunityCouncil.ca

We recognize and acknowledge the unceded territory of the Coast Salish peoples and thank the Nations for the opportunity to live and work within their traditional territories.



Council Member Motion

For the Committee of the Whole Meeting of July 26, 2018

To: Committee of the Whole **Date:** July 23, 2018
From: Mayor Helps and Councillor Lucas
Subject: Sheltering Prohibition in Reeson Park and Quadra Park

BACKGROUND

In early February, Council passed a motion directing staff to prohibit camping in Reeson Park and Quadra Park on the same basis that Councillors Isitt and Thornton-Joe brought a motion in 2015, which Council supported unanimously to prohibit camping in Haegert, Kings, Cridge and Arbutus Parks. The February motion was subject to no net loss of sheltering spaces even as the cold weather shelter beds closed at the end of March.

The purpose of this report is to provide Council with an update. Since the no net loss has not been completely met, Council direction is required before staff can bring forward an amended Parks Regulation Bylaw to Council.

Since March 31st, eight new spaces have been added at My Place. And as of June 30th, 38 new spaces are available as the second floor of Mt. Edward has opened, freeing up 38 spaces at shelters. This is a net increase of 46 spaces. Furthermore, recent data indicate that the available shelters, namely First Metropolitan are not always full. When the Out of the Rain Shelter closed, there were between 10 and 15 people staying there every night. Pandora was full with 40 people. While the exact number of shelter beds has not been matched by BC Housing over the summer months, we feel that the spirit of the original motion has been met *and* there are sometimes available shelter spaces at First Metropolitan, therefore we make the following recommendations.

RECOMMENDATION

1. That Council direct staff to amend the Parks Regulation Bylaw to prohibit overnight sheltering in Reeson Park and Quadra Park.
2. That Council direct staff to work with BC Housing to ensure that in the summer of 2019 there is no net loss of sheltering spaces even while the cold weather beds may need to close because of programming considerations of shelter operators.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "M. Helps".

Mayor Helps

A handwritten signature in cursive script, appearing to read "Lucas".

Councillor Lucas