



## REVISED AGENDA - COMMITTEE OF THE WHOLE

Thursday, June 18, 2020, 9:00 A.M.

COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE

The City of Victoria is located on the homelands of the Songhees and Esquimalt People

Due to the COVID-19 Pandemic, public access to City Hall is not permitted. This meeting may be viewed on the City's webcast at [www.victoria.ca](http://www.victoria.ca)

Pages

A. APPROVAL OF AGENDA

\*B. CONSENT AGENDA

Proposals for the Consent Agenda:

- E.1 - 580 & 582 Niagara Street: Rezoning Application No. 00721 (James Bay)
- F.4 - Proclamation - Parachute National Prevention Injury Day
- F.5 - Proclamation - Pride Week
- F.6 - Proclamation - International Women in Engineering Day
- H.1 - Council Member Motion: Council Endorsement of Letter to Federal Minister re Emergency Income Support
- H.3 - Council Member Motion: Meeting with Island Health

C. READING OF MINUTES

D. UNFINISHED BUSINESS

E. LAND USE MATTERS

\*E.1 580 and 582 Niagara Street: Rezoning Application No. 00721 (James Bay)

1

*Addendum: Correspondence and Presentation*

*A report regarding the proposed Rezoning Application No. 00721 for 580 and 582 Niagara Street in order to allow for two additional units in an existing duplex, for a total of four residential units.*

\*E.2 324/328 Cook Street and 1044, 1048 and 1052/1054 Pendergast Street: Rezoning Application No. 00634 and DPV No. 000527 - Advance for Consideration after Signage Replaced (Fairfield)

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*Addendum: Presentation*

*A report regarding the proposed Rezoning Application and Development Permit with Variance Application for 324/328 Cook Street and 1044, 1048 and*

1052/1054 Pendergast Street in order to advance the application back to Committee of the Whole for consideration now that the rezoning information signs have been reinstated on the subject properties.

## F. STAFF REPORTS

### F.1 COVID-19 Update (Verbal)

### \*F.2 Electric Vehicle Ready Requirements for New Construction

51

#### *Addendum: Presentation*

*A report regarding information, analysis, and recommendations for requiring electric vehicle (EV) charging infrastructure in new development.*

### F.3 Public Participation - Public Hearings and Opportunity for Public Comment (Verbal Progress Report)

### F.4 Proclamation - Parachute National Prevention Injury Day

78

*A report regarding the proclamation for Parachute National Injury Prevention Day, July 6, 2020.*

### F.5 Proclamation - Pride Week

81

*A report regarding the proclamation for Pride Week, June 28 - July 5, 2020.*

### \*F.6 Proclamation - International Women in Engineering Day

84

#### *Addendum: New Item*

*A report regarding the proclamation for International Women in Engineering Day, June 23, 2020.*

## G. NOTICE OF MOTIONS

## H. NEW BUSINESS

### H.1 Council Member Motion: Council Endorsement of Letter to Federal Minister re Emergency Income Support

87

*A Council member Motion regarding the proposed endorsement of a letter to federal Minister Maryam Monsef with regards to emergency income supports for sex workers.*

### \*H.2 Council Member Motion: Alternative Response

95

#### *Addendum: Updated Council Member Motion*

*A Council Member Motion regarding the proposed recommendation that*

*Council move forward with the work of developing an alternative response model for approaching community crisis and challenges.*

**H.3 Council Member Motion: Meeting with Island Health 99**

*A Council Member Motion regarding the proposed invitation for the CEO of Island Health and other representatives of Island Health to attend a Closed session of Committee of the Whole.*

**\*H.4 Council Member Motion: Camping in Beacon Hill Park 100**

*Addendum: New Item*

*A Council Member Motion regarding the large and increasing numbers of people camping in Beacon Hill Park and other parks.*

**I. ADJOURNMENT OF COMMITTEE OF THE WHOLE**



## Committee of the Whole Report For the Meeting of June 18<sup>th</sup>, 2020

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**To:** Committee of the Whole **Date:** June 4, 2020  
**From:** Karen Hoese, Director, Sustainable Planning and Community Development  
**Subject:** Rezoning Application No. 00721 for 580 and 582 Niagara Street

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### RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No.00721 for 580-582 Niagara Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Preparation and execution on the property's title to secure:
  - a. a Statutory Right of Way, to the satisfaction of the Director of Engineering;
  - b. a Housing Agreement to secure two of the four units as rental in perpetuity.

### LEGISLATIVE AUTHORITY

In accordance with Section 479 of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 483 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the zoning bylaw.

### EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 580-582 Niagara Street. The proposal is to rezone from the R-2 Two Family Dwelling District Zone to a site-specific zone in order to

allow for two additional units in an existing duplex, for a total of four residential units. The two additional units are existing but unapproved. Two of the units would be secured as rental through a housing agreement.

The following points were considered in assessing this application:

- the proposal is consistent with the density and use ranges established for this area, which is designated Traditional Residential in the *Official Community Plan (OCP, 2012)*
- the proposal is consistent with the James Bay Strategic Directions in the OCP to enable adaptation of the existing housing stock to maintain a variety of housing types
- the provision of two rental units supports housing diversity and market rental housing policies outlined in the OCP
- the proposal advances the objectives of the *Pedestrian Master Plan, 2008*, the *Greenways Plan, 2003*, and related OCP policies.

## **BACKGROUND**

### **Description of Proposal**

This Rezoning Application is to rezone from the R-2 Two Family Dwelling District Zone to a new, site-specific zone to allow for two additional residential units in an existing side-by-side duplex building. The proposal involves legalizing the already built but unapproved dwelling units, which are located on the lower storey of the building.

The proposal to allow four units, is a change from the existing zone, which currently allows for a maximum of two units. No changes to the exterior of the building are proposed.

### **Affordable Housing**

The applicant proposes the creation of two new residential units which would increase the overall supply of housing in the area. A Housing Agreement is also proposed, which would secure two of the four units as rental in perpetuity.

### **Tenant Assistance Policy**

The applicant has confirmed that the existing tenants will not need to be displaced in order to complete the work required to legalize the units. Because the tenants will not be displaced, the Tenant Assistance Policy does not apply.

### **Sustainability**

The applicant has not identified any sustainability features associated with this proposal.

### **Active Transportation**

The applicant has not identified any active transportation impacts associated with this Application.

### **Public Realm**

No public realm improvements beyond City standard requirements are proposed in association

with this Rezoning Application.

### Accessibility

The British Columbia Building Code regulates accessibility as it pertains to buildings.

### Land Use Context

The area is characterized by a mix of single-family houses, multi-family house conversions and duplexes. There are also several multi-family dwellings further along Niagara Street and Government Street.

### Existing Site Development and Development Potential

The site is presently approved as a two dwelling unit building. The building was converted from a single-family dwelling to a two-family dwelling in the 1950s. There are two units in the building that are unapproved.

Under the current R-2 Zone Two Family Dwelling District Zone, the property could be developed as a two-family dwelling or a single-family dwelling with a garden suite or secondary suite. Under the existing Schedule G- House Conversion Regulations, three units would be permitted as a multi-family house conversion. If the application was subject to the proposed House Conversion Guidelines, which Council directed staff to prepare earlier this year, the four units would be permitted without the need for a Rezoning as long as three of the units were secured as rental in perpetuity.

### Data Table

The following data table compares the proposal with the existing R-2 Zone Two Family Dwelling District Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone.

Zoning Criteria	Proposal	Existing Zone – R-2 Two Family Dwelling District (Duplex Use)
Site area (m <sup>2</sup> ) – minimum	679.80	555
Site area per unit (m <sup>2</sup> ) – minimum	138.50*	277.5
Number of units – maximum	4*	2
Number of units in a house conversion – maximum	4*	3
Density (Floor Space Ratio) – maximum	0.45	0.5
Total floor area (m <sup>2</sup> ) – maximum	302.66	380

Zoning Criteria	Proposal	Existing Zone – R-2 Two Family Dwelling District (Duplex Use)
Lot width (m) – minimum	17.07	15
Height (m) – maximum	5.86	7.6
Storeys – maximum	2	2
Site coverage (%) – maximum	26	40
Open site space (%) – minimum	21.85**	30
<b>Setbacks (m) – minimum</b>		
Front	7.98	7.5
Rear	13.14**	13.9
Side (East)	3.80	1.71
Side (West)	4.05	3
Combined side yards	7.85	4.5
Parking – minimum	4	2
Bicycle parking stalls – minimum	0	0

### Relevant History

The house was constructed in 1928 and was converted to a duplex in the 1950's. In 2009, the house was raised and it was at approximately this time that the two additional units were added without a permit.

### Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the James Bay CALUC at a Community Meeting held on August 14, 2019. A letter dated August 27, 2019 is attached to this report.

### ANALYSIS

#### Official Community Plan and James Bay Neighbourhood Plan

The proposal to convert the existing two-family dwelling building to four units is consistent with the Traditional Residential Urban Place Designation in the *Official Community Plan (OCP)*,

which envisions conversion of the existing housing stock. The four dwelling units within the existing building is also consistent with OCP policies to support a range of housing types, forms and tenures within neighbourhoods.

The proposal is consistent with the James Bay Strategic Direction to adopt and renew the existing building stock and maintain an interesting diversity of housing types.

### **Tree Preservation Bylaw and Urban Forest Master Plan**

There are no Tree Preservation Bylaw impacts with this Application.

### **Public Realm Improvements**

The standard right-of-way width for a collector street is 20.0 metres, however, future transportation-related needs on the corridor can be met in a right-of-way width of 18.0 metres. To help achieve this width on this portion of Niagara Street, the applicant has agreed to provide a Statutory Right of Way (SRW) of 2.6 metres.

The SRW will help fulfill Council-approved Official Community Plan objectives such as enhanced facilities for pedestrians, transit and the urban tree canopy.

### **CONCLUSIONS**

The application to legalize the two additional residential units within the existing duplex would have very little impact on adjacent properties and is generally consistent with relevant policy. Allowing these additional units and securing them as rental is consistent with the James Bay Neighbourhood Plan and OCP by adding sensitive infill and increasing the overall supply of housing and a variety of housing options in the area. Staff recommend for Council's consideration that the application be approved.


### **ALTERNATE MOTION**

That Council decline Application No.00721 for the property located at 580-582 Niagara Street.

Respectfully submitted,



Chloe Tunis  
Planner  
Development Services



Karen Hoese, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:

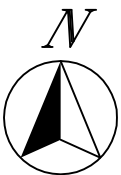
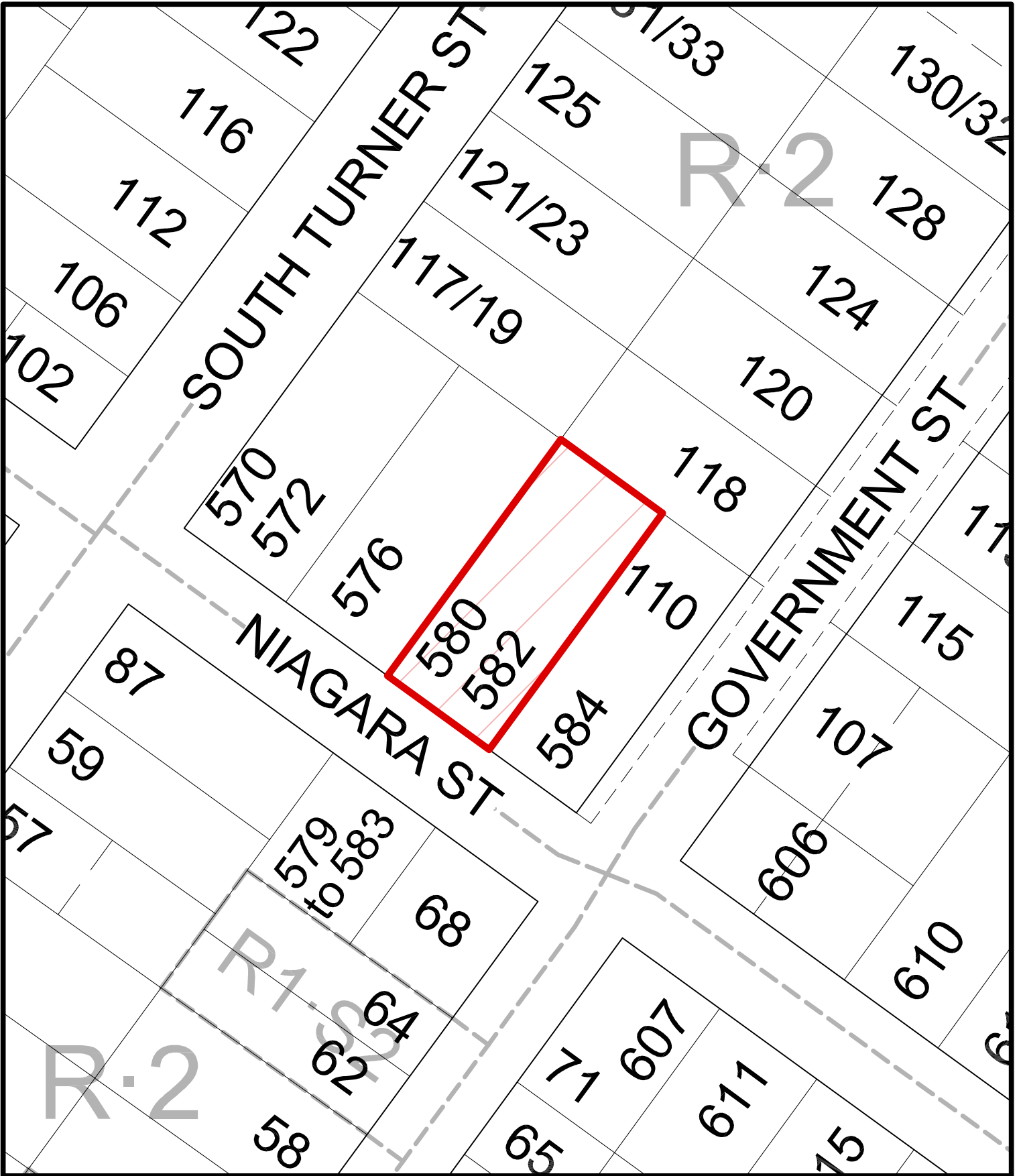


Date: June 10, 2020



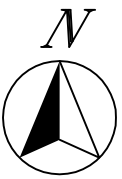
## List of Attachments

- Subject Map
- Aerial Map
- Plans dated/date stamped May 25, 2020
- Letter from applicant to Mayor and Council dated January 20, 2020
- Community Association Land Use Committee Comments dated August 27, 2020



580/82 Niagara Street  
Rezoning No.00721





580/82 Niagara Street  
Rezoning No.00721

Air Photo



**Revisions**  
**Received Date:**  
**May 25, 2020**



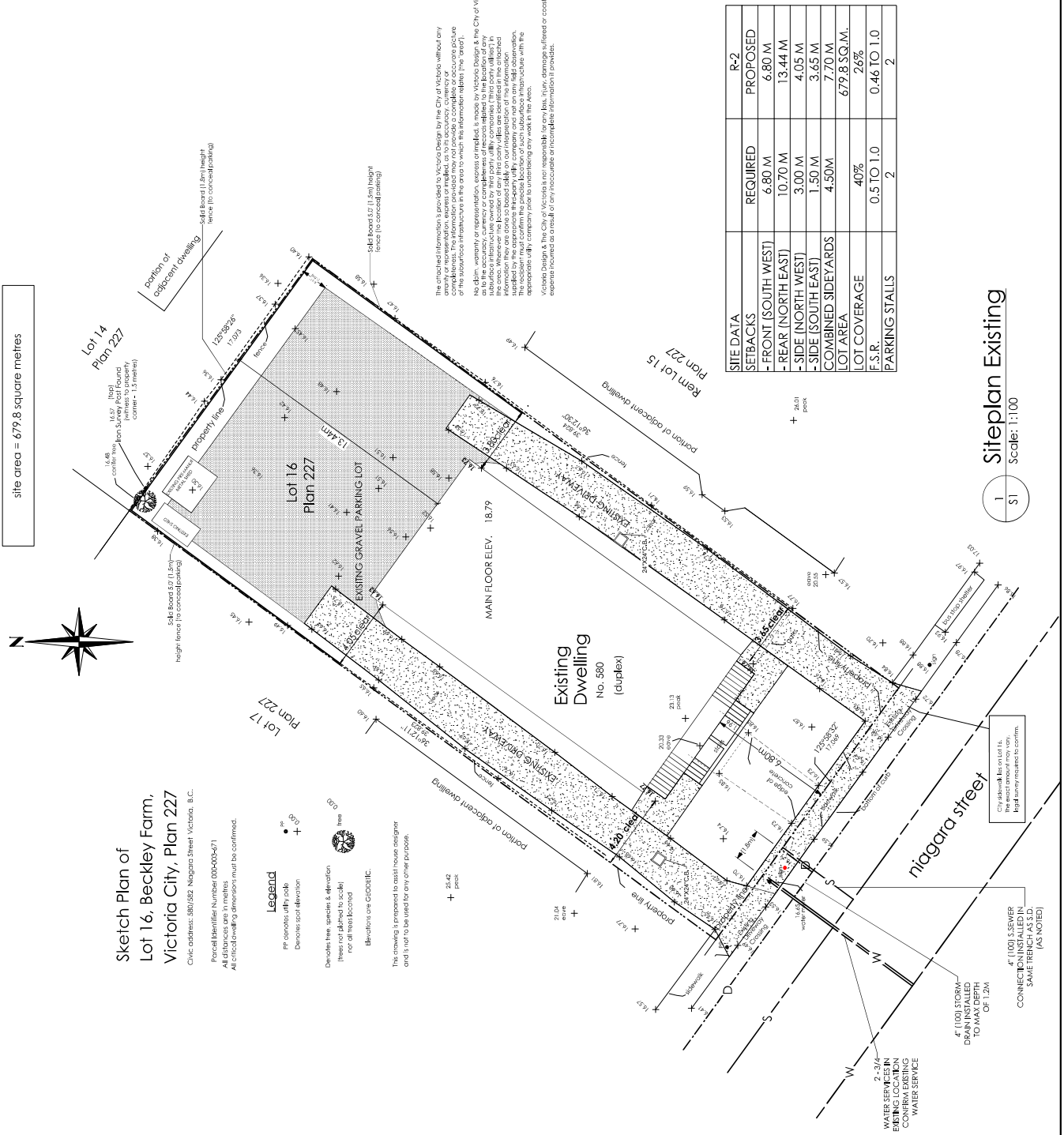
**Sketch Plan of  
 Lot 16, Beckley Farm,  
 Victoria City, Plan 227**

Civic address: 580/582 Niagara Street Victoria, B.C.  
 Project file/plan number: 000-009471  
 All data are in metres.  
 All critical building dimensions must be confirmed.

**Legend**

- FF denotes utility pole
- Denotes top elevation
- Denotes fire, gas and telephone (fire, gas and telephone) riser or tree located
- Denotes one CDS/EEIC

This drawing is prepared to assist house designer and is not to be used for any other purpose.



**victoria design group**  
 103 - 891 Athlone Avenue  
 Victoria, B.C. V8B 0A6  
 P: 250.382.7344  
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 www.victoriadesigngroup.com

**PROPOSED REZONING**

01 - 10/25/19 Received for City Comments  
 02 - 01/20/20 Revised for City Comments  
 03 - 03/17/20 Revised for City Comments

The attached information is provided to Victoria Design for the City of Victoria without any warranty or representation, express or implied, as to its accuracy, currency or completeness. No claim, warranty or representation, express or implied, is made by Victoria Design & the City of Victoria on the accuracy, currency or completeness of information provided to the City of Victoria. Wherever the location of any structure or feature is identified in this sketch plan, the location of any structure or feature is identified in the attached sketch plan. The location of any structure or feature is identified in the attached sketch plan. The location of any structure or feature is identified in the attached sketch plan. The location of any structure or feature is identified in the attached sketch plan. The location of any structure or feature is identified in the attached sketch plan.

**EXISTING SITEPLAN**  
 ALFRED HASS & BOBBI HILL  
 PROPOSED REZONING  
 580 / 582 NIAGARA STREET  
 VICTORIA, B.C.

Site Coverage - LOT A  
 Building = 169.30 sq.m. +  
 Deck & Stairs = 16.11 sq.m. +  
 Shed = 4.88 sq.m.  
 Total = 190.24 sq.m.

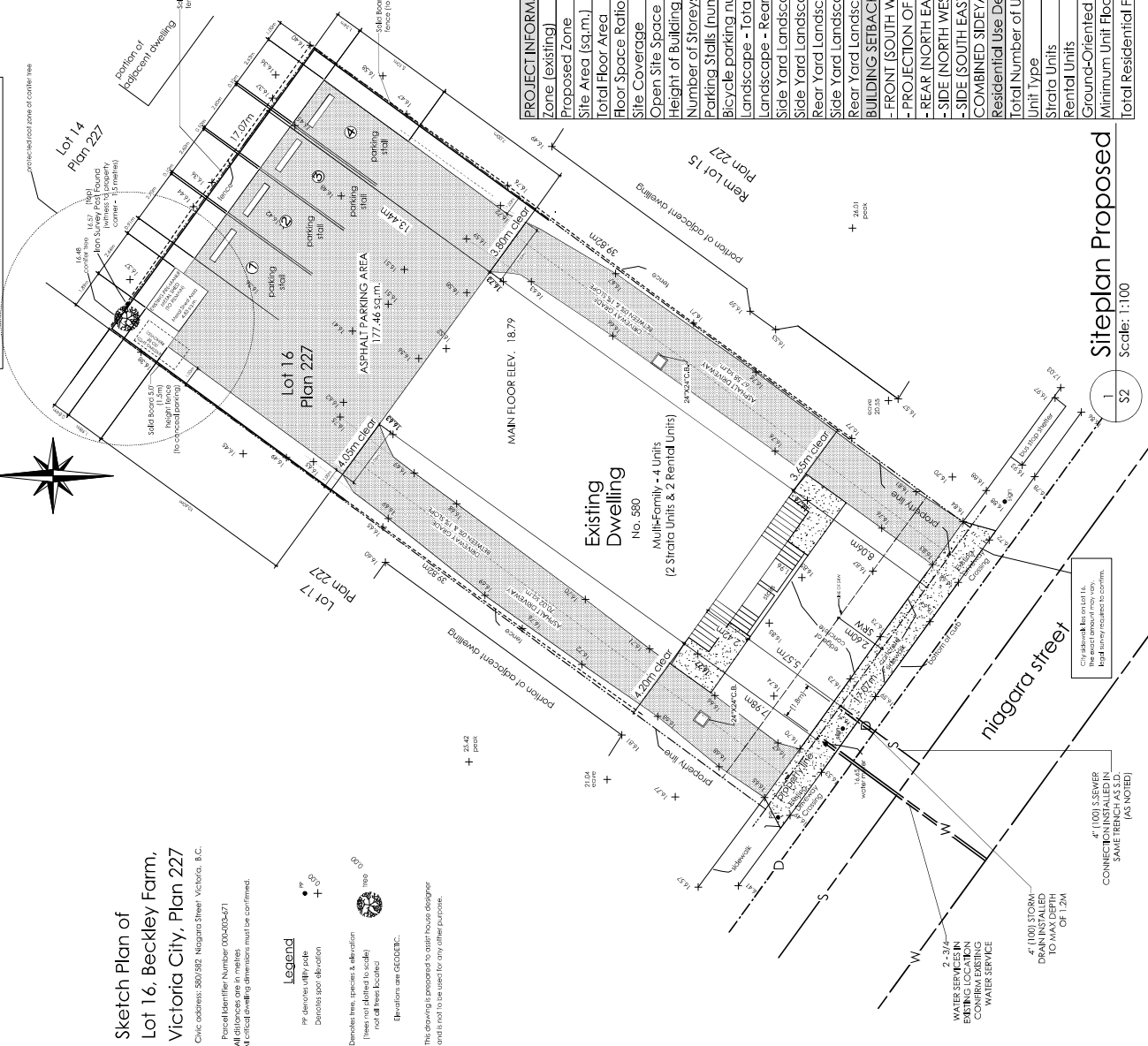
Open Site Space - LOT A  
 Building = 169.30 sq.m. +  
 Deck & Stairs = 16.11 sq.m. +  
 Shed = 4.88 sq.m.  
 Total = 484.36 sq.m.

Lot Area = 679.80 sq.m. -  
 Building & Parking = 484.36 sq.m.  
 Open Site Space = 195.44 sq.m.

Site Coverage =  $(190.24 \div 679.80) \times 100 = 27.98\%$

Landscape % Total  $(158.48 \div 679.80) \times 100 = 23.31\%$

Landscape % Rear Yard  $(51.93 \div 229.39) \times 100 = 22.64\%$



Sketch Plan of  
 Lot 16, Beckley Farm,  
 Victoria City, Plan 227  
 Civic address: 580/582, Niagara Street, Victoria, B.C.

Parcel Identifier Number: 00A003-471

All distances are in metres.

All critical dwelling dimensions must be confirmed.

**Legend**

- PI denotes utility pole
- Denotes spot elevation

Denotes line, species & elevation  
 (line not shaded to scale)  
 not all trees located

Elevations are GEODETIC.

The drawings is prepared to assist house designer and is not to be used for any other purpose.

4" (100) S SERVICES  
 CONNECTION UNSTAIRED IN  
 SAME TRENCH AS S.D.  
 (AS NOTED)

2 - 3/4" WATER SERVICE IN  
 TRENCH AS EXISTING  
 WATER SERVICE

4" (100) STORM-  
 DRAIN INSTALLED  
 TO MATCH EXISTING  
 OF 1.2M

Site plan is based on lot & site  
 dimensions as shown. All  
 legal dimensions must be confirmed.

Siteplan Proposed  
 Scale: 1:100

PROJECT INFORMATION TABLE	
Zone (existing)	R-2
Proposed Zone	Site Specific
Site Area (sq.m.)	679.8 sq.m.
Total Floor Area	318.52 sq.m.
Floor Space Ratio	0.47 to 1.0
Site Coverage	27.98%
Open Site Space	287.52%
Height of Building	5.90m.
Number of Storeys	2
Parking Stalls (number) on site	4
Bicycle parking number (Class 1 and Class 2)	N/A
Landscape - Total Lot %	23.31%
Landscape - Rear Yard %	22.64%
Side Yard Landscape Strip of Parking Area (E)	1.00m
Side Yard Landscape Strip of Parking Area (W)	1.00m
Rear Yard Landscape Strip (N)	1.34m
Rear Yard Landscape Screen HT. (E & W)	1.50m
Rear Yard Landscape Screen HT. (N)	1.80m
BUILDING SETBACKS (m)	
- FRONT (SOUTH WEST)	7.98m.
- PROJECTION OF STAIRS INTO FRONT SETBACK	2.42m.
- REAR (NORTH EAST)	13.44 m.
- SIDE (NORTH WEST)	4.05 m.
- SIDE (SOUTH EAST)	3.65 m.
COMBINED SIDEYARDS	7.70 m.
Residential Use Details	
Total Number of Units	4
Unit Type	2 Bedroom Units
Strata Units	2
Rental Units	2
Ground-Oriented Units	2
Minimum Unit Floor Area	79.63 sq.m.
Total Residential Floor Area	318.52 sq.m.

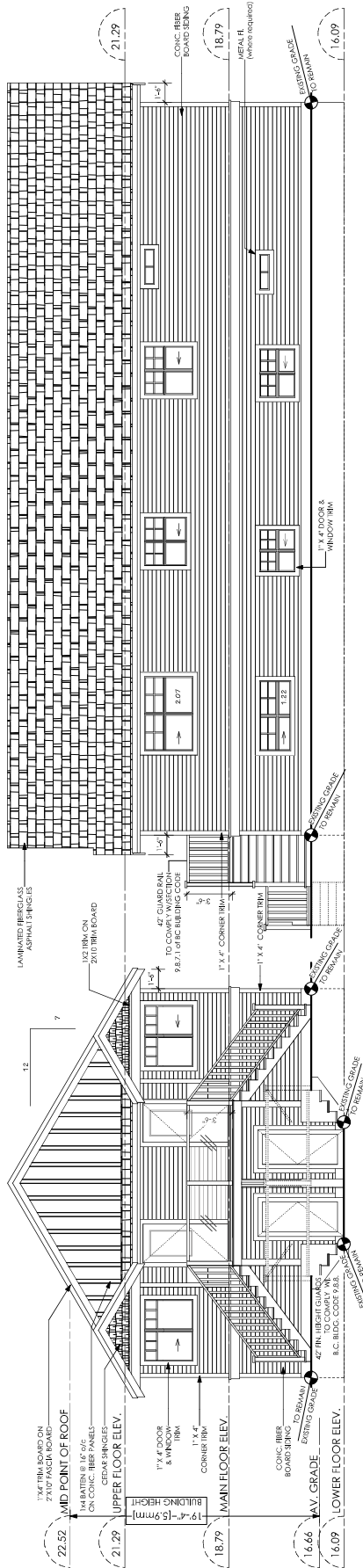
ISSUED / REVISED	
01	10/25/19 Receiving Justification
02	01/20/20 Revised for City Comments
03	03/12/20 Revised for City Comments

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DATE: Mar 12, 2020  
 DRAWN BY: J.D.F./N.S.  
 CHECKED BY: W.S.P.  
 PROJECT NO: 8303

AS SHOWN  
 \$2 OF \$2  
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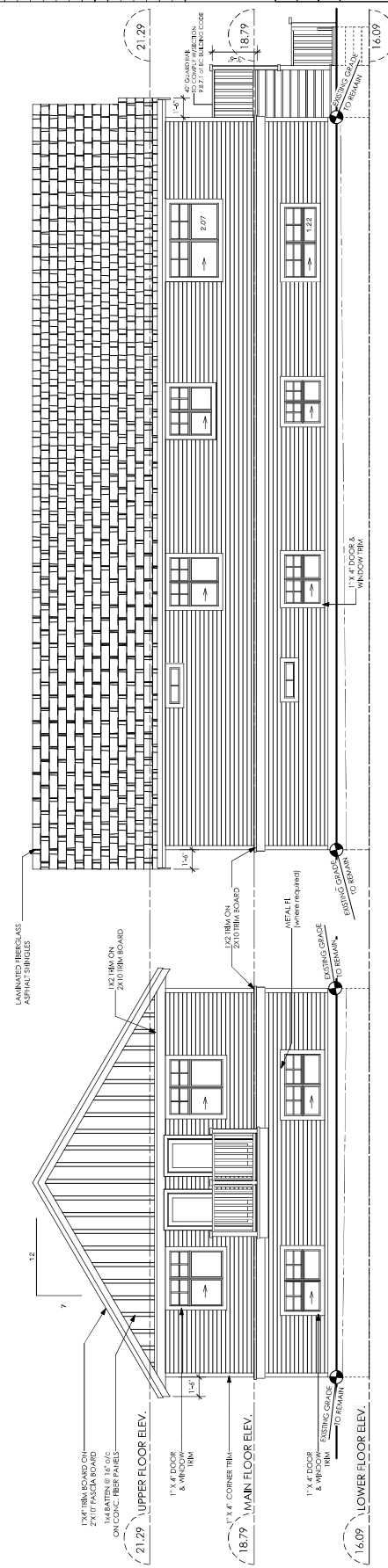
**PROPOSED SITE PLAN**  
 PROJECT: ALFRED HASS & BOBBY HILL  
 PROPOSED REZONING  
 580 / 582 NIAGARA STREET  
 VICTORIA, B.C.



Limiting Distance 3.80 m.  
 Exposed Building Face 76.34 sq.m.  
 Allowable Opening 14 %  
 Allowable Opening Area 10.69 sq.m.  
 Proposed Opening 7.99 sq.m.

2 A1 East Elevation  
 Scale: 1/4" = 1'-0"

1 A1 South (Front) Elevation  
 Scale: 1/4" = 1'-0"



Limiting Distance 4.05 m.  
 Exposed Building Face 74.34 sq.m.  
 Allowable Opening 21 %  
 Allowable Opening Area 16.03 sq.m.  
 Proposed Opening 7.92 sq.m.

4 A1 West Elevation  
 Scale: 1/4" = 1'-0"

3 A1 North Elevation  
 Scale: 1/4" = 1'-0"

LIST OF DRAWINGS	
31	Existing Site Plan
32	Proposed Site Plan
33	Site Plan
42	Site Plan, Elevations & Lower Floor Plans
A3	Near Floor and Section
A4	Color Elevations and Details

ISSUED/REVISED	
01	10/25/19 Receiving Application
02	01/20/20 Revised for City Comments
03	03/17/20 Revised for City Comments

103-891 Alfrede Avenue Victoria, B.C. P. 250.382.7344 V8S 0A6 F. 250.382.7344 www.victoriadesigngroup.com	
DATE	MAR 12, 2020
PROJECT NO.	8303
DESIGNER	J.D.F./N.S.
REVIEWER	W.S.P.
SCALE	As Shown
NO. OF SHEETS	A1 OF A4

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ELEVATIONS	
NO. OF SHEETS	A1 OF A4
DESIGNER	J.D.F./N.S.
REVIEWER	W.S.P.
SCALE	As Shown
NO. OF SHEETS	A1 OF A4

ALFRED HASS & BOBBIE HILL PROPOSED REZONING 580 / 582 NIAGARA STREET VICTORIA, B.C.	
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LIST OF DRAWINGS	
31	Existing Site Plan
32	Proposed Site Plan
41	Excavation & Lower Floor Plans
42	Foundation & Lower Floor Plans
A3	Neat Floor and Schedules
A4	Color Elevations and Schedules

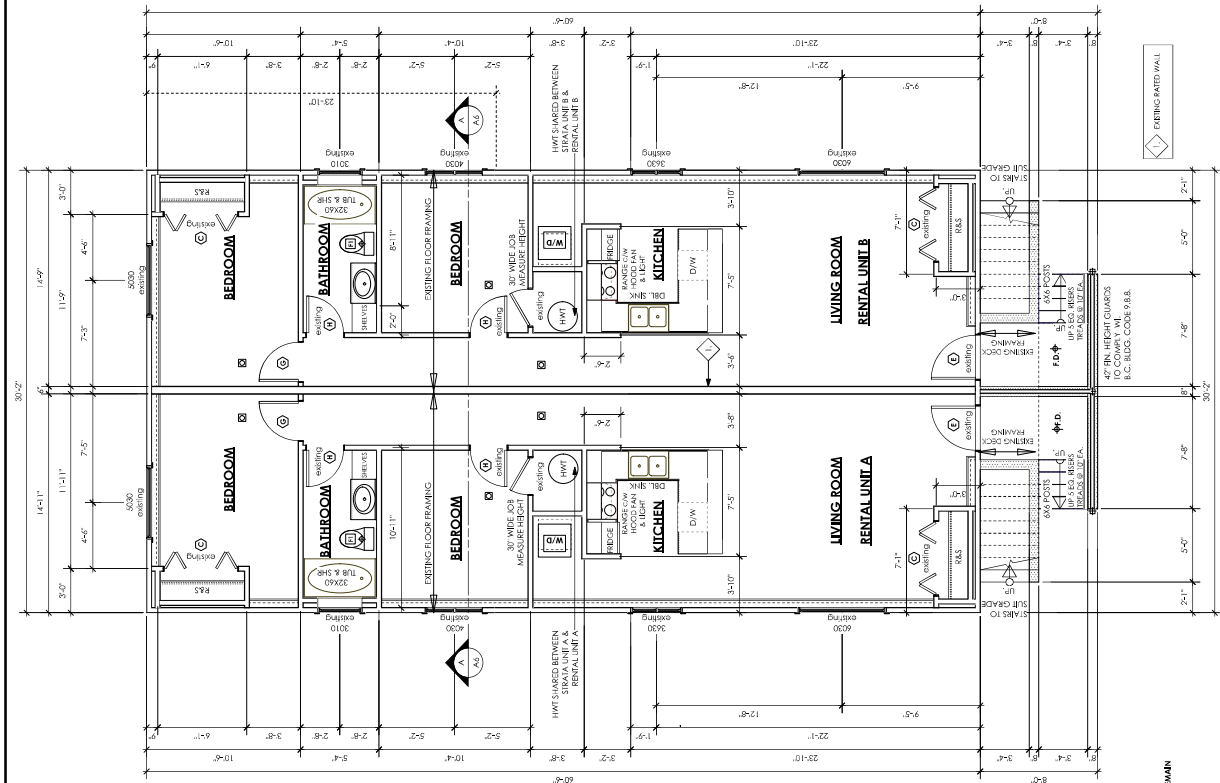
ISSUED / REVISED		
01	10/25/19	Receiving Application
02	01/20/20	Revised for City Comments
03	03/17/20	Revised for City Comments

103 - 891 Alfrase Avenue Victoria, B.C. V8E 0A6 P: 250.382.7344 F: 250.382.7344 www.victoriadesigngroup.com	
DATE	MAR 12, 2020
PROJECT NO.	83003
CLIENT	J.D.F./N.S.
DESIGNER	W.S.P.
SCALE	AS SHOWN
REVISION	NO. OF A4

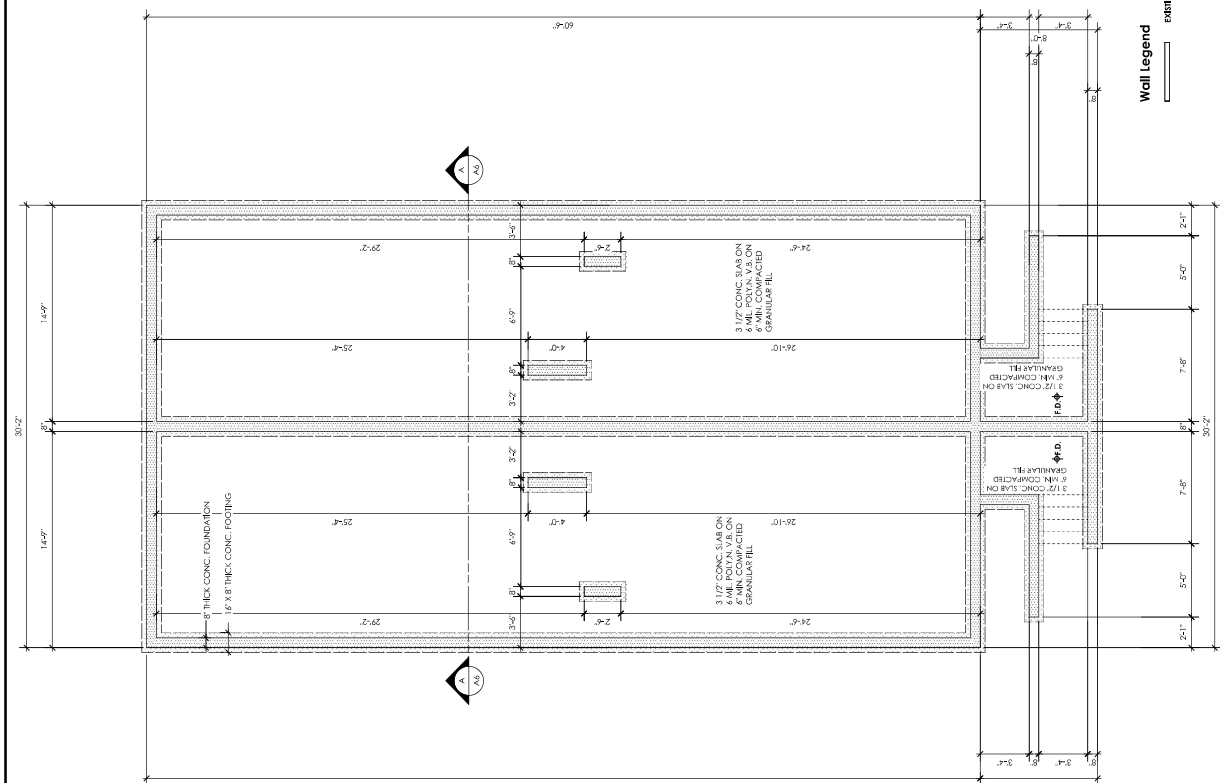
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**2 Lower Floor Plan**  
 Scale: 1/4" = 1'-0"  
 Rental Unit A: 887.23 sq.ft. (79.43 sq.m.)  
 Rental Unit B: 887.23 sq.ft. (79.43 sq.m.)

75 c.f.m. ventilation for  
 20 c.f.m. ventilation for  
 refer to general notes for ducting size

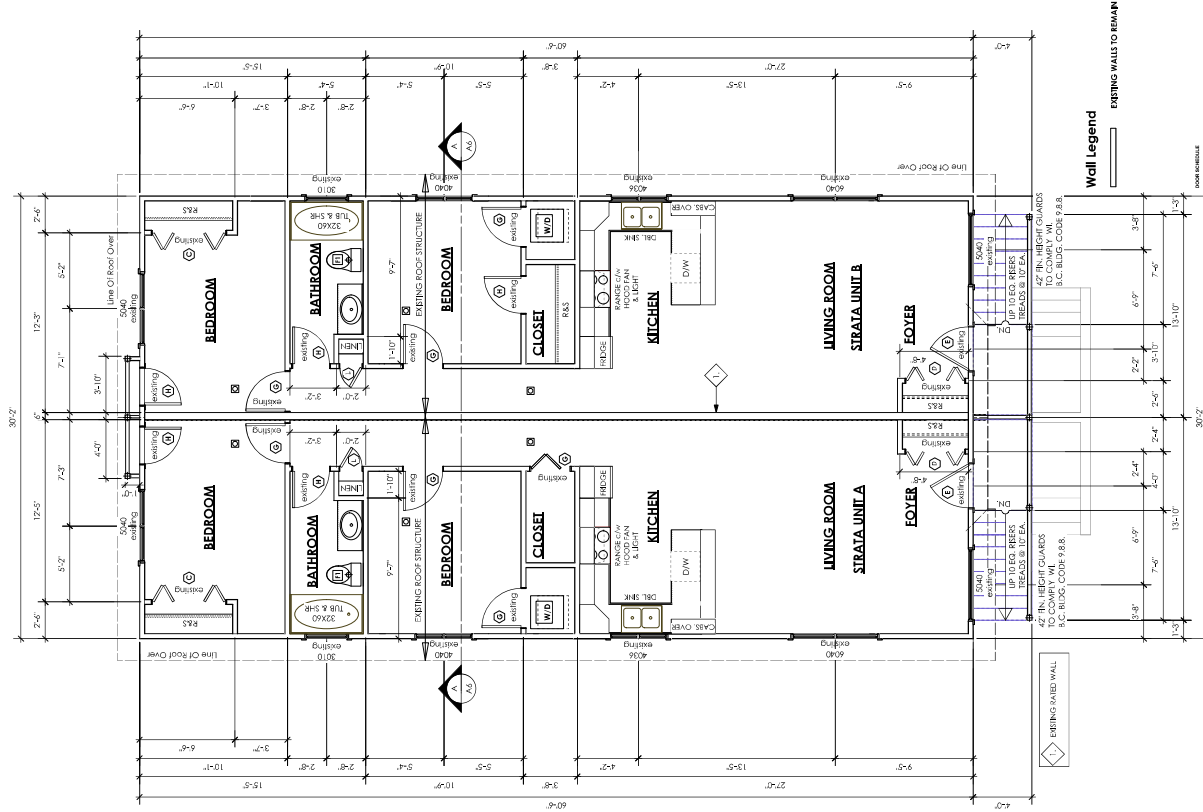
Interconnected Smoke  
 & Carbon Monoxide Alarm



**1 Foundation Plan**  
 Scale: 1/4" = 1'-0"

Interconnected Smoke  
 & Carbon Monoxide Alarm

EXISTING WALLS TO REMAIN



**1**  
**A3**  
**Main Floor Plan**

Scale: 1/4" = 1'-0"  
Strata Unit A: 857.23 sq.ft. (79.43 sq.m.)  
Strata Unit B: 857.23 sq.ft. (79.43 sq.m.)

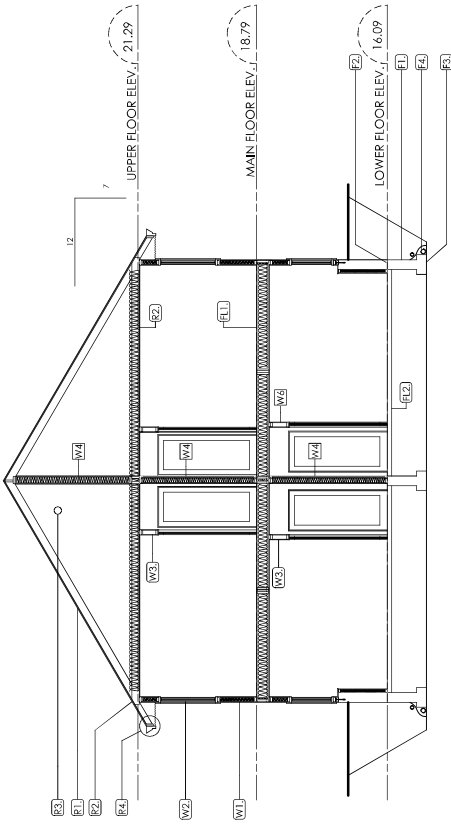
- 75 c.l.m. ventilation fan
- C/w. interconnect smoke control
- 50 c.l.m. ventilation fan

refer to general notes for ducting size

Interconnected Smoke  
& Carbon Monoxide Alarm

Wall Legend  
EXISTING WALLS TO REMAIN

F	200 x 450 BALK BALCONY
G	200 x 450 BALK BALCONY
H	200 x 450 BALK BALCONY
I	200 x 450 BALK BALCONY
J	200 x 450 BALK BALCONY
K	200 x 450 BALK BALCONY
L	200 x 450 BALK BALCONY
M	200 x 450 BALK BALCONY



**2**  
**A3**  
**Cross Section A-A**

Scale: 1/4" = 1'-0"

**Section Notes**  
**ROOFS & CLGS**

- R1. EXISTING ROOFING ON EXISTING ROOF STRUCTURE C/W EXISTING FLASHING, MEMBRANE, AND FINISHES.
- R2. EXISTING GLG IN ON EXISTING ROOF STRUCTURE. CONT UP ROOF SLOPE FOR 12" PAST BATHROOM WALL. SAND UP 1" MAX. SANDING REQUIRED TO BE AT TOP AND BOTTOM PROVIDED TO EXISTING FLE.
- R3. EXISTING INS. ALUMINUM GLAZIA CURTAIN WALL, UNITS COMPLETE.
- R4. EXISTING INTERIOR PARTITION WINDOW UNDER INSTALLATION FOR INSULATION.

**Section Notes**  
**WALLS**

- W1. EXISTING EXTERIOR WALLS CONC. FRAME STRING OR BOARD & BATTEN STRING (used in preparation for exterior finish).
- W2. EXISTING EXTERIOR WALLS ENERGY STAR LOW E WINDOW THERMAL BREAK FRAMES (existing with or w/o). SAND UP 1" MAX. SANDING REQUIRED TO BE AT TOP AND BOTTOM PROVIDED TO EXISTING FLE.
- W3. EXISTING INTERIOR PARTITION WINDOW UNDER INSTALLATION FOR INSULATION.
- W4. EXISTING RATED PARTY WALL 1.0 HR F.R. - 5IC S2

**Section Notes**  
**FLOORS**

- F1. EXISTING INSULATED FLOOR ASSEMBLY 1.0 HR F.R. - 5IC
- F2. EXISTING CONCRETE SLAB

**Section Notes**  
**FOUNDATION WALLS & FOOTINGS**

- F1. EXISTING DAMPROOFING (where required) ON 8" THK CONC. FOUNDATION WALL. FINISH WITH 1/2" POLYURETHANE OR UNKINDURED SOIL (soft bearing).
- F2. EXISTING ANCHOR BOLTS @ 4.0 FT. @ C (MAX) @ 2' MAX. SPACING. ANCHORS TO BE OF ACORTEL SEALANT.
- F3. EXISTING LEAK CONC. FOOTINGS ON 2" BARE CONC. 3" IN FROM BOT. OF 8" CONC. FOUNDATION (see footing).
- F4. STOPPAGE OF SEWER, DRAIN, DOWN ROCK EXISTING STORM DRAIN SYSTEM

**PROPOSED REZONING**

LIST OF DRAWINGS	ISSUED / REVISED	REASONING / COMMENTS
S1: Existing Site Plan	01/20/20	Revised for City Comments
S2: Proposed Site Plan	03/17/20	Revised for City Comments
A1: Site Plan		
A2: Foundation & Lower Floor Plans		
A3: Main Floor and Section		
A4: Color Elevations and Landscape		

**Victoria design group**  
100-189 Alfrase Avenue  
Victoria, B.C.  
P. 250.392.7344  
F. 250.392.7344  
www.victoriadesigngroup.com

DATE: **MAR 12, 2020**  
PROJECT NO.: **83003**  
REVISION BY: **W.S.P**  
CHECKED BY: **A3** OF **A4**  
AS SHOWN

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**MAIN FLOOR / SECTION**  
**OWNER:** ALFRED HASS & BOBBY HILL  
**PROPOSED REZONING:** 580 / 582 NIAGARA STREET VICTORIA, B.C.

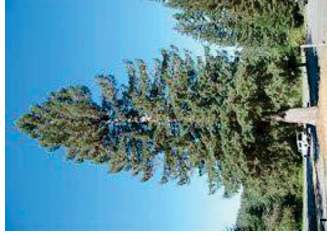




LANDSCAPE PLAN — REZONING APPLICATION CHANGES ADDRESSED



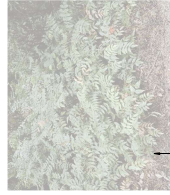
SOLID FENCE PANEL



PICEA SITCHENSIS



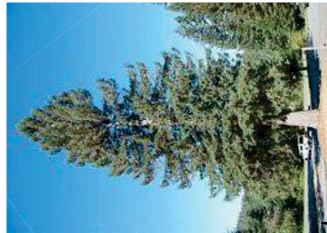
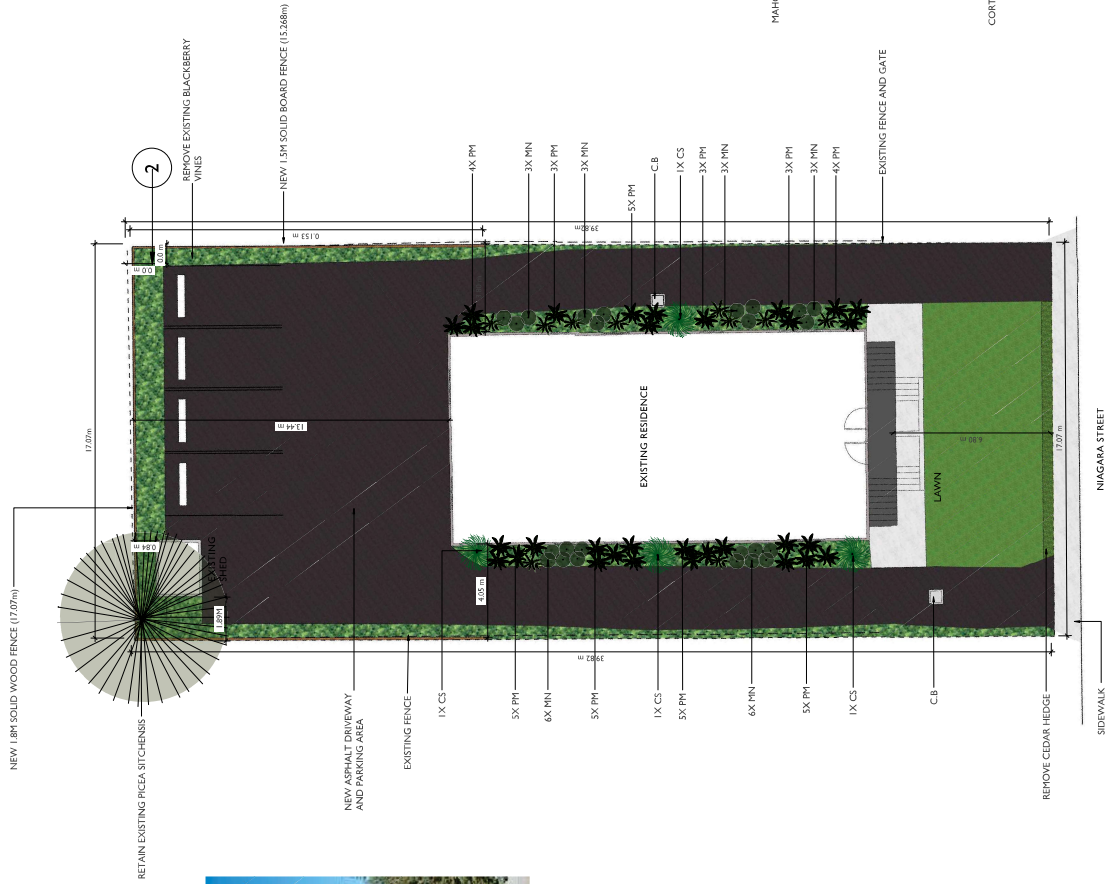
POLYSTICHUM MONTIUM



MAHONIA NERVOSEA



CORTADERIA SELLOANA



PICEA SITCHENSIS

PLANT SCHEDULE

ABB. QTY.	SIZE	BOTANICAL NAME	COMMON NAME
TREES			
PS 1	ex.	PICEA SITCHENSIS	SITKA SPRUCE
PERENNIALS, FERNS AND GRASSES			
CS 17	ex.	CORTADERIA SELLOANA	PAMPASS GRASS
PN 41	#2	POLYSTICHUM MONTIUM	SPYRID FERN
GROUNDCOVERS			
MN 24	#1	MAHONIA NERVOSEA	CREeping OREGON GRAPE
		ex. = existing	

-CONTRACTOR TO CHECK ALL DIMENSIONS AND ASPECTS OF THE DRAWING AND MAKE WORK AGREE PRIOR TO CONSTRUCTION  
-ANY CHANGES OR DEVIATIONS ARE THE RESPONSIBILITY OF THE OWNER  
-CONSULT WITH PRINCIPAL PLANTING  
-DO NOT SCALE PLAN



PROJECT TITLE ::  
PROPOSED LANDSCAPE PLAN for  
BOBBY HILL,  
380752 NIAGARA STREET, VICTORIA, BC

PAGE TITLE ::  
LANDSCAPE PLAN - REZONING APPLICATION CHANGES ADDRESSED  
PAGE ONE of ONE

DATE ::  
NOVEMBER 6, 2019  
REVISED: FEBRUARY 12, 2020  
REVISED: MARCH 12, 2020

SCALE ::  
1:100

January 20, 2020

R Hill  
963 Lobo Vale  
Victoria V9B0H8

A Hass  
2888 Leigh Road  
Victoria V9B4G3

To the Mayor and council,

We are applying to legalize and conform to a Strata Duplex with one rental suite in each unit at 580/582 Niagara street so that the long term tenants that have been living there will not be displaced. The 2 lower suites have tenants that have lived there for over 5 years. They pay well below the current rent prices and it would be quite a burden to find similar accommodations at the current rent they are paying.

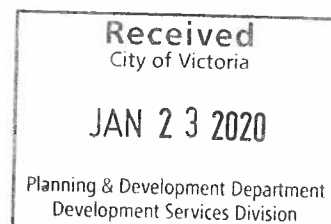
We currently have 4 parking stalls and understand that 3 parking stalls are required.

We have agreed to a housing agreement and a statutory right of way to be completed and registered on title.

Thank you for your time.

Yours truly,

Roberta Hill  
Alfred Hass  
Owners





## James Bay Neighbourhood Association

---

jbna@vcn.bc.ca  
Victoria, B.C., Canada

[www.jbna.org](http://www.jbna.org)

August 27<sup>th</sup>, 2019

Mayor and Council,  
City of Victoria

Dear Mayor Helps and Councilors,

**Re: CALUC Community Meeting - 580-582 Niagara Street**

The community meeting to consider the proposal at 580-582 Niagara Street was held on August 14<sup>th</sup> (43 attendees). Attached please find an excerpt of the General Meeting minutes regarding the proposal (Attachment "A").

201 notices were distributed by the City regarding the community meeting.

The meeting was successful in that the focus became clear, namely the appropriateness of spot-zoning and "blessing" of contraventions of zoning through the rezoning process, hence disrespect for the Local Area Plan and consultation.

Attachment "B" contains comments from a direct neighbour who was unable to attend the meeting, but who most clearly articulated the issues.

For your consideration,

Marg Gardiner  
President, JBNA

Cc: JBNA Board  
Miko Betanzo, CoV Senior Planner  
Bobbi Hill & Alfred Haas, Owners/proponents

**ATTACHMENT “A”:** *Excerpt from Minutes of August 14<sup>th</sup>, 2019 CALUC meeting*

**5. CALUC 580-582 Niagara Rezoning**

- Bobbi Hill & Alfred Haas, Owner/Proponent

JBNA Development Review Committee (Marg Gardiner, Tim VanAlstine, Linda Carlson, Trevor Moat, and Alex Teliszewsky) met with the owners on July 8, 2019. The Proponents reported that of the 14 neighbours had been consulted, 13 approved and one is opposed.

Mr. Hass has owned the property for 30 years, and turned the building into 4-plex 11 years ago. Long term tenants with tenure ranging from several months to several years. No plan to change house or change tenants. Room for 6 vehicles and bike storage. The site specific rezoning is to bring it into compliance with use as 4-plex. All construction done years ago with 4-plex in mind.

***Questions and Concerns - opportunity given to James Bay residents who live beyond 100m from 580-582 Niagara***

C: Resident within 100 meters. Concern is that house is zoned for duplex and has operated as 4-plex for 11 years. What prevents owner from turning it into a 6 or 8 unit building?

A: We need to bring it into compliance, or turn it into a strata for 2 units which would mean 2 tenants would have to vacate.

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A: Yes, we have agreed to sign an agreement with the City to retain 4 rental units for 10 years.

Point of clarification from Meeting Chair: City is not rezoning entire city sfh dwellings to 6-plex zoning. There are some properties adjacent to specific traffic arterials that are being up zoned in some neighbourhoods.

C: Resident beyond 100 meters is puzzled that the City never intervened in a 4-plex operation for 11 years knowing it contravened zoning.

A: The City knows this is a 4-plex. It has put a covenant on the property to ensure continued rental. Once property is in compliance with existing use, the covenant will be removed.

Resident within 100 meters wrote letter objecting to spot zoning after 11 years. Letter included as Attachment “B”.

**ATTACHMENT “B”:** *Note-e-mails received before the CALUC meeting*

----- Original Message -----

From: **Lynda Cronin**  
Date: Wed, Aug 14, 2019, 3:13 PM  
Subject: Proposed zoning changes for 580/582 Niagara Street  
To: <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>

Dear Mayor Helps and Council Members,

We are writing in connection with a notice received from the James Bay Community Association Land Use Committee (CALUC) regarding a proposed zoning change to 580/582 Niagara Street. We live at 614 Niagara Street. We are unable to attend this evening’s CALUC meeting, but would like you to be aware of our views on this proposal which raises several important points of principle directly affecting community life in the James Bay neighbourhood.

First of all, as a general point, we strongly object to spot-zoning as a way of circumventing the intent of the existing community plan. As James Bay residents since 1982, we have seen the damage that arbitrary, piece-meal re-zoning can have on the integrity of a plan which took significant, broad-based effort to devise. Spot-zoning as a tool is generally destructive of community values; it represents an act of bad faith towards the expressed will of the people of James Bay.

Second, our understanding is that the re-zoning request amounts to an attempt to retroactively bless a land use which has contravened the existing zoning for the property for a number of years – thereby conferring a commercial benefit on the landowner. The landowner in question told us directly that he was pursuing the re-zoning so that he could sell the property for a higher price. In our view, to accede to this request would be to reward bad behaviour and set an unfortunate precedent which many others may be tempted to follow.

Third, we recognize that the current situation for renters in Victoria is desperate. We have no desire to diminish the city’s rental stock at a time when reasonably priced rental options are so limited.

Notwithstanding our concerns about spot-zoning and the apparent inability or unwillingness of city staff to monitor zoning infringements, we recognize that, on balance, City Council may decide that the desirability of maintaining the city’s stock of rental housing is its primary concern. That being said, we strongly believe that this case illustrates the need for Council to ensure that, in future, the spirit and letter of community plans are adhered to consistently and that zoning infringements be addressed in a timely manner. The alternative is that meaningful public input will be downgraded and planning decisions will increasingly benefit those who break the rules to the detriment of the broader community.

Yours sincerely,

*Lynda Cronin & Peter Heap*  
614 Niagara Street  
Victoria, BC V8V 1H9  
Phone & fax

## Heather McIntyre

---

**From:** Trevor Woodland [REDACTED]  
**Sent:** August 4, 2019 9:38 AM  
**To:** Victoria Mayor and Council  
**Subject:** rezoning 580, 582 Niagara

Hello,

I am unable to attend the community meeting for the above address rezoning session. I am a resident/owner at 622 Niagara St.

I would like to say that I am in favor of the rezoning and hope the application goes through.

My only concern would be the disruption to the traffic at that street corner. There is a bus stop in front of 584 Niagara and it's a very busy corner with tourists, busses, pedicabs, horses and local traffic. I would recommend limiting 1-2 city parking stalls to allow for safe transit of the buss and so contractors can quickly get in and out of the laydown.

Best,

--

Trevor Woodland  
Vigilant Guitars  
622 Niagara St  
Victoria, BC  
V8V 1H9  
[REDACTED]

## Heather McIntyre

---

**From:** Lynda Cronin [REDACTED]  
**Sent:** August 14, 2019 3:13 PM  
**To:** Victoria Mayor and Council  
**Cc:** 'Timothy VanAlstine'  
**Subject:** Proposed zoning changes for 580/582 Niagara Street

Dear Mayor Helps and Council Members,

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Yours sincerely,

*Lynda Cronin & Peter Heap*

614 Niagara Street  
Victoria, BC V8V 1H9  
Phone & fax: [REDACTED]  
[REDACTED]



## Heather McIntyre

---

**From:** Glovers <[REDACTED]>  
**Sent:** August 16, 2019 12:46 PM  
**To:** Victoria Mayor and Council  
**Cc:** [REDACTED]  
**Subject:** Proposed development at 580, 582 Niagara

Hi folks,

I am owner of 44 Government St, Victoria, which is within 100 m of the proposed development.

I have reviewed the proposed development notice and I do not object to the proposed development.

Yours  
Todd Glover



## James Bay Neighbourhood Association

---

jbna@vcn.bc.ca  
Victoria, B.C., Canada

██████████  
August 27<sup>th</sup>, 2019

Mayor and Council,  
City of Victoria

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**Re: CALUC Community Meeting - 580-582 Niagara Street**

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President, JBNA

Cc: JBNA Board  
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Yours sincerely,

*Lynda Cronin & Peter Heap*  
614 Niagara Street  
Victoria, BC V8V 1H9  
Phone & fax

---

# Rezoning Application for 580-582 Niagara Street



1

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## 580-582 Niagara Street – Aerial View



2

## 580-582 Niagara Street



3

## Neighbourhood Context



4

## Streetscape Along Niagara Street

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5

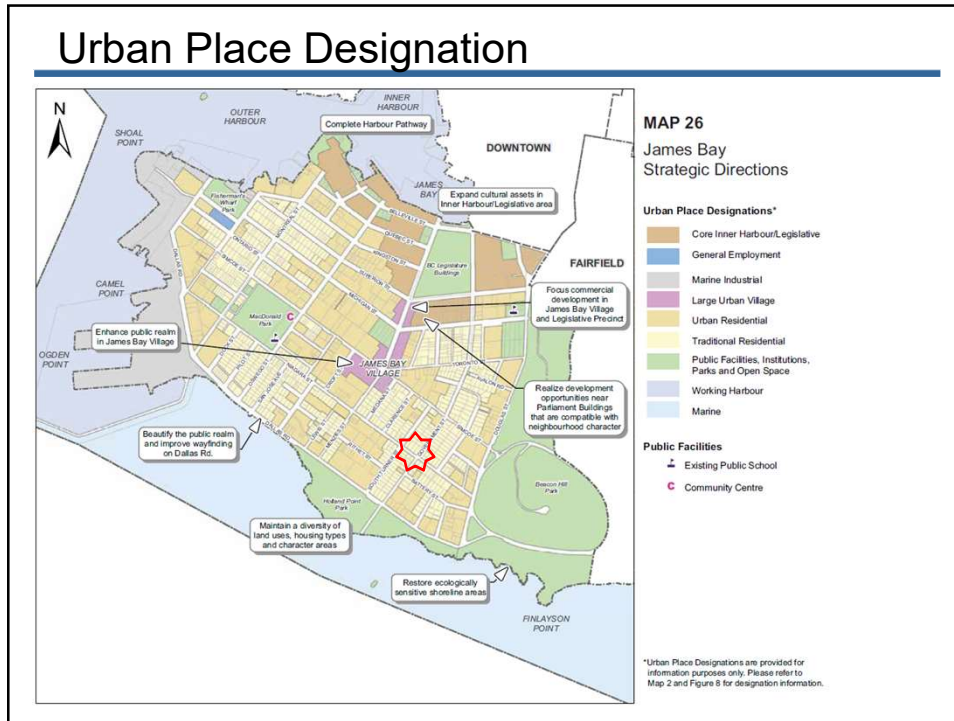
## View across the street

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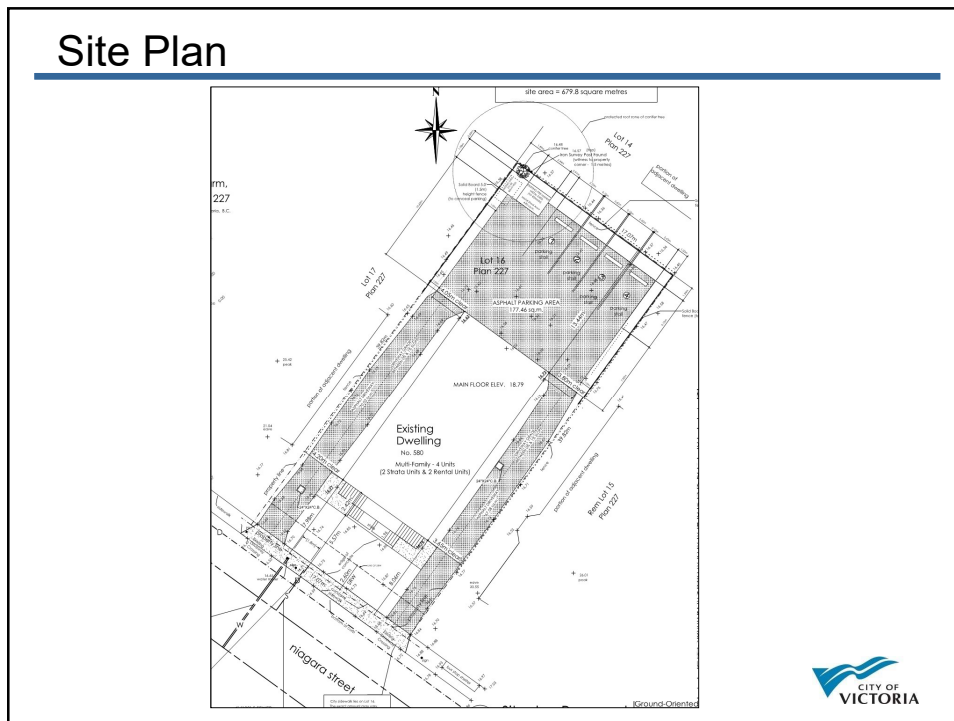
6

# Urban Place Designation



7

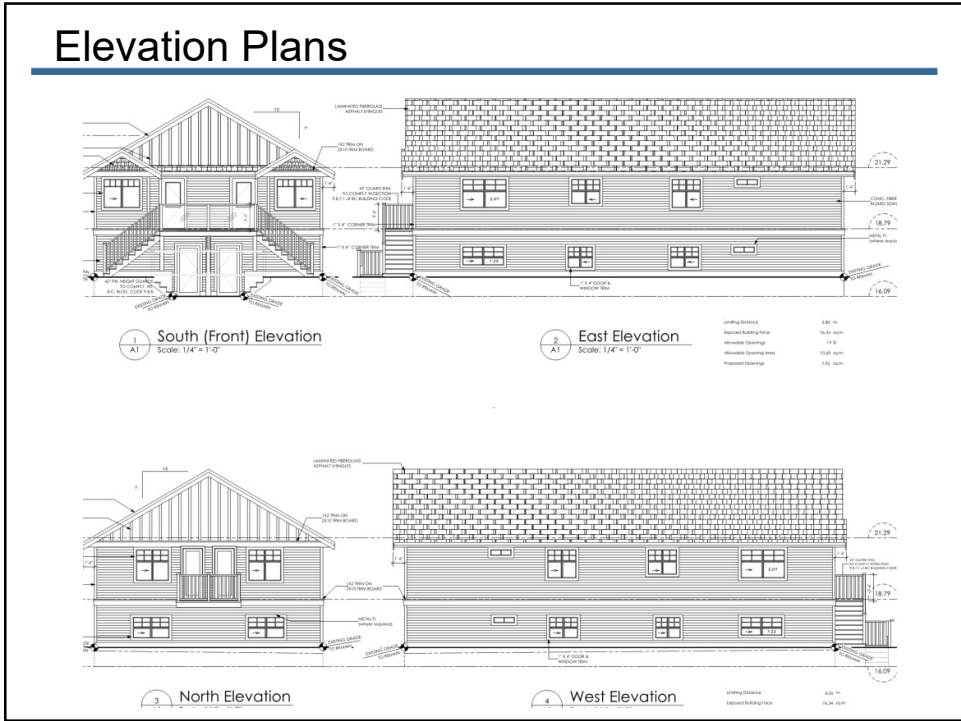
# Site Plan



8



## Elevation Plans



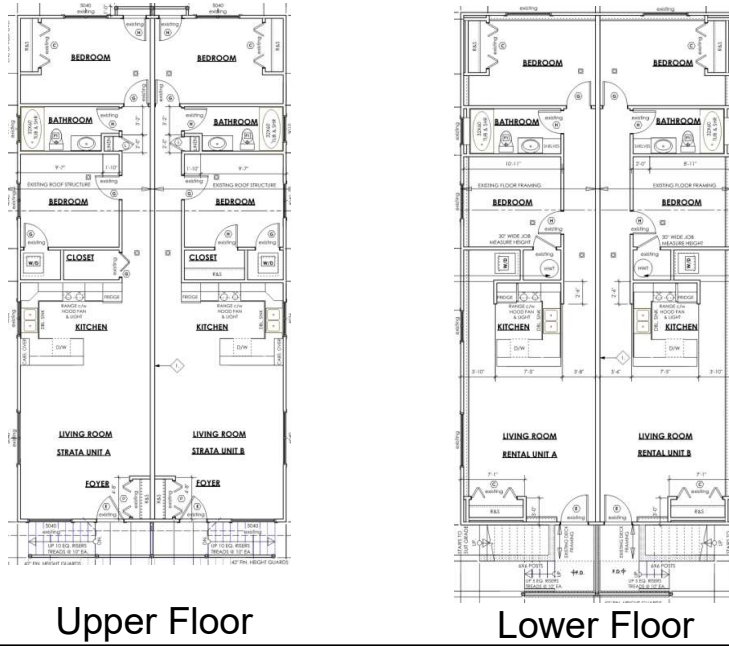
9

## 580-582 Niagara - Entryways



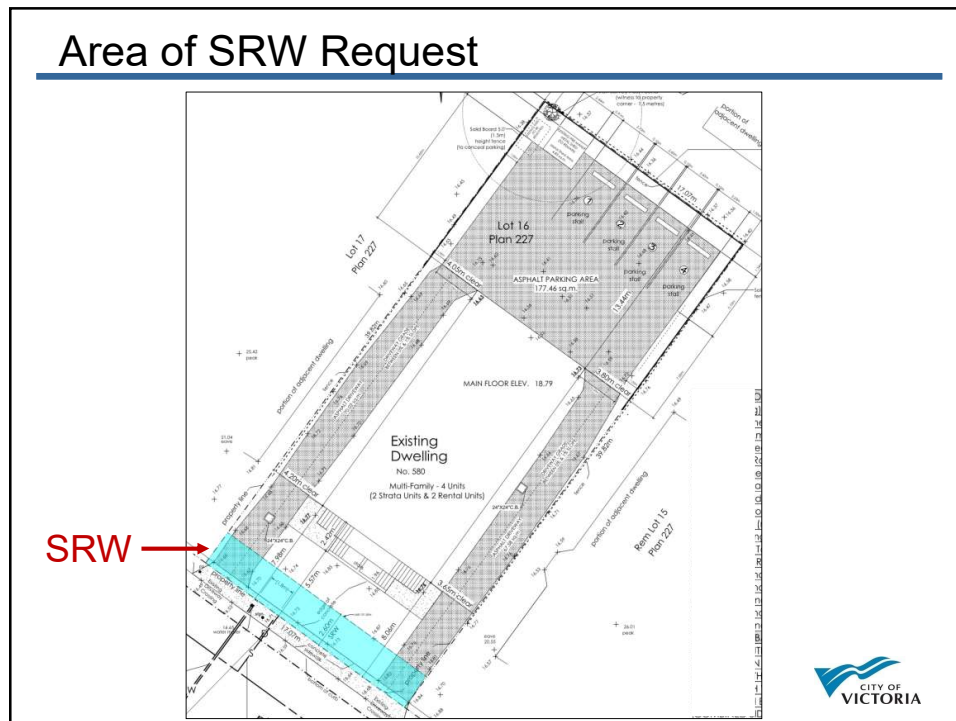
10

## Floor Plans



11

## Area of SRW Request



12



13



**Committee of the Whole Report  
For the Meeting of June 18, 2020**

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**To:** Committee of the Whole **Date:** June 11, 2020  
**From:** Karen Hoese, Director, Sustainable Planning and Community Development  
**Subject:** Rezoning Application No. 00634 and Development Permit with Variance Application No. 000527 for 324/328 Cook Street and 1044, 1048 and 1052/1054 Pendergast Street – Advance for Consideration after Signage Replaced

---

**RECOMMENDATION**

**Rezoning Application No. 00634**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00634 for 324/328 Cook Street and 1044, 1048 and 1052/1054 Pendergast Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Preparation and execution of the following legal agreements:
  - a. Statutory Right-of-Way securing 1.38 metres of the site adjacent to Pendergast Street, to the satisfaction of the Director of Engineering and Public Works.
  - b. Housing Agreement ensuring that future strata bylaws cannot restrict the rental of units to non-owners, to the satisfaction of the Director of Sustainable Planning and Community Development.
  - c. Section 219 Covenant securing an amenity contribution in the amount of \$136,163.47 toward the Local Amenities Reserve Fund, to the satisfaction of the Director of Sustainable Planning and Community Development.
  - d. Section 219 Covenant to secure the construction of the following public realm improvements, to the satisfaction of the Director of Engineering and Public Works:
    - i. raingardens along Pendergast Street;
    - ii. enhanced boulevard planting and low seating walls; and
    - iii. permeable and impermeable concrete sidewalk pavers.
  - e. Section 219 Covenant to secure the maintenance of the proposed rain gardens and boulevard planting for a period of one year to the satisfaction of the Director of Parks, Recreation and Facilities.
  - f. Section 219 Covenant securing an amenity contribution in the amount of \$161,356.80 toward the Victoria Housing Reserve Fund, to the satisfaction of the Director of Sustainable Planning and Community Development.

2. Update report to Council on the potential acquisition of the commercial strata unit located at 380 Cook Street at 25% below market value.

### Development Permit with Variance No. 000527

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council and after the Public Hearing for Rezoning Application No. 00634, if it is approved, consider the following motion:

“That Council authorize the issuance of Development Permit with Variance Application No. 00527 for 324/328 Cook Street and 1044, 1048, 1052/1054 Pendergast Street, in accordance with:

1. Receipt of final plans, generally in accordance with the plans date stamped October 9, 2019, with refinement of the artwork panels and to the satisfaction of the Director of Sustainable Planning and Community Development.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variance:
  - i. increase the building height from 13.5m to 16.2m (to the projecting portions of the roof).
3. The Development Permit lapsing two years from the date of this resolution.

### EXECUTIVE SUMMARY

The purpose of this report is to advance a Rezoning Application and Development Permit with Variance Application for the properties located at 324/328 Cook Street and 1044, 1048 and 1052/1054 Pendergast Street back to Committee of the Whole for consideration now that the rezoning information signs have been reinstated on the subject properties in accordance with the Land Use Procedures Bylaw.

### BACKGROUND

This proposal was presented to Committee of the Whole (COTW) on May 21, 2020 where it was advanced to Public Hearing and Opportunity for Public Comment. However, following the COTW meeting, it was brought to staff's attention that the rezoning information signs were removed from the subject properties for maintenance purposes prior to COTW. The *Land Use Procedures Bylaw* requires that the signs be posted on the subject properties for a minimum of 10 days prior to the initial Committee meeting and maintained on-site until the Public Hearing for the application has been held. The signs were reinstated on May 29, 2020; therefore the proposal is being brought back to COTW to confirm the direction provided by Council on May 21, 2020. No changes have been made to the proposal.

Respectfully submitted,

  
Alec Johnston  
Senior Planner  
Development Services Division

   
Karen Hoese, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date: June 12, 2020

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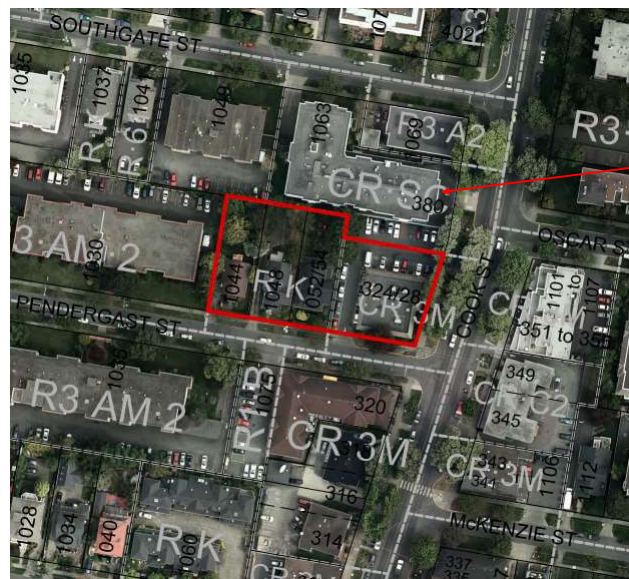
Update on  
Rezoning & Development  
Permit Applications  
for 324/328 Cook Street &  
1044, 1048, 1052/1054  
Pendergast Street



1

---

Aerial Map



Cook Street  
Village Activity  
Centre



2

## Rendering



3

## Council Direction

- Direct staff to work with BC Housing and/or the applicant to incorporate affordability into the project, including the option of securing 10-20% of the units as affordable rental housing in perpetuity and ensure the tenants who are being displaced have first right of refusal provided they meet the eligibility requirements for the affordable units.
- Direct staff to work with the applicant to revise the plans to remove the three parking stalls on Pendergast in exchange for green space.
- Ask staff to report back on the process for determining the vulnerability of tenants with respect to this application and all future applications.
- Update report to Council on the proposed day-care facility located at 380 Cook Street and execution of any necessary legal agreements, to the satisfaction of the Director of Sustainable Planning and Community Development.



4



## Subject Site



324/328 Cook Street



5

## Subject Site

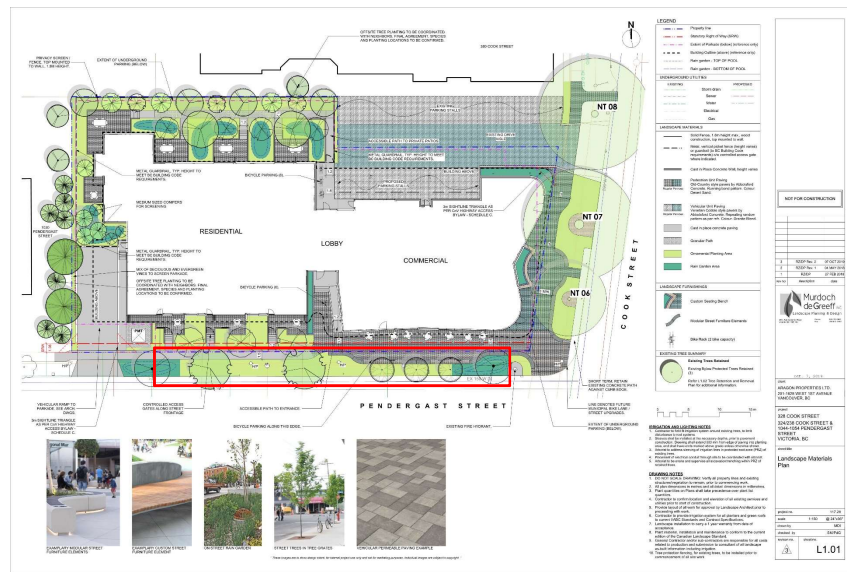


1044, 1048, 1052/1054 Pendergast Street



6

# Site/Landscape Plan



7

# Community Amenity Contribution



- \$136,163.47 toward the Local Amenities Reserve Fund, consistent with the Density Bonus Policy, 2016
- \$161,356.80 toward the Victoria Housing Reserve Fund



8

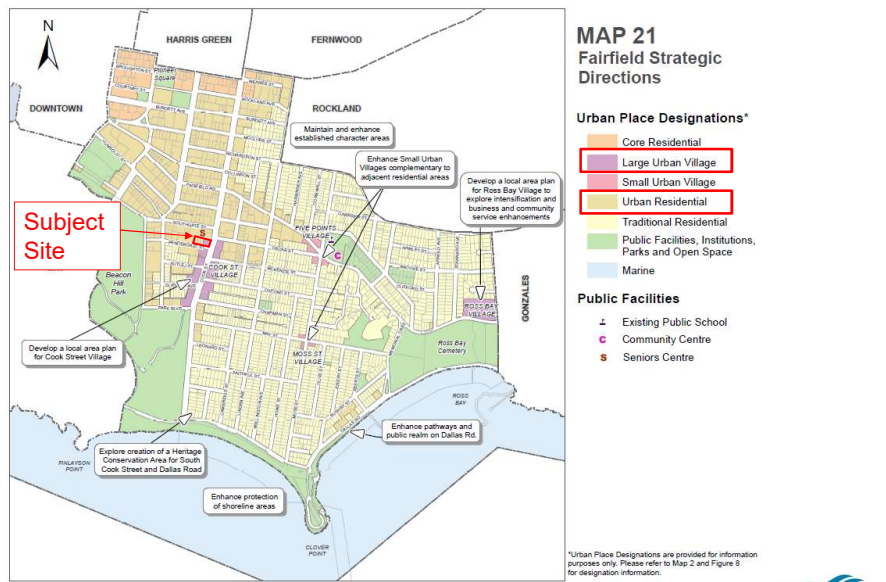


- Daycare facility proposed at 380 Cook Street was not supported by Building Strata
- Offer to sell commercial unit to the City at 25% below market value
- Unit could house expanded Cook Street Village Activity Centre



9

## Urban Place Designation



10

# Elevations

The page displays four architectural elevations of a building: South Elevation (1:200), East Elevation (1:200), North Elevation (1:200), and West Elevation (1:200). Each elevation includes a scale bar and a north arrow. Below the elevations is a materials legend and project information.

**PROJECT MATERIALS**

STONE	BRICK	WOOD	CEMENTITIOUS

**CLADDING**

**ACCENT**

SCUFF	TIMBER	RIVVING	METAL

**MATERIALS LEGEND**

	STONE PANEL CLADDING		CLEAR GLASS WOOD
	WOOD PANEL STONE CLADDING		PRE-PAINTED METAL CLADDING
	BRICK CLADDING		PERFORATED PRE-PAINTED ALUMINUM
	STONE CLADDING		VERTICAL PRECAST CONCRETE PANEL
	METAL CLADDING		CONCRETE BLOCK
	SCUFF		PRE-PAINTED STRUCTURAL STEEL PANEL

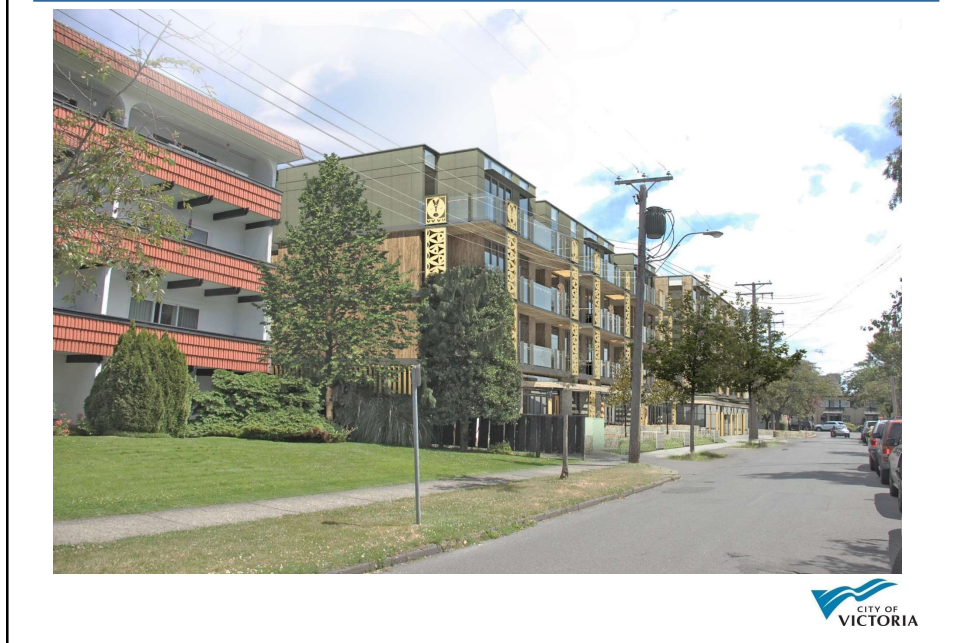
**PROJECT INFORMATION**

Cook & Pendergast  
Architects Inc.  
Project: Property Unit  
100 Cook Street  
Elevations  
Date: October 7, 2019  
Scale: 1:200  
Sheet: 279  
A3.00

**CITY OF VICTORIA**

11

# Context Rendering



12

## Context Rendering



13

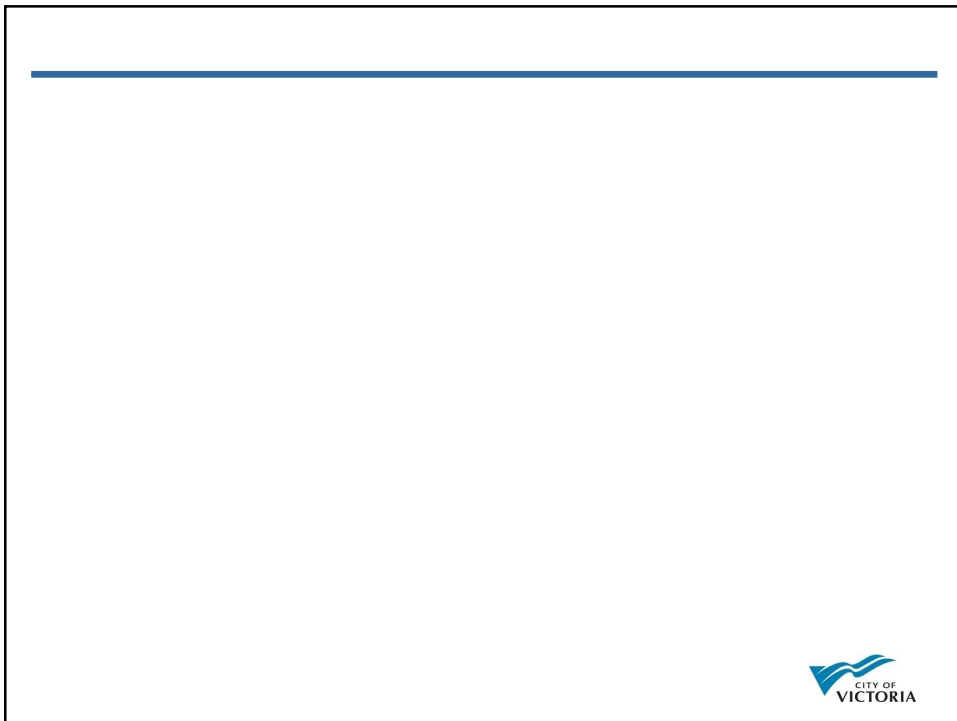
## Renderings



14



15



16

## Renderings



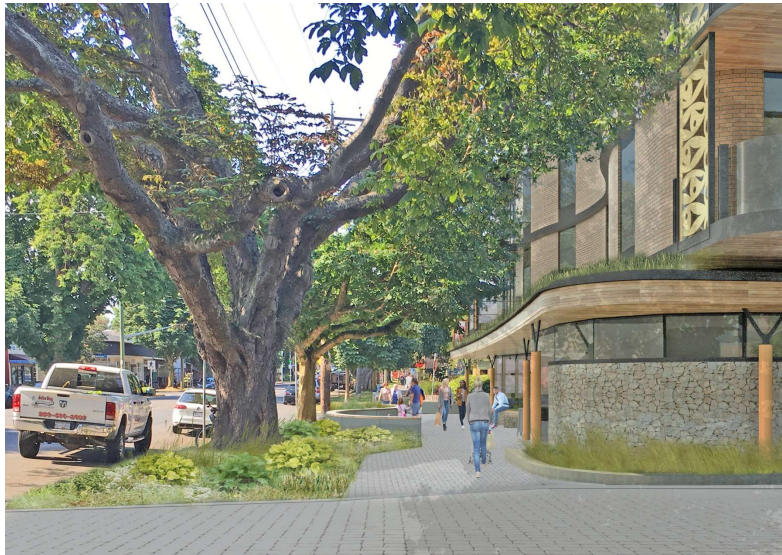
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## Renderings



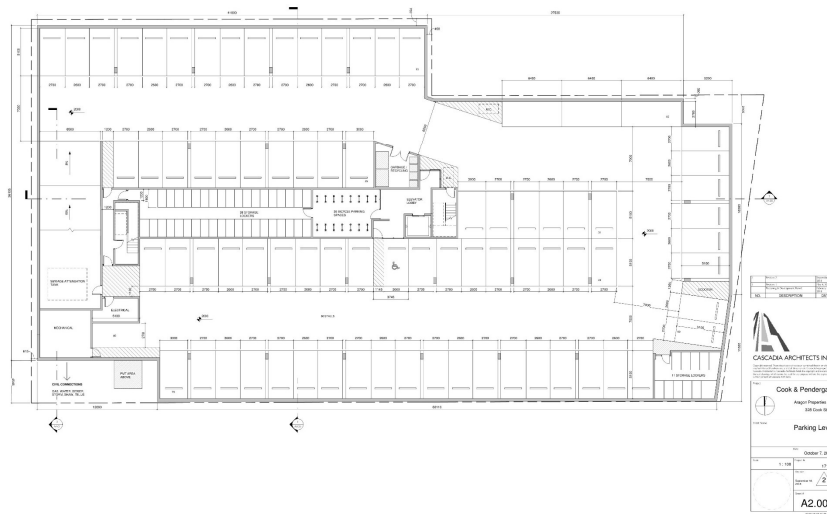
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19

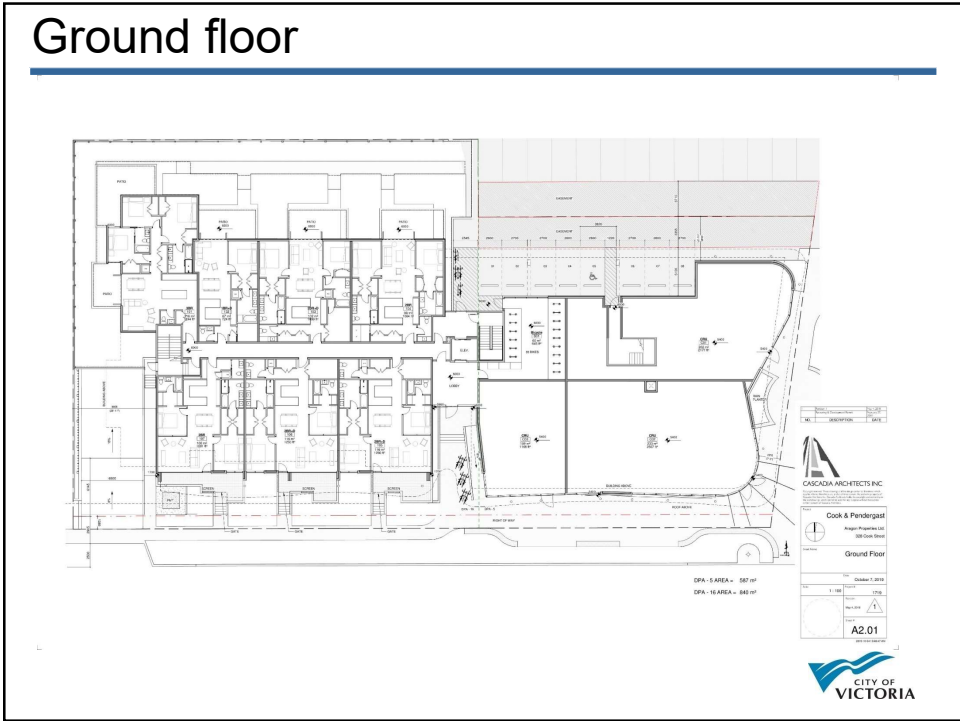
# Parking Level



20

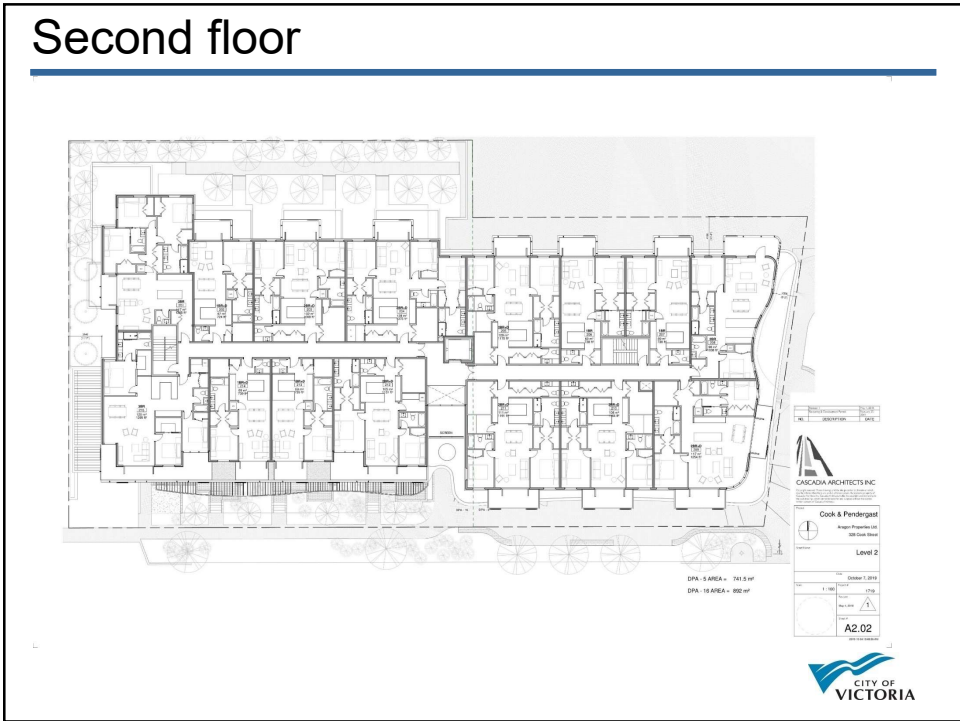


# Ground floor



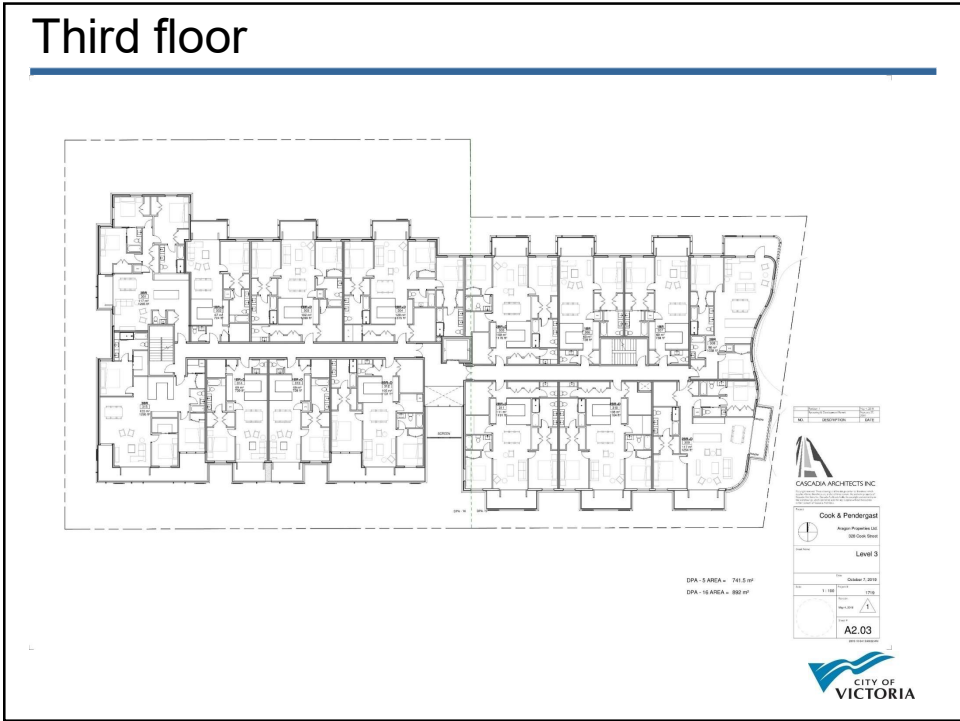
21

# Second floor



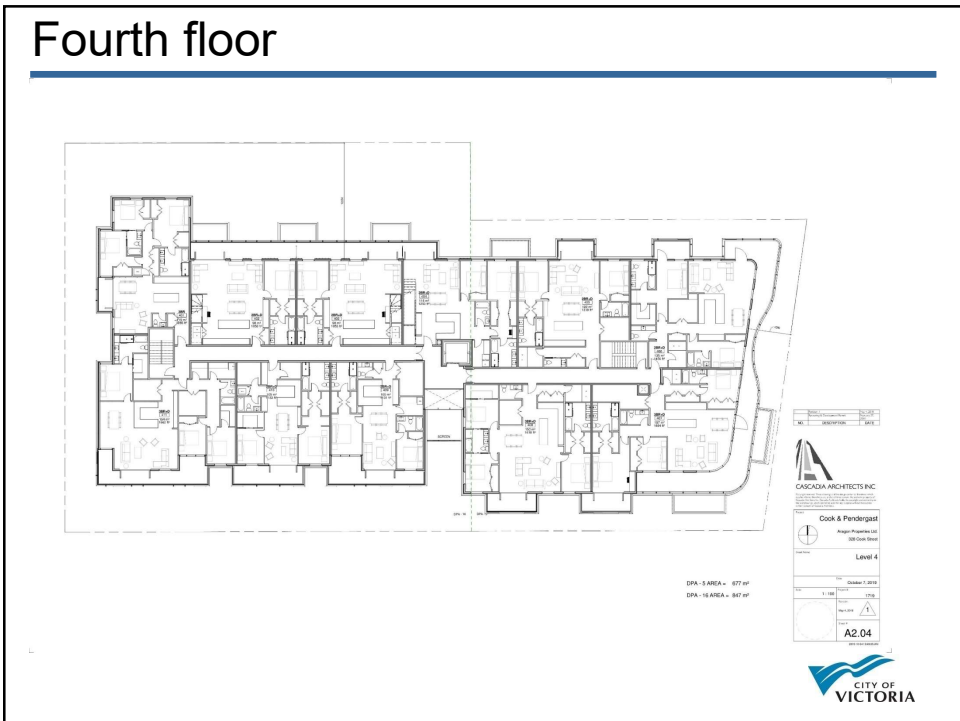
22

# Third floor



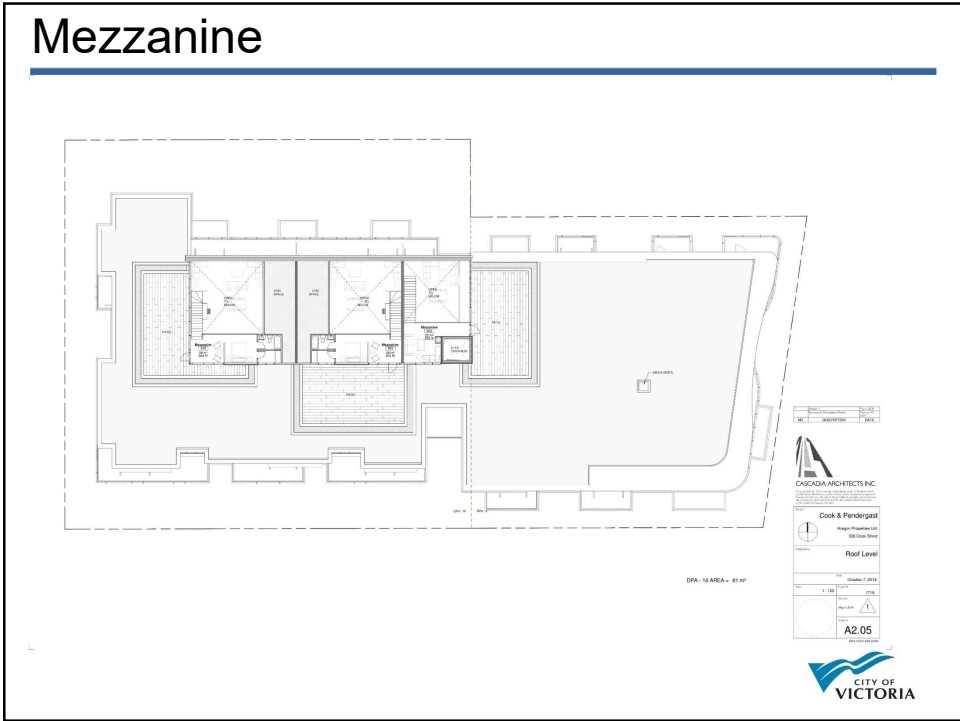
23

# Fourth floor



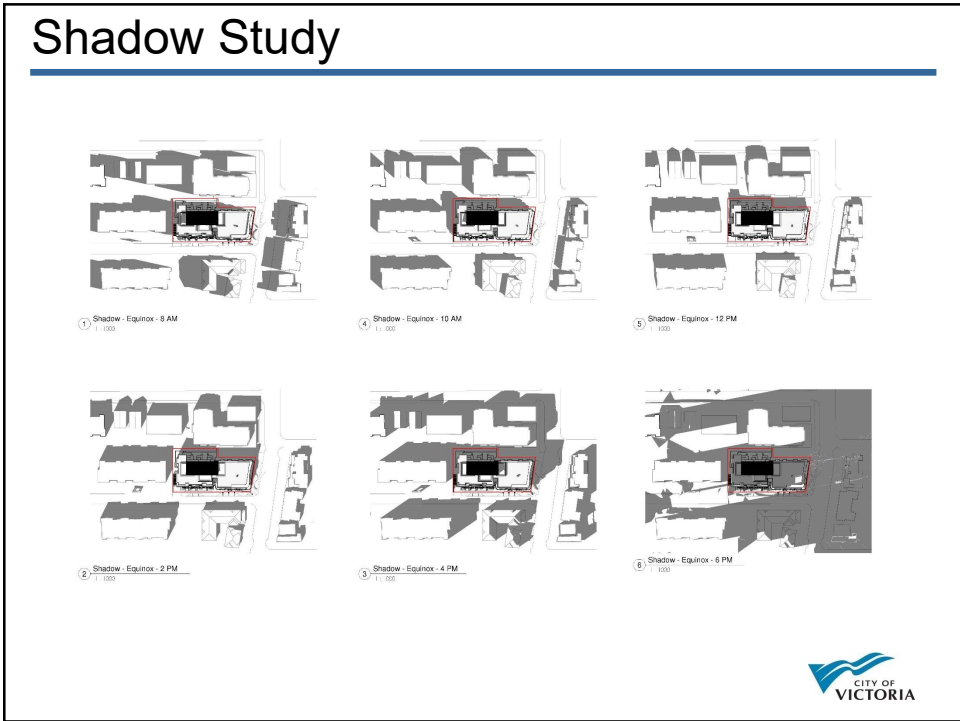
24

# Mezzanine



25

# Shadow Study



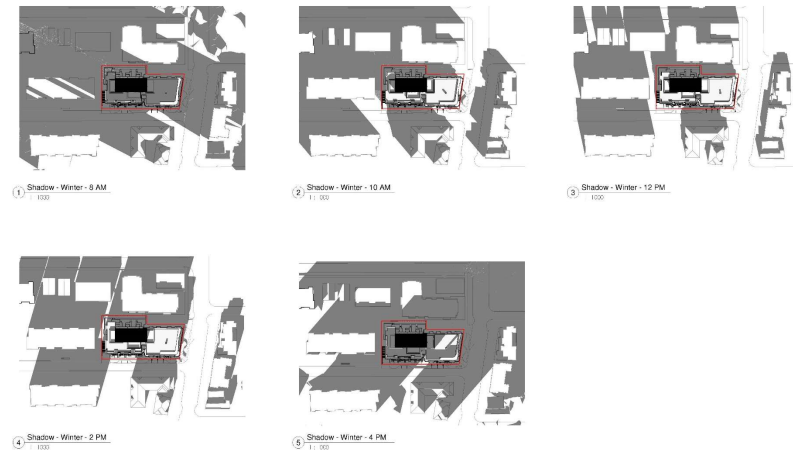
26

# Shadow Study



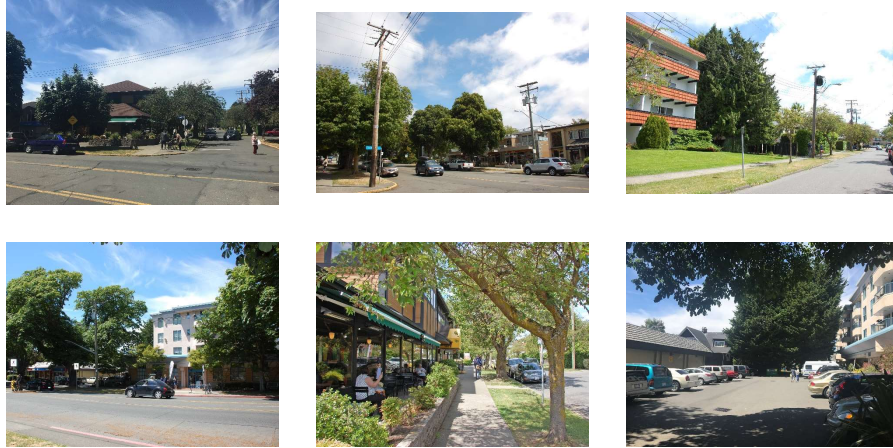
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# Shadow Study



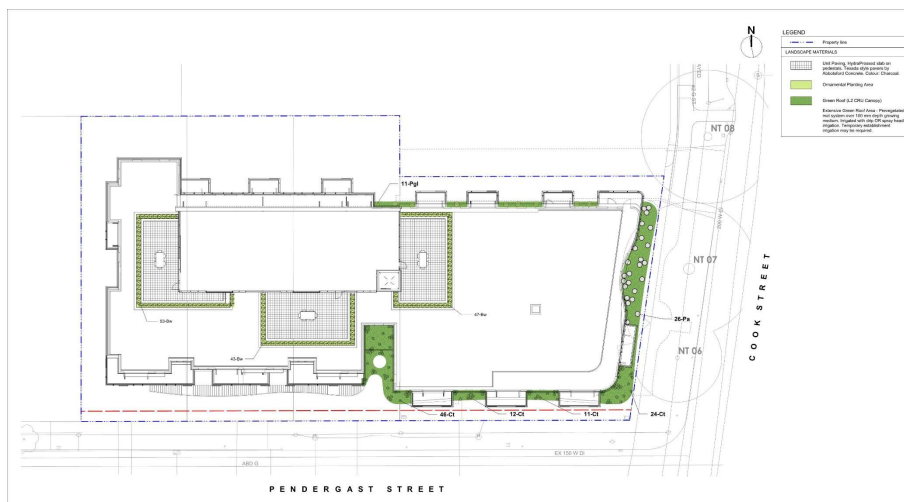
28

# Context



29

# Landscape Plan - Roof



30



## Committee of the Whole Report For the Meeting of June 18, 2020

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**To:** Committee of the Whole **Date:** June 4, 2020  
**From:** Karen Hoese, Director, Sustainable Planning and Community Development  
**Subject:** **Electric Vehicle (EV) Ready Requirements for New Construction**

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### RECOMMENDATION

That Council:

1. Direct staff to forward Zoning Amendment Bylaw Nos. 20-001 and 20-075 to require that Electric Vehicle (EV) readiness be provided for all new residential development and five percent of new institutional, commercial and industrial development to the July 9th Council meeting for introductory readings.
2. Direct staff to monitor EV demand and the use of charging infrastructure in institutional, commercial and industrial land uses and bring forward recommended amendments to the requirement levels as deemed necessary.

### EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for requiring electric vehicle (EV) charging infrastructure in new development. In 2019, Council directed staff to undertake a legal review and prepare a bylaw to mandate 'EV-Ready' capability in new buildings that provide on-site parking.

On-road transportation accounts for approximately 40% of greenhouse gas emissions in Victoria and readying new buildings for EVs through charging infrastructure is a critical structural change in responding to the climate emergency. These amendments are being made to support the rapid adoption of EVs that is being seen in the community, with growth rates in excess of 50 percent a year based on local EV sales, as well as supporting the *Climate Leadership Plan* target stating that "by 2030, renewable energy powers 30 percent of passenger vehicles registered in Victoria, and 100 percent of passenger vehicles are renewably powered by 2050."

These bylaw amendments will ensure all new residential and a portion of institutional, commercial and industrial development will be built to be EV-ready. This will allow for the easy and cost-effective installation of EV chargers by residents and businesses in the future. The proposed approach was developed reviewing municipal best practices, market trends and research. The recommendations strike a balance between ensuring a minimized upfront cost for new construction and minimizing retrofit costs in the future.

These amendments are part of a larger City strategy to support EV adoption including on-street EV network expansion and participation in "topping up" grants for EV retrofits in multi-unit residential

buildings as part of the Clean BC Home and Workplace EV Charging Program. Victoria will be engaging further with industry regarding the development of a comprehensive EV strategy which includes on-street parking, that will be presented to Council in late 2020.

As directed by Council, staff considered the impacts of these zoning changes on housing affordability. In consultation with non-profit housing providers, it was determined that there was value requiring EV readiness in new affordable housing projects as it provides cost savings in future. The City's zoning regulations were also recently updated to provide reduced requirements for off-street parking in affordable housing developments.

The proposed amendments not only support the *Climate Leadership Plan*, they also address Council's strategic priority to "mandate electric vehicle charging capacity in all new developments" by ensuring that all new developments have energized stalls. They also align with both federal and provincial policies for EV adoption, where each level of government is targeting one hundred percent of vehicle sales to be EV's by 2040. Lastly, these amendments support *Go Victoria's* vision for low carbon and clean mobility in Victoria.

## **PURPOSE**

The purpose of this report is to present a recommended approach for EV charging infrastructure ('EV-ready') requirements in new residential, institutional, commercial and industrial development and to bring forward zoning bylaw amendments for Council's consideration.

## **BACKGROUND**

At the meeting of January 31, 2019, Council passed a motion to undertake the necessary legal review and prepare a bylaw for first reading mandating 'EV-Ready' capability in new buildings that provide on-site parking, and that staff consider a possible exemption for affordable housing.

## **ISSUES & ANALYSIS**

### **Proposed EV-Ready Requirements**

Currently there are no requirements in the BC Building Code or any other municipal plan or by-law that require EV charging in new construction. While green building certifications, such as LEED, have contributed to the growth of voluntary EV charging infrastructure and some building owners are voluntarily building with energized stalls and even charging stations, this is yet to become a norm. However, there are many recent local government policy examples for EV regulations in new development (see Attachment E).

#### *Category A: Residential Design Standard*

With the proposed bylaw amendments, all new residential development (including both single family and multi-unit residential buildings) will have energized parking stalls, facilitating easy and cost-effective access to electric vehicle charging at home. EV chargers (charging stations) would not be required at the time of development, but may be easily installed post-occupancy by the building or EV owner. Staff recommend that these amendments come into effect October 1, 2020 to allow the development industry time to adjust their design and financial assessments.

At-home charging is a crucial factor in household EV adoption, and therefore the measures outlined in this report are targeted primarily at residential uses. It is also the most convenient and lowest cost option to implement. Establishing EV readiness associated with institutional, commercial and industrial uses is only meant to augment this critical residential option.

**Table 1: Proposed Residential Requirements**

<b>Use or Class of Use</b>	<b>Minimum Number of Energized Electric Vehicle Outlets</b>
Single Family Dwelling	1 per required vehicle parking space
Two Family Dwelling	1 per required vehicle parking space
Semi-attached Dwelling	1 per required vehicle parking space
Secondary Suite or Garden Suite	N/A
All other residential uses not specifically identified in this table	1 per vehicle parking space

*Category B: Institutional, Commercial, and Industrial Design Standard*

With the proposed bylaw amendments, Victoria will increase the available public and workplace charging for EV owners on the go or without access to charging at home. The design standard will ensure that five percent of stalls in these types of buildings with stall requirements over 15 will be equipped with electrical infrastructure. This targets commercial uses such as shopping malls or offices where cars are parked for longer durations or where employees are present. As with residential, EV chargers would not be required at the time of development but may be easily installed post-occupancy by the building owner.

At present, there are conflicting views on the appropriate percentage of EV readiness in the commercial sector from consultants and EV advocacy groups, and best practices in this area are still being developed. While some local governments have set blanket requirements of 10% or 20% of stalls for commercial and/or institutional land uses, there have been some critiques from both industry and EV advocates that these percentages may exceed demand, or that the requirements are not specific enough to the actual land uses and may lead to the overbuilding of infrastructure in some locations. Consequently, Victoria and a team of other BC municipalities are conducting further research with funding from BC Hydro to determine the appropriate percentage of EV readiness requirements for different institutional, commercial and industrial building use classes, with the aim to increase the requirement over time and to determine which use classes are most appropriate for mandating the actual charging station as well. Staff will review the bylaw to increase commercial requirements for different use classes in the future. This will be done in conjunction with the District of Saanich and the Capital Regional District.

**Table 2: Proposed Industrial, Commercial and Institutional Requirements**

<b>Number of Vehicle Parking Spaces Provided</b>	<b>Minimum Number of Energized Electric Vehicle Outlets</b>
<10	N/A
10-14	1
>15	2 energized electric vehicle outlets or 5% of the total number of required vehicle parking spaces, whichever is greater



Both of the City’s zoning bylaws will need amendments to incorporate the above standards, including Zoning Bylaw 18-072, which applies to the Downtown Core Area, and Zoning Regulation Bylaw 80-159, which applies to the remainder of the City. The amendment bylaws are included as Attachments A and B to this report.

## Financial Considerations

### *Cost of EV-Ready Infrastructure*

The estimated costs across various development typologies and charging infrastructure types are listed in Table 3 below. These are provided for guidance only, as the cost estimates provided were prepared for the City of Richmond and are specific to the building types, driving distances and terrain in that region. The single family, townhouse and mid-rise building typologies used in Richmond’s residential costing study are considered to be similar to construction commonly seen in the Capital Region.

Level 2 with EV Energy Management System is the policy/standard proposed. EV energy management systems (EVEMS) ensure that not all vehicles are charged directly at once. As such, it is lower cost because it requires less electrical capacity to the building.

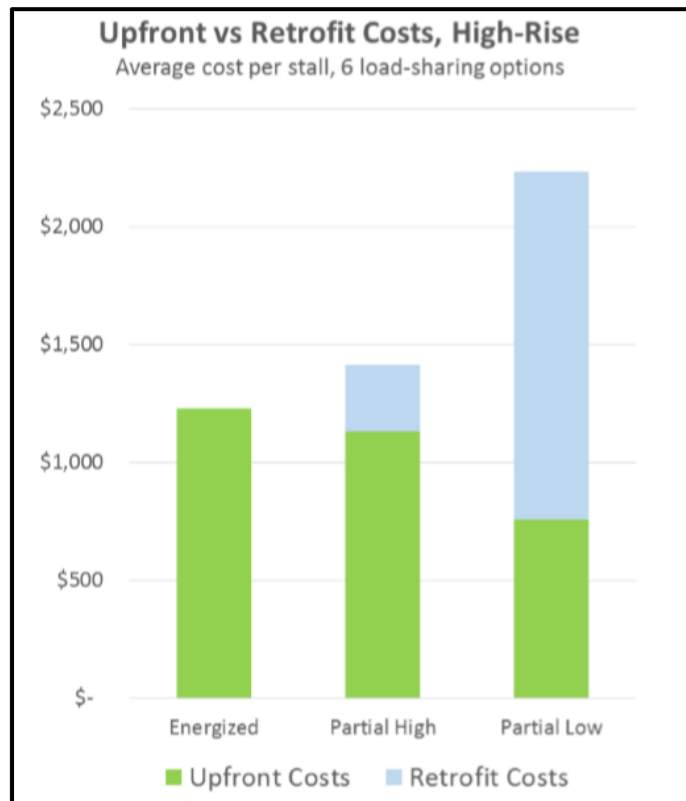
Table 3: Estimated EV-Ready Infrastructure Costs

<b>Building Type</b>	<b>Charging Scenario</b>	<b>Cost Per Stall</b>
Single family / Two family semi-detached dwelling	Level 2	\$350
Townhouse	Level 2	\$2655
	Level 2 with EVEMS*	\$307
Mid-Rise	Dedicated Level 2	\$2381
	Level 2 with EVEMS*	\$569
High-Rise	Dedicated Level 2	\$3023
	Level 2 with EVEMS*	\$760

Installing charging infrastructure at the time of construction is far more cost effective than retrofitting buildings with charging at a later date. The graph below illustrates the upfront and retrofit costs associated with:

- fully energizing all stalls at time of construction
- partially energizing stalls to a high level of adoption at the time of construction and then the associated retrofit costs with a lower number of stalls in the future
- partially energizing stalls at a low level of adoption during construction and having to significantly retrofit a high number of stalls in the future.

The graph below illustrates the importance of building fully energizing stalls at the time of construction to avoid high retrofit costs in the future by individuals, non-profits and strata councils.



### *Affordable Housing Cost Considerations*

“Affordable Dwelling Units” have their own parking designation in Schedule C of the *Zoning Regulation Bylaw*, where considerably less parking is required for an affordable housing building as compared to a similar residential building, as indicated in Attachment C.

City staff, in consultation with BC Housing, considered the possibility of exempting affordable housing from these requirements. It was agreed that as the usable life of a building can span over 100 years, wiring affordable housing buildings in the present insulates residents and building owners/operators against costly retrofits in a future, and reduces demand on subsidies and grants from taxpayers in a future where EVs will be the only engine type available for purchase as of 2040. The financial implications would result in an added cost of around \$569-\$760 space; however, this is significantly less than retrofitting projects in the future.

### *Provincial Incentive: CleanBC EV Charger Rebate Offers*

At present, Provincial rebates are available to support individuals, organizations, buildings, and companies with the cost of purchasing Level 2 chargers. This rebate program, together with City policy, further supports residents in full implementation of residential EV charging. Earlier this year, Victoria City Council approved a top-up to these rebates.

The level of rebates available from CleanBC differs in regard to whether a building was built before or after a municipal EV readiness bylaw was put into place. For buildings constructed after municipal bylaws, the program will cover up to 50% of purchase and installation costs of eligible, new, Level

2 (208-volt or 240-volt) charging stations to a maximum of \$5,000 (no more than \$350 per station). The City is offering \$2,000 per charger or up to 75% of cost for multi-unit residential buildings.

## Engagement

The Council motion directed staff to prepare a bylaw without additional public engagement and for the public hearing process to serve as the public engagement process. However, before the motion was tabled, in conjunction with the CRD and Saanich, Victoria participated in various sessions with developers and builders on the topic of EV regulations in new construction. During these events, a 100% standard for residential and 5% standard for commercial charging was proposed and was generally well received by the development community.

### Engagement Events

Project	Engagement Summary	# Participants
<b>Capital Region EV and E-Bike Infrastructure Planning Project</b>	Public Survey	702
	Development Industry Survey	63
	Development Industry Workshop, in collaboration with UDI	60
<b>Plugging the Gaps</b>	Presentations and workshop about EV charging retrofits for condo and apartment dwellers, in collaboration with CRD, City of Victoria, and Drive Electric Victoria	24

## Regional Consistency

In order provide consistency to builders and developers across the region, Victoria and Saanich have attempted to align their approaches to EV ready implementation. As a result, the consultation around bylaw development was in partnership, the percentage requirements for residential and commercial buildings are similar, and the definitions used in the bylaws are similar.

## OPTIONS & IMPACTS

### Option 1 (Recommended)

Proceed with zoning bylaw amendments to require Electric Vehicle (EV) readiness for all new residential development, including non-market housing, and five percent of new commercial development effective Oct 1, 2020.

This option is recommended because it will contribute to reduce transportation emissions in Victoria through the electrification of passenger vehicles. It is a critical component towards achieving market transformation of EVs within the municipality and supports the targets established by the Provincial and Federal Governments and is aligned with other BC local governments.

## Option 2

Do not proceed with the zoning amendments.

This option is not recommended as it pushes the market transformation process into the future and adds considerable costs to EV readiness by having it occur as a retrofit to buildings instead of integrating it into new construction. It would also slow down emissions reductions in the transportation sector.

### *Accessibility Impact Statement*

This bylaw amendment will apply to residential parking stalls evenly across Victoria, meaning that all accessible parking stalls will also be EV ready. In a commercial context, the City will not require all accessible parking stalls to be EV ready as only five percent of these stalls over a certain threshold will be EV ready.

### *2019 – 2022 Strategic Plan*

This work supports *Strategic Objective 6 – Climate Leadership and Environmental Stewardship # 17 (2021): “Mandate electric vehicle charging capacity in all new developments.”* While the proposed amendment does not mandate EV chargers in all new developments, it does mandate EV readiness through energized stalls. As described above, EV readiness creates the conditions for the easy and affordable installation of EV charging stations in 100% of residential parking spots and 5% of commercial parking spots.

### *Impacts to Financial Plan*

No additional resources are needed for the bylaw amendments.

### *Official Community Plan Consistency Statement*

This bylaw amendment aligns with OCP Section 7: “Transportation and Mobility and specifically GOAL 7 (A) Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants” (page 55).

## **CONCLUSIONS**

This report outlines a recommended approach for requiring EV ready charging infrastructure in new building developments, with consideration of the impacts of these changes to non-market housing developments. EV readiness will contribute to reducing transportation emissions in Victoria through the electrification of passenger vehicles and supports the goals in the *Climate Leadership Plan* and *Go Victoria*. It is a critical component towards achieving market transformation of EVs within the municipality and supports the targets established by the Provincial and Federal Governments.

Respectfully submitted,



Robyn Webb  
Community Energy Specialist  
Community Planning Division



Karen Hoese, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date: June 10, 2020

### **List of Attachments**

- Attachment A: Zoning Amendment Bylaw No. 20-001
- Attachment B: Zoning Amendment Bylaw No. 20-075
- Attachment C: Zoning Regulation Bylaw Schedule C: Off-Street Parking Regulations for Affordable Housing
- Attachment D: EV Infrastructure Types
- Attachment E: Local Government Examples
- Attachment F: Electric Vehicle Charging Infrastructure Technical Bulletin (2020).

NO. 20-075

## A BYLAW OF THE CITY OF VICTORIA

The purposes of this Bylaw are to amend the Zoning Bylaw 2018 by adding new definitions in Section 2.1 – Administrative Definitions and amending Section 5.1 – Off-Street Parking Regulations to establish electric vehicle charging design standards.

The Council of The Corporation of the City of Victoria enacts the following provisions:

1 This Bylaw may be cited as the “ZONING BYLAW 2018, AMENDMENT BYLAW (NO. 5)”.

2 Bylaw No. 18-072, the Zoning Bylaw 2018, is amended as follows:

(a) Section 2.1 – Administrative Definitions is amended by adding the following definitions immediately after the definition of “**Dwelling Unit**”:

“**Energized Electric Vehicle Outlet**” means a connected point in an electrical wiring installation at which current is taken and a source of voltage is connected to supply utilization equipment for the specific purpose of charging an electric vehicle.

“**Electric Vehicle Charger**” means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch circuit and an electric vehicle.

“**Electric Vehicle Energy Management System**” means a system consisting of monitors, communications equipment, controllers, timers, and other applicable devices used to control electric vehicle supply equipment loads through the process of connecting, disconnecting, increasing, or reducing electric power to the loads.”

(b) Section 5.1 – Off Street Parking Regulations is amended by adding the following immediately after section 5.1.3:

#### 4. **Electric Vehicle Charging Infrastructure Requirements**

- a. The owner or occupier of any land or any **Building** or other structure, for each use present on the land or in the **Building** or other structure, must provide **Energized Electric Vehicle Outlets** for parking spaces in accordance with Table 3.
- b. All **Energized Electric Vehicle Outlets** shall provide, at a minimum, a Level 2 electric charging level as defined by SAE International’s J1772 standard.
- c. **Energized Electric Vehicle Outlets** shall be labelled for their intended use for electric vehicle charging only.
- d. **Energized Electric Vehicle Outlets** shall not be placed within the minimum vehicle parking space dimensions or **Drive Aisle** identified in Figure 1, Part 5.

- e. An **Energized Electric Vehicle Outlet** shall be assigned to an individual vehicle parking stall and shall be located no further than 1.0m from that stall.
- f. No more than one **Energized Electric Vehicle Outlet** may be assigned to an individual vehicle parking stall.
- g. Where an **Electric Vehicle Energy Management System** is implemented, the **Electric Vehicle Management System** must meet the requirements set out in Electric Vehicle Charging Infrastructure Technical Bulletin (2020).
- h. Section 5.1.4 does not apply to:
  - i. visitor parking spaces; or
  - ii. a **Building** existing prior to October 1, 2020; or
  - iii. parking spaces in a development in which, prior to October 1, 2020:
    - A. an application has been submitted for the development to the City in accordance with the City's Land Use Procedures Bylaw; or
    - B. a building permit application has been submitted for the development in accordance with the City's Building and Plumbing Regulation Bylaw.

Table 3: Minimum Number of Required **Energized Electric Vehicle Outlets**

Use or Class of Use	Minimum Number of Energized Electric Vehicle Outlets
<b>Residential</b>	
Condominium ( <b>Dwelling Unit</b> in a <b>Building</b> regulated by the <i>Strata Property Act</i> )	1 per required vehicle parking space
Apartment ( <b>Dwelling Unit</b> secured as rental in perpetuity through a legal agreement)	1 per required vehicle parking space
Affordable ( <b>Affordable Dwelling Units</b> secured in perpetuity through a legal agreement)	1 per required vehicle parking space

<b>Assisted Living Facility</b>	1 per required vehicle parking space
All other residential uses not specifically identified in this table	1 per required vehicle parking space
<b>Commercial</b>	
Number of Vehicle Parking Spaces Provided	
<5	0
>5	1 <b>Energized Electric Vehicle Outlet</b> or 5% of the total number of required vehicle parking spaces, whichever is greater

- (c) Section 5.1.4 Bicycle Parking Specifications and Section 5.1.5 Bicycle Parking Exemptions shall be renumbered to Section 5.1.5 and Section 5.1.6 respectively.
- (d) Section 5.1.4.h.i is amended by deleting the words "Table 3" and replacing with "Table 4".

**Effective Date**

3 This Bylaw comes into force on October 1, 2020.

READ A FIRST TIME the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

READ A SECOND TIME the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

Public hearing held on the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

READ A THIRD TIME the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

ADOPTED on the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

CITY CLERK

MAYOR



NO. 20-001

## A BYLAW OF THE CITY OF VICTORIA

The purposes of this Bylaw are to amend the Zoning Regulation Bylaw by adding new definitions in Schedule A – Definitions and amending Schedule C – Off-Street Parking to establish electric vehicle charging design standards.

The Council of The Corporation of the City of Victoria enacts the following provisions:

1 This Bylaw may be cited as the “ZONING REGULATION BYLAW, AMENDMENT BYLAW (NO. 1210)”.

2 Bylaw No. 80-159, the Zoning Regulation Bylaw, is amended as follows:

(a) Schedule A – Definitions is amended by adding the following definitions immediately after the definition of “**Dwelling Unit**”:

“**Energized Electric Vehicle Outlet**” means a connected point in an electrical wiring installation at which current is taken and a source of voltage is connected to supply utilization equipment for the specific purpose of charging an electric vehicle.

“**Electric Vehicle Charger**” means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch circuit and an electric vehicle.

“**Electric Vehicle Energy Management System**” means a system consisting of monitors, communications equipment, controllers, timers, and other applicable devices used to control electric vehicle supply equipment loads through the process of connecting, disconnecting, increasing, or reducing electric power to the loads.”

(b) Schedule C – Off Street Parking is amended by adding the following immediately after section 2.3.4:

“2.4 Electric Vehicle Charging Infrastructure Requirements

1. The owner or occupier of any land or any building or other structure, for each use present on the land or in the building or other structure, must provide energized electric vehicle outlets for parking spaces in accordance with Table 3.
2. All energized electric vehicle outlets shall provide, at a minimum, a Level 2 electric charging level as defined by SAE International’s J1772 standard.
3. Energized electric vehicle outlets shall be labelled for their intended use for electric vehicle charging only.

4. Energized electric vehicle outlets shall not be placed within the minimum vehicle parking space dimensions or drive aisle identified in Figure 2 of this Schedule.
5. An energized electric vehicle outlet shall be assigned to an individual vehicle parking stall and shall be located no further than 1.0m from that stall.
6. No more than one energized electric vehicle outlet may be assigned to an individual vehicle parking stall.
7. Where an electric vehicle energy management system is implemented, the electric vehicle management system must meet the requirements set out in Electric Vehicle Charging Infrastructure Technical Bulletin (2020).
8. Sections 2.4.3 and 2.4.5 do not apply to Single Family Dwellings, Two Family Dwellings or Semi-Attached Dwellings.
9. Section 2.4.1 does not apply to:
  - a. visitor parking spaces; or
  - b. a building existing prior to October 1, 2020; or
  - c. parking spaces in a development in which, prior to October 1, 2020:
    - i. an application has been submitted for the development to the City in accordance with the City's Land Use Procedures Bylaw; or
    - ii. a building permit application has been submitted for the development in accordance with the City's Building and Plumbing Regulation Bylaw.

Table 3: Minimum Number of Required Energized Electric Vehicle Outlets

<b>Use or Class of Use</b>	<b>Minimum Number of <u>Energized Electric Vehicle Outlets</u></b>
<b>Residential</b>	
<u>Single Family Dwelling</u>	1 per required vehicle parking space
<u>Two Family Dwelling</u>	1 per required vehicle parking space

<u>Semi-attached Dwelling</u>	1 per required vehicle parking space
<u>Secondary Suite</u> or <u>Garden Suite</u>	n/a
All other residential uses not specifically identified in this table	1 per vehicle parking space
<b>Commercial, Institutional and Industrial</b>	
Number of Vehicle Parking Spaces Provided	
<10	n/a
10-14	1
>15	2 <u>energized electric vehicle outlets</u> or 5% of the total number of required vehicle parking spaces, whichever is greater

**Effective Date**

3 This Bylaw comes into force on October 1, 2020.

READ A FIRST TIME the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

READ A SECOND TIME the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

Public hearing held on the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

READ A THIRD TIME the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

ADOPTED on the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

CITY CLERK

MAYOR

**Zoning Regulation Bylaw Schedule 'C':  
Off-Street Parking Regulations for Affordable Housing**

Column A	Column B	Column C
Use or Class of Use	Minimum Parking Spaces	Minimum Visitor Parking Spaces
<b>Residential</b>		
Condominium ( <b>Dwelling Unit</b> in a <b>Building</b> regulated by the <i>Strata Property Act</i> )	0.65 spaces per <b>Dwelling Unit</b> that is less than 45m <sup>2</sup>	0.10 spaces per <b>Dwelling Unit</b>
	0.80 spaces per <b>Dwelling Unit</b> that is equal to 45m <sup>2</sup> and up to 70m <sup>2</sup>	
	1.20 spaces per <b>Dwelling Unit</b> that is more than 70m <sup>2</sup>	
Apartment ( <b>Dwelling Unit</b> secured as rental in perpetuity through a legal agreement)	0.50 spaces per <b>Dwelling Unit</b> that is less than 45m <sup>2</sup>	0.10 spaces per <b>Dwelling Unit</b>
	0.60 spaces per <b>Dwelling Unit</b> that is equal to 45m <sup>2</sup> and up to 70m <sup>2</sup>	
	1 space per <b>Dwelling Unit</b> that is more than 70m <sup>2</sup>	
Affordable ( <b>Affordable Dwelling Units</b> secured in perpetuity through a legal agreement)	0.20 spaces per <b>Dwelling Unit</b> that is less than 45m <sup>2</sup>	0.10 spaces per <b>Dwelling Unit</b>
	0.50 spaces per <b>Dwelling Unit</b> that is equal to 45m <sup>2</sup> and up to 70m <sup>2</sup>	
	0.75 spaces per <b>Dwelling Unit</b> that is more than 70m <sup>2</sup>	
All other multiple dwellings	0.65 spaces per <b>Dwelling Unit</b> that is less than 45m <sup>2</sup>	0.10 spaces per <b>Dwelling Unit</b>
	0.80 spaces per <b>Dwelling Unit</b> that is equal to 45m <sup>2</sup> and up to 70m <sup>2</sup>	
	1.20 spaces per <b>Dwelling Unit</b> that is more than 70m <sup>2</sup>	
<b>Assisted Living Facility</b>	0.35 spaces per <b>Dwelling Unit</b> or residential unit	0.10 spaces per <b>Dwelling Unit</b> or residential unit
<b>Commercial</b>		
<b>Hotel</b>	0.25 spaces per room	-

## EV Infrastructure Types

### Definitions:

- **“Electric Vehicle (EV)”** means a vehicle that operates, either partially or exclusively, on electrical energy from an off-board source that is stored on-board for motive purposes, but does not include vehicles that cannot be licensed by the Insurance Corporation of British Columbia.
- **“Energized Electric Vehicle Outlet”** means a connected point in an electrical wiring installation at which current is taken and a source of voltage is connected to supply utilization equipment for the specific purpose of charging an electric vehicle.
- **“Electric Vehicle Charger”** means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch circuit and an EV.
- **“Electric Vehicle Energy Management System”** means a system consisting of monitors, communications equipment, controllers, timers, and other applicable devices used to control electric vehicle supply equipment loads through the process of connecting, disconnecting, increasing, or reducing electric power to the loads.
- **“Level 2 Charging”** means an EV charging level as defined by Society of Automotive Engineers (SAE) International’s J1772 standard (208/240 volts).

## Charging Infrastructure Types



Because EV charging takes longer than refilling at a gas station, at-home charging is the most convenient, reliable, and preferred location with EV owners tending to charge at home over 80% of the time. L2 charging, with a similar output as a clothes dryer, provides a higher level of performance which more quickly charges a vehicle, supporting a better consumer experience and is consistent with recent policy across BC and North America. This bylaw amendment recommends 100% adoption of EV readiness in the residential sector for these reasons.

The installation of EV charging equipment requires the following electrical infrastructure:

- **Sufficient capacity** at the building's electrical panel for EV charging;
- **Electrical raceway** and conduit from the electrical panel to each parking stall;
- **Energized outlet** at each parking stall;
- **EV Energy Management Systems (EVEMS)** are optional control technologies that enable the power drawn to be shared or prioritized between chargers, thereby reducing peak power demand, making efficient use of electrical capacity, and greatly reducing electrical infrastructure costs. EVEMSs are recognized in the 2018 edition of the Canadian Electrical Code and are currently in the process of being adopted into the BC Electrical Code; Technical Safety BC has developed a variance process to permit installation of EVEMSs in the interim. The 'Smart' chargers used with EVEMSs can facilitate billing, which is a common concern for strata's in shared parking areas.
- **EV charger** (also know as EV Supply Equipment or EVSE) with cable to reach the vehicle.

The most cost-effective time to install EV charging infrastructure is during construction. The recent emergence of EVEMSs has significantly reduced the cost of installation in new multi-family residential and commercial development by reducing the amount of electrical capacity and infrastructure. The City of Victoria will require the abovementioned electrical infrastructure up to and including an energized outlet for each parking space in residential developments and will allow EVEMSs to provide a flexible and cost-effective approach for achieving this requirement.

A minimum performance standard (see Table 1) should be achieved where an EVEMS is installed. The performance standard requirements indicate that the maximum number of L2s that can be connected to the same circuit for various circuit ratings. New developments must achieve at least 12kWh per vehicle over an eight our period when all vehicles are charging simultaneously (i.e. allocate at least 8A per vehicle on a 208V or 240V circuit, if all vehicles are sharing power equally). Greater allowable levels of sharing are appropriate beyond 80A, given the greater diversity of electrical loads possible at these higher amperages. Additionally, no more than 1 vehicle should be able to charge on a 20A circuit and no more than 2 on a 30A circuit. A Technical Bulletin will be drafted to outline these standards for the development community.

Table 1: Performance Requirements

Minimum Circuit Breaker Rating (AMPS)	Maximum Number of L2 Chargers Per Circuit
20	1
30	2
40	4
50	5
60	6
70	7
80	8
90	10
100	11
125	14
150	17

## Recent Local Government Policy Examples for EV Regulations in New Development

Community (Date in Effect)	Single Family	Multi-Family	Commercial/ Institutional
City of Burnaby (2018)	100% of residential parking stalls provided with energized L2 outlet. Excludes secondary suites and visitor parking.		
City of Coquitlam (2018)	One energized L2 outlet per residential dwelling unit.		
City of New Westminster (2019)	100% of residential parking stalls provided with energized L2 outlet. Excludes visitor parking and new secondary suites in existing single detached homes.		10% of commercial and institutional stalls L2 energized in developments with 10 or more parking stalls.
City of North Vancouver (2019)	100% of stalls provided with energized L2 outlet.	100% of resident stalls and 20% of residential visitor stalls provided with energized L2 outlet.	20% of commercial stalls provided with energized L2 outlet.
City of Port Coquitlam (2018)	One stall per residential unit roughed-in (all electrical infrastructure other than wire), Level 2.		
City of Port Moody (2019)	100% of residential parking stalls provided with energized L2 outlet, excluding visitor parking, secondary suites and new spaces to serve existing units.		20% of commercial stalls capable of providing L2 charging.
City of Richmond (2018)	100% of residential parking stalls provided with energized L2 outlet, excluding visitor parking.		
City of Vancouver (2018)	One energized outlet per parking area (garage, carport).	100% of residential parking stalls provided with L2 energized outlet.	10% of commercial stalls L2 energized in developments with 10 or more parking stalls.
District of Saanich (2020)	100% of residential parking stalls provided with energized L2 outlet. Excludes secondary suites and visitor parking.		5% of commercial stalls provided with energized L2 outlet with exemptions for certain use classes.
District of Squamish (2019)		100% of residential parking stalls provided with L2 energized outlet.	5% of commercial stalls L2 energized in developments.

To date, the District of Saanich is the only municipality in British Columbia have mandated the installation of actual charging capacity in new developments. Through the BC Hydro Sustainable Communities program, Victoria is participating in research on the ideal percentage of EV readiness as well as actual chargers for commercial parking spaces across different use classes. Part of this work will include a critical costing study for each region in BC. The City is committed to amending the EV readiness parking spot percentage requirement for commercial buildings over time, which could include an analysis of the requirement for actual charging infrastructure as well.



## Electric Vehicle Charging Infrastructure Technical Bulletin (2020)

### Performance Requirements

A baseline performance standard of at least 12kWh per vehicle over an eight-hour period is required when all vehicles are charging simultaneously (i.e. allocate at least 8A per vehicle on a 208V or 240V circuit, if all vehicles are sharing power equally). Greater allowable levels of sharing are appropriate beyond 80A, given the greater diversity of electrical loads possible at these higher amperages. Additionally, no more than 1 vehicle should be able to charge on a 20A circuit and no more than 2 on a 30A circuit.

Circuit Breaker Amperage	Maximum Number of <u>Electric Vehicle</u> Ready Parking Spaces
20	1
30	2
40	4
50	5
60	6
70	7
80	8
90	10
100	11
125	14

# Electric Vehicle (EV) Ready Requirements in New Construction



1

## Purpose

- Present a recommended approach for EV charging infrastructure requirements for new residential, commercial, industrial and institutional developments.
- Consider potential impacts on affordability.
- Bring forward zoning bylaw amendments for Council's consideration.



EV Ready Requirements in New Construction

2

# Climate Leadership

- 80% GHG reduction by 2050 target
- 100% Renewable Energy targets

## 2017 GHG EMISSIONS BY SECTOR (369,609 tCO<sub>2</sub>e<sup>11</sup>)

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

19% SINGLE FAMILY HOMES

9% SOLID AND LIQUID WASTE

40% ON-ROAD TRANSPORTATION

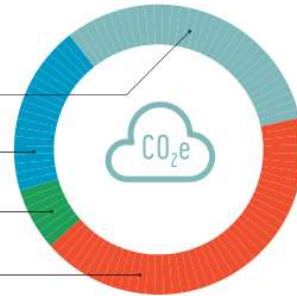


Figure 1: City of Victoria GPC Compliant Inventory, 2017



EV Ready Requirements in New Construction

3

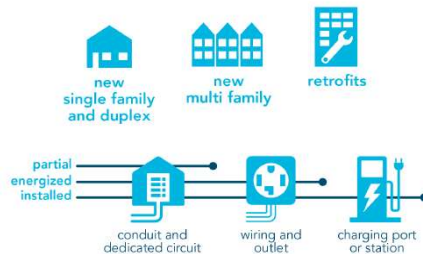
RW1

# Local Government Role in EV Adoption

Demonstrating leadership at local government locations like City Hall.



Ensuring adequate EV charging at work and at home.



Ensuring publicly accessible charging on the go.



EV Ready Requirements in New Construction

4

## Slide 4

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**RW1**    [@Andrea Hudson] we were not sure whether to include this slide or not. I am ok if it gets removed.  
Robyn Webb, 6/16/2020

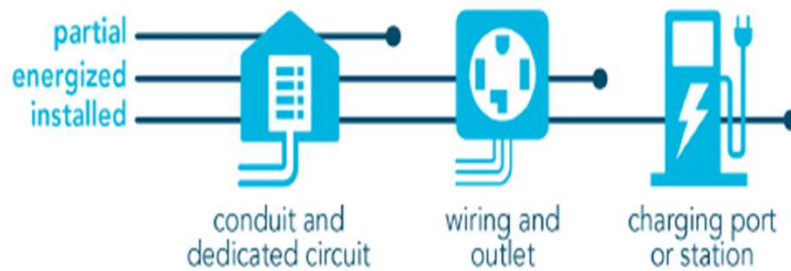
## Residential Standard

Use or Class of Use	Minimum Number of Energized Electric Vehicle Outlets
Single Family Dwelling	1 per required vehicle parking space
Two Family Dwelling	1 per required vehicle parking space
Semi-Attached Dwelling	1 per required vehicle parking space
Secondary Suite or Garden Suite	N/A
All other residential uses not specifically identified in this table	1 per vehicle parking space



EV Ready Requirements in New Construction

5



EV Ready Requirements in New Construction

6

## Institutional, Commercial and Industrial Standard

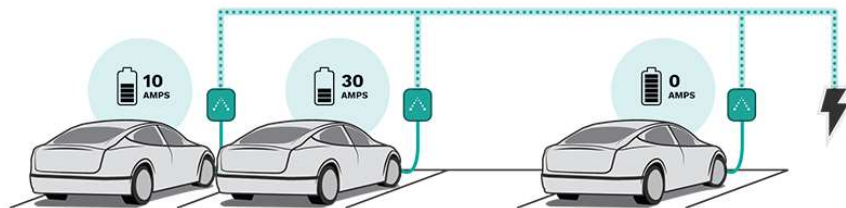
Number of Vehicle Parking Spaces Provided	Minimum Number of Energized Electric Vehicle Outlets
<10	N/A
10-14	1
>15	2 energized electric vehicle outlets or 5% of the total number of required vehicle parking spaces, whichever is greater



EV Ready Requirements in New Construction

7

## Institutional, Commercial and Industrial Standard

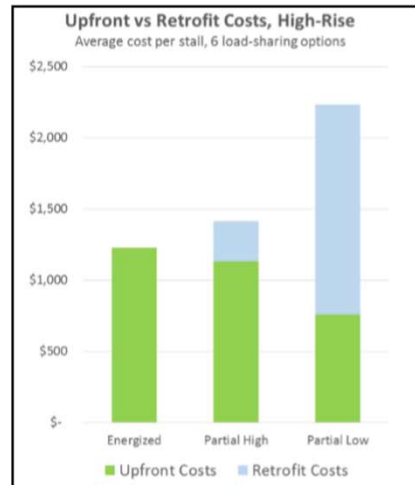


EV Ready Requirements in New Construction

8

## Financial Considerations

- Installing charging infrastructure at time of construction more cost effective than retrofitting buildings at a later date.
- Provincial rebates currently available for new and existing buildings.
- City's top up only for existing multi-unit residential buildings.



EV Ready Requirements in New Construction

9

## Affordability Considerations

- Impacts of zoning changes on housing affordability was considered.
- Current zoning bylaw requirements for off-street parking considerably less for affordable housing developments.
- Wiring affordable housing buildings in the present insulates against costly retrofits in future (life of a building can span over 100 years).
- Reduces demand on subsidies and grants in a future where EVs will be the only engine type available for purchase as of 2040.



EV Ready Requirements in New Construction

10

## Recommendations

That Council:

1. Direct staff to forward Zoning Amendment Bylaw Nos. 20-001 and 20-075 to require that Electric Vehicle (EV) readiness be provided for all new residential development and five percent of new institutional, commercial and industrial development to the July 9<sup>th</sup> Council meeting for introductory readings.
2. Direct staff to monitor EV demand and the use of charging infrastructure in institutional, commercial and industrial land uses and bring forward recommended amendments to the requirement levels as deemed necessary.







## Committee of the Whole Report For the Meeting of June 18, 2020

---

**To:** Committee of the Whole **Date:** June 8, 2020  
**From:** Chris Coates, City Clerk  
**Subject:** Parachute National Injury Prevention Day – July 6, 2020

---

### RECOMMENDATION

That the *Parachute National Injury Prevention Day* Proclamation be forwarded to the June 25, 2020 Council meeting for Council's consideration.

### EXECUTIVE SUMMARY

Attached as Appendix A is the requested *Parachute National Injury Prevention Day* Proclamation. Council has established a policy addressing Proclamation requests. The policy provides for:

- A staff report to Committee of the Whole.
- Each Proclamation request requiring a motion approved at Committee of the Whole prior to forwarding it to Council for their consideration.
- Staff providing Council with a list of Proclamations made in the previous year.
- Council voting on each Proclamation individually.
- Council's consideration of Proclamations is to fulfil a request rather than taking a position.

A list of 2019 Proclamations is provided as Appendix B in accordance with the policy. Consistent with City Policy, Proclamations issued are established as fulfilling a request and does not represent an endorsement of the content of the Proclamation.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Chris Coates".

Chris Coates  
City Clerk

### List of Attachments

- Appendix A: Proclamation "Parachute National Injury Prevention Day"
- Appendix B: List of Previously Approved Proclamations

**“PARACHUTE NATIONAL INJURY PREVENTION DAY“**

**WHEREAS** *July 6, 2020 will mark Parachute's 4<sup>th</sup> annual National Injury Prevention Day (NIPD): a day to raise awareness around the importance of injury prevention and help Canadians to live long lives to the fullest through education and advocacy; and*

**WHEREAS** *Parachute is Canada's national charity dedicated to reducing the devastating impact of preventable injuries; and*

**WHEREAS** *Injury is the No. 1 killer of Canadians aged 1 to 34 and costs the Canadian economy \$27 billion a year; and*

**WHEREAS** *most injuries are predictable and preventable, and Parachute hopes to raise awareness on preventing injuries on the road, at home, and at play; and*

**WHEREAS** *providing the necessary information and tools, Parachute continues to work diligently to ensure that one day Canada will be free of serious injuries.*

**NOW, THEREFORE** *I do hereby proclaim Monday, July 6<sup>th</sup> 2020 as “PARACHUTE NATIONAL INJURY PREVENTION DAY on the HOMELANDS of the Lekwungen speaking SONGHEES AND ESQUIMALT FIRST NATIONS in the CITY OF VICTORIA, CAPITAL CITY of the PROVINCE of BRITISH COLUMBIA.*

**IN WITNESS WHEREOF**, *I hereunto set my hand this 25<sup>th</sup> day of June, Two Thousand and Twenty.*

---

**LISA HELPS  
MAYOR  
CITY OF VICTORIA  
BRITISH COLUMBIA**

**SPONSORED BY:  
Dave Wilson  
Parachute Canada**

**Appendix B****Council Meetings****Proclamations**

Council Meetings	Proclamations
17-Jan-19	BC Aware Days 2019: Be Secure, Be Aware Days - Jan 28 - February 5
31-Jan-19	Eating Disorder Awareness Week - February 1 to 7, 2019 International Development Week - February 3 to 9, 2019
14-Feb-19	Heritage Week 2019 - February 18 to 24, 2019 Rare Disease Day - February 28, 2019
28-Feb-19	Tibet Day - March 10, 2019
14-Mar-19	Purple Day - March 26, 2019 World Kidney Day - March 14, 2019 World Tuberculosis Day - March 26, 2019
28-Mar-19	Sikh Heritage Day - April 14, 2019 Global Meetings Industry Day - April 4, 2019
11-Apr-19	National Organ and Tissue Donation Awareness Week - April 21 to 27, 2019 Human Values Day 2019 - April 24, 2019 Global Love Day - May 1, 2019 National Dental Hygienists Week - April 6 to 12, 2019
25-Apr-19	Child Abuse Prevention Month - April 2019 St. George Day - April 23, 2019 Huntington Disease Awareness Month - May 2019 Falun Dafa Day - May 13, 2019
9-May-19	Apraxia Awareness Day - May 14, 2019 North American Safe Boating Awareness Week - May 18 to 24, 2019 Phones Away Day - May 23, 2019 International Internal Audit Awareness Month - May 2019
23-May-19	Brain Injury Awareness Month - June 2019 Orca Action Month - June 2019 Orca Awareness Month - Southern and Northern Residents - June 2019 Intergenerational Day Canada - June 1, 2019 Pollinator Week - June 17 to 23, 2019 ALS Awareness Month - June 2019 Myalgic Encephalomyelitis Awareness Day - May 12, 2019 Built Green Day - June 5, 2019
13-Jun-19	Small Business Month - June 2019 International Medical Marijuana Day - June 11, 2019 World Refugee Day - June 20, 2019
27-Jun-19	Pride Week - June 30 - July 7, 2019 Parachute National Injury Prevention Day - July 5, 2019
11-Jul-19	Mexican Heritage Week - July 9 to 14, 2019
25-Jul-19	Clover Point Parkrun Day - August 10, 2019
8-Aug-19	National Polycystic Kidney Disease Awareness Day - September 4, 2019
5-Sep-19	Mitochondrial Disease Awareness Week - September 15 to 21, 2019 Project Serve Day- September 14, 2019 One Day Together - September 7, 2019
12-Sep-19	Manufacturing Month - October, 2019
19-Sep-19	Fire Prevention Week - October 6 to 12, 2019 Small Business Month - October 2019 Performance and Learning Month - September 2019 British Home Child Day - September 28, 2019 World Cerebral Palsy Day - September 19, 2019
10-Oct-19	Waste Reduction Week - October 21 to 27, 2019 Pregnancy and Infant Loss Awareness Day - October 15, 2019 Fair Employment Week - October 7 to 11, 2019
24-Oct-19	National Diabetes Awareness Month and World Diabetes Day - November 2019 and November 14, 2019
14-Nov-19	Adoption Awareness Month - November 2019 Cities for Life / Cities Against the Death Penalty Day - November 30, 2019 Think Local Week - November 18 to 24, 2019
12-Dec-19	National Homeless Persons' Memorial Day - December 21, 2019 South Asian Women in Canada Day - December 24, 2019



## Committee of the Whole Report For the Meeting of June 18, 2020

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**To:** Committee of the Whole **Date:** June 11, 2020  
**From:** Chris Coates, City Clerk  
**Subject:** Pride Week – June 28 – July 5, 2020

---

### RECOMMENDATION

That the *Pride Week* Proclamation be forwarded to the June 25, 2020 Council meeting for Council's consideration.

### EXECUTIVE SUMMARY

Attached as Appendix A is the requested *Pride Week* Proclamation. Council has established a policy addressing Proclamation requests. The policy provides for:

- A staff report to Committee of the Whole.
- Each Proclamation request requiring a motion approved at Committee of the Whole prior to forwarding it to Council for their consideration.
- Staff providing Council with a list of Proclamations made in the previous year.
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A list of 2019 Proclamations is provided as Appendix B in accordance with the policy. Consistent with City Policy, Proclamations issued are established as fulfilling a request and does not represent an endorsement of the content of the Proclamation.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Chris Coates".

Chris Coates  
City Clerk

### List of Attachments

- Appendix A: Proclamation "Pride Week"
- Appendix B: List of Previously Approved Proclamations

**“PRIDE WEEK”**

**WHEREAS** *the gay, lesbian, bisexual, transgender and questioning (LGBTQ2S+) community; there friends and allies of are integral and important contributing members of Victoria; and*

**WHEREAS** *the City of Victoria recognizes and values the rights and freedoms of these and all Canadian citizens to love whom they choose and to establish for themselves a healthy vital family unit defined by that love; and*

**WHEREAS** *the citizens of the City of Victoria come together annually at “Pride Week” to celebrate the achievements of this freedom and to recognize those worldwide who have yet to establish these same rights.*

**NOW, THEREFORE** *I do hereby proclaim June 28<sup>th</sup> – July 5<sup>th</sup>, 2020 as “PRIDE WEEK” on the HOMELANDS of the Lekwungen speaking SONGHEES AND ESQUIMALT PEOPLE in the CITY OF VICTORIA, CAPITAL CITY of the PROVINCE of BRITISH COLUMBIA.*

**IN WITNESS WHEREOF,** *I hereunto set my hand this June 25<sup>th</sup>, Two Thousand and Twenty.*

---

**LISA HELPS**  
**MAYOR**  
**CITY OF VICTORIA**  
**BRITISH COLUMBIA**

**Sponsored by:**  
*David Tillson*  
*Victoria Pride Society*  
*Victoria, BC*

**Appendix B****Council Meetings****Proclamations**

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17-Jan-19	BC Aware Days 2019: Be Secure, Be Aware Days - Jan 28 - February 5
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28-Feb-19	Tibet Day - March 10, 2019
14-Mar-19	Purple Day - March 26, 2019 World Kidney Day - March 14, 2019 World Tuberculosis Day - March 26, 2019
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13-Jun-19	Small Business Month - June 2019 International Medical Marijuana Day - June 11, 2019 World Refugee Day - June 20, 2019
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11-Jul-19	Mexican Heritage Week - July 9 to 14, 2019
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## Committee of the Whole Report For the Meeting of June 18, 2020

---

**To:** Committee of the Whole **Date:** June 17, 2020  
**From:** Chris Coates, City Clerk  
**Subject:** International Women in Engineering Day – June 23, 2020

---

### RECOMMENDATION

That the *International Women in Engineering Day* Proclamation be forwarded to the June 18, 2020 Council meeting for Council's consideration.

### EXECUTIVE SUMMARY

Attached as Appendix A is the requested *International Women in Engineering Day* Proclamation. Council has established a policy addressing Proclamation requests. The policy provides for:

- A staff report to Committee of the Whole.
- Each Proclamation request requiring a motion approved at Committee of the Whole prior to forwarding it to Council for their consideration.
- Staff providing Council with a list of Proclamations made in the previous year.
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Respectfully submitted,

A handwritten signature in black ink, appearing to read "Chris Coates".

Chris Coates  
City Clerk

### List of Attachments

- Appendix A: Proclamation "International Women in Engineering Day"
- Appendix B: List of Previously Approved Proclamations

**“INTERNATIONAL WOMEN IN ENGINEERING DAY”**

**WHEREAS** *13 percent of licensed engineers and 22 percent of engineering undergraduates in Canada are women; and*

**WHEREAS** *women engineers make significant advancements in every discipline of engineering, including biomedical, civil, computer, electrical, mechanical and software engineering; and*

**WHEREAS** *efforts are ongoing across the world to increase the number of women and girls enrolled in training and educational programs in engineering and related subjects, including computing and physics; and*

**WHEREAS** *International Women in Engineering Day raises global awareness of the importance of women engineers; and*

**WHEREAS** *the seventh annual International Women in Engineering Day, celebrated this year, recognizes the essential work of women engineers, with the hashtag #ShapeTheWorld; and*

**WHEREAS** *ASHRAE and other professional engineering societies include women engineers who make invaluable contributions as members.*

**WHEREAS** *the City of Victoria acknowledges the impact of women engineers across the world, in honour of International Women in Engineering Day, observed June 23, 2020.*

**NOW, THEREFORE** *I do hereby proclaim Thursday, June 23<sup>rd</sup>, 2020 as*  
**“INTERNATIONAL WOMEN IN ENGINEERING DAY”** *on the*  
**HOMELANDS** *of the Lekwungen speaking* **SONGHEES AND**  
**ESQUIMALT PEOPLE** *in the* **CITY OF VICTORIA, CAPITAL CITY** *of*  
*the* **PROVINCE** *of* **BRITISH COLUMBIA**

**IN WITNESS WHEREOF**, *I hereunto set my hand this June 18<sup>th</sup>, Two Thousand and Twenty.*

---

**LISA HELPS**  
**MAYOR**  
**CITY OF VICTORIA**  
**BRITISH COLUMBIA**

**Sponsored by:**  
Calvin L. Tripp  
VI ASHRAE Chapter  
Victoria, BC



**Appendix B**

**Council Meetings**

**Proclamations**

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## Committee of the Whole Report

For the Meeting of June 18, 2020

---

To: June 18, 2020, Committee of the Whole  
Date: June 11, 2020  
From: Councillors Alto & Potts  
Subject: Council Endorsement of Letter to Federal Minister re Emergency Income Support

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### Background

For some years, the City of Victoria has supported the PEERS organization and its programs and policies sustaining workers in the sex trade.

PEERS has been granted city funding sporadically since its opening, and in particular has been awarded strategic planning grants annually since 2015.

In 2014, the City of Victoria wrote to the then Prime Minister and federal government opposing that government's efforts, through proposed changes to applicable Criminal Code provisions, to effectively re-criminalize prostitution and thus recreate unsafe working conditions that endangered sex workers (Motion and letter attached).

Now, sex workers have been excluded from federal government programs seeking to redress financial losses due to COVID-19.

On May 22, women's rights and equality-seeking organizations in Canada wrote a joint letter to the federal government, calling for low-barrier emergency income supports for sex workers, who thus far have been left out of the pandemic response in Canada. The authors of that letter have made it public on Amnesty International's website, and called on organizations like the City to endorse that letter.

In response to that letter, government suggested that local organizations working with sex workers apply to the \$350 million Emergency Community Support Fund. Most sex worker groups and other grassroots organizations serving marginalized communities do not fit the stated criteria to apply for such funds – they are often not registered non-profits or charities, and are made up of marginalized individuals. As well, that Fund does not cover income replacements.

Three months into the pandemic, Canada continues to fail some of its most marginalized community members by neglecting to provide supports that could be available to sex workers. Government must provide low-barrier, accessible emergency income supports or to sex workers.

Many sex workers ceased their work to comply with social distancing regulations. In its response to the pandemic, the federal government has committed to ensure that everyone in

Canada has equal access to income supports. Canada's response must include low-barrier, accessible income supports for sex workers.

**Resolution**

That Council endorse the attached letter to federal Minister Maryam Monsef, and that the Mayor write a further letter to Minister Monsef to advise her of that endorsement, with a copy to PEERS Victoria.

Respectfully submitted,



Councillors Alto



Councillor Potts

**Joint letter to government from equality-seeking organizations (to be endorsed):**

May 22, 2020

Minister Maryam Monsef

Minister for Women and Gender Equality and Rural Economic Development

22 rue Eddy Gatineau, QC J8X 2V6

RE: Emergency income supports for sex workers urgently needed

Dear Minister Monsef,

Thank you for your steadfast commitment to women's rights and gender equality, including your prompt action to mobilize funding to address the gendered impacts of the pandemic. We write at this time to urge that—further to your mandate to ensure that GBA+ is conducted of all government decisions—you ensure that sex workers and other women and gender diverse people working in informal economies and criminalized contexts, are not left out of the COVID-19 response.

Sex workers are one of the most marginalized groups in Canada. Since the start of the pandemic, many sex workers have stopped direct-contact sex work to comply with social distancing guidelines. Others are out of work with the closure of strip clubs and massage parlours. Some sex workers—including those most marginalized—are not able to stop working and face an increased risk of surveillance. Most sex workers abruptly lost all their income, but because of the precarious and criminalized nature of their work, many sex workers do not qualify for CERB or other emergency income supports.

Internationally, UNAIDS released a public statement on April 8, 2020, highlighting the concern that “as a result of the COVID-19 pandemic, sex workers all over the world are experiencing hardship, a total loss of income and increased discrimination and harassment.” The statement noted that “when they are excluded from COVID-19 social protection responses, sex workers are faced with putting their safety, their health and their lives at increased risk just to survive.” UNAIDS “calls on all countries to take immediate, critical action, grounded in human rights principles, to protect the health and rights of sex workers” such as by ensuring “access to national social protection schemes for sex workers, including income support schemes.”

Faced with this situation, many sex workers' organizations across Canada have conducted community fundraisers, in most cases providing \$100 stipends to sex workers. But \$100 is insufficient for sex workers to cover the cost of housing, food, and other essential for their families.

Sex workers are stigmatized and targeted by the public, law enforcement and government, and many workers legitimately fear discrimination and avoid contact with government and social services. More marginalized workers may not have bank accounts. The criminalization of sex work is a direct barrier for sex workers who cannot and do not want to risk interacting with government agencies. This means that any government efforts to include these marginalized communities in emergency income supports must rely on civil society organizations with strong community connections who are best placed to receive funds and directly channel them to those who need them, and can provide anonymity and safety.

The Prime Minister said that “Only by protecting each other can we protect ourselves.” To protect each other, and to ensure that human rights are at the centre of Canada's pandemic response, the 3 federal government's pandemic response must recognize the vulnerabilities of

particular communities and be non-discriminatory. Canada must guarantee equal access to income supports for sex workers.

Minister Monsef, we call on you to take action to comply with UNAIDS' urgent recommendations. As immediate first steps that should include:

1. Urgently allocating funding to civil society organizations working directly with sex workers, with flexible granting mechanisms allowing organizations to transmit funds using pre-paid debit cards and other low-barrier methods to the communities they serve; and
2. Meeting with sex workers' rights organizations to discuss their concerns and jointly develop response strategies.

We very much welcomed your Ministry's swift action in transferring funds to Women's Shelters Canada, empowering that organization to direct funds directly to women's shelters across the country. We are asking you to do the same to ensure that some of the most marginalized women and gender diverse people are afforded the same access to emergency income supports as other people out of work across Canada.

We hope to hear back from you soon. The Canadian Alliance for Sex Work Law Reform, an alliance of 26 sex worker rights groups across Canada—the majority of which are run by and for people who sell or trade sex—is available to virtually meeting with you at your earliest convenience to further discuss this matter. For more information and to schedule a meeting please email Jenn Clamen, National Coordinator, at [contact@sexworklawreform.com](mailto:contact@sexworklawreform.com). We plan to release this Open Letter publicly on May 30, and look forward to being able to include updated information about the government's response to these concerns by that time.

Thank you very much for your urgent attention to this pressing human rights issue. We look forward to hearing further from you and your officials.

Sincerely, Signed by:

1. Action Canada for Sexual Health and Rights
2. Amnesty International Canada (English)
3. Amnistie internationale Canada francophone
4. BC Civil Liberties Association
5. Canadian Alliance for Sex Work Law Reform
6. Canada Without Poverty
7. Canadian Labour Congress
8. Canadian Civil Liberties Association
9. DisAbled Women's Network of Canada
10. Egale Canada
11. Fédération des femmes du Québec
12. International Women's Rights Project
13. Inter Pares
14. Oxfam Canada
15. National Association of Women and the Law
16. Ontario Council of Agencies Serving Immigrants (OCASI)
17. Social Planning Council of Winnipeg
18. West Coast LEAF
19. Women's Legal Education & Action Fund (LEAF)
20. Women's Shelters Canada
21. YWCA Canada

Endorsed by:

1. Barbra Schlifer Commemorative Clinic
2. Oxfam-Québec

CC: Minister Chagger Bardish, Minister of Diversity and Inclusion; Minister Carla Qualtrough, Minister of Employment, Workforce Development and Disability Inclusion; Minister Patty Hajdu, Minister of Health; and Minister David Lametti, Minister of Justice; Minister Ahmed Hussen, Minister of Families, Children and Social Development

## REPORTS OF THE COMMITTEE

### 1. Governance and Priorities Committee – August 28, 2014

#### 11. Urging the Federal Government to Cease Further Action on Bill C36

It was moved by Councillor Alto, seconded by Councillor Thornton-Joe, that Council approve the following motion:

WHEREAS in December 2013, the Supreme Court of Canada struck down some sections of the Canadian Criminal Code related to prostitution, ruling those provisions to be in violation of Section 7 of the *Canadian Charter of Rights and Freedoms*, indicating that those provisions made it almost impossible to safely work in the sex trade, and providing the federal government with one year to legislate a legal framework that protects the safety of sex workers,

WHEREAS, in response to that Supreme Court decision, the Parliament of Canada has approved the above noted Bill and has referred it for further consideration to the Senate's Standing Committee on Justice and Human Rights,

WHEREAS in so doing, the federal government has proposed changes to applicable Criminal Code provisions that would effectively re-criminalize prostitution and thus recreate unsafe working conditions that endanger sex workers,

WHEREAS this federal legislation will directly and negatively affect Victoria residents currently engaged in the sex industry,

WHEREAS the City of Victoria supports the right of all its residents to safe working conditions,

WHEREAS the City of Victoria Mayor and Council commend their colleagues at the City of Vancouver, who have expressed their commitment to increasing the safety of all people involved in the sex trade by putting in place Vancouver's first-ever strategy to address neighbourhood impacts of the sex trade and to prevent the exploitation of children and youth, including recommendations ranging from increased housing and support services to expanding opportunities for exiting the sex trade,

BE IT RESOLVED that the City of Victoria send the attached letter to Prime Minister Stephen Harper, Victoria MP Murray Rankin, and members of the Senate Legal and Constitutional Affairs Committee, urging the Senate to reject Bill C36.

Carried Unanimously





*Dear Prime Minister Harper and Honourable Members of the Senate Legal and Constitutional Affairs Committee,*

*The City of Victoria Mayor and Council supports the Senate submission provided to you by PEERS Victoria Resources Society.*

*PEERS Victoria Resources Society has provided crime prevention and social and health support services to sex workers in Greater Victoria since 1995. PEERS continues to make a valuable contribution to our community through services that meet the diverse needs of sex workers, while also working to dispel common myths about the sex industry. PEERS also works hard to diminish discrimination and inequality, and provides leadership opportunities for sex workers both in the industry and programs to assist workers in transition from the industry.*

*The City of Victoria Mayor and Council shares PEERS' commitment to broad-based harm reduction approaches (including all aspects of the prevention, treatment and care continuum), and strategies for supporting the health and safety of people in the sex industry. We also support PEERS' efforts to prevent crimes against sex workers, call community attention to violence against sex workers, and work with Victoria Police Department to increase reporting and investigation of sex-work related crimes.*

*In recent years, the City of Victoria has worked with PEERS, the Victoria Police Department, the Vancouver Island Health Authority and researchers at the University of Victoria, to consider and address factors that promote the health and safety of people involved in the industry.*

*The City of Victoria Mayor and Council shares PEERS' concern that Bill C36, as proposed by the current federal government, will cause harm to sex workers by discouraging collaborative relationships with police, health providers and social service organizations. The City of Victoria has worked with local escort agencies for many years to ensure a regulated approach to the adult industry that includes close connections with the police department to minimize the risks of violence, coercion, exploitation or involvement of children and youth.*

*Community and elected leaders in our region have spoken out against the sexual exploitation of children and youth, and against violence against adult sex workers. Criminalizing the industry further, as envisaged by Bill C36, will increase the dangers for sex workers and exploited youth by forcing the industry deeper into the shadows and destroying the positive, collaborative connections built among sex workers, the City and the Victoria Police Department.*

*City of Victoria Mayor and Council urge the Senate Committee to consider the concerns of sex worker-led organizations like PEERS regarding how prostitution law affects the lives of sex workers. We support the constitutional rights of sex workers, as we would any other Victoria residents, and champion community approaches that promote equal and full access to justice, harm reduction and health prevention resources.*

*Yours truly,*

*Mayor Dean Fortin*

cc.

Honourable Bob Runciman  
Honourable George Baker  
Honourable Mobina S.B. Jaffer  
Honourable Pierre Hugues Boivenu  
Committee Clerk Shaila Anwar



Council Member Report  
For the Meeting of June 18, 2020

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To: June 18, 2020 Committee of the Whole      Date: June 12, 2020  
From: Councillor Potts, Councillor Alto, Councillor Loveday  
Subject: Alternative Response

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From the beginning of this term, Council has committed to working with partners to explore the development of an alternative response model for mental health and addictions issues which ensures these health challenges receive health care responses. This work was originally tasked to individual Councillors to initiate and bring back to Council and has since been rolled into the work of the Community Wellness Task Force.

The Community Wellness Task Force (CWTF) was established as a priority in city council's 2019-2022 strategic plan, and is comprised of persons with lived and living experience (PWLLE) who through the Strategic Planning process were tasked with developing recommendations on community wellness for the City of Victoria.

*Strike a Peer-Informed Task Force to identify priority actions to inform a Mental Health and Addictions Strategy actionable at the municipal level, i.e. prevention, advocacy, integration of services, and education*

The CWTF has developed recommendations over 2019 and 2020 that were to be delivered to council March 2020, however COVID-19 social distancing requirements has meant that the CWTF and its work has been temporarily suspended.

The work of the CWTF has highlighted the disconnect between issues critically experienced by residents and the available means to address them, and that traditional methods of approaching community crisis and challenges are not necessarily reducing harms to the individual or the community, and that in some cases these methods are complicating and increasing harms.

The need for greater investments in health, wellness, mental health, and community have been made devastating clear through recent global events, across Canada, and here in our community.

The following draft recommendation was one of the CWTF recommendations scheduled to come forward in March:

*Alternative Response recommendation:*

1. That the remaining research budget [from the Community Wellness Task Force Budget] be allocated toward providing research and recommendations on an alternative response and peer outreach.
2. That the proposed downtown on-call program and the associated proposed costs, proposed planning process be reallocated to a more holistic outreach service/alternative response.
3. That the City of Victoria work with the Province and community partners to establish an alternative response to the policing of mental health and addictions issues
  1. As the program develops, continually investigate reallocating funding from other other departments historically involved in the municipal response to mental health, homelessness, and problematic substance use, like Parks, bylaw and VicPD to fund alternative responses where the needs of the individual can be matched with a response that will lead to the best outcomes for that individual and the community.

The draft recommendations also included the following overarching statements that are recommended to guide this work.

Overarching statements and aims:

*That the City of Victoria adopts a “nothing about us without us” approach to policy creation and implementation regarding issues of mental health, addictions, and poverty.*

*That the City of Victoria recognizes that the opposite of addiction is connection and therefore seeks to build affordable, inclusive, and thriving communities.*

*That the City of Victoria promotes culturally safe and appropriate, accessible services and care.*

It is recommended that Council move forward with the work of developing an alternative response model at this time.

**Recommendations:**

1. Council direct staff to report back on how to develop the framework for an accessible and culturally safe and appropriate alternative response model in time for consideration as part of Council’s 2021 budget deliberations, and that this process include research to review and consider other municipalities’ approaches to alternative response models including the Cahoots model.
2. That Council appoint one or more council liaisons to attend the community partner meetings and engagement sessions that are held in the development of the alternative response model.
3. Council endorse the three overarching statements of the Community Wellness Task Force.

4. That the engagement of community partners includes strong representation by communities (individuals and organizations) who are disproportionately harmed within the current system namely black, indigenous, POC communities, persons with lived and living experience (PWLE) of homelessness, mental health challenges, or substance use.
5. That funding for this initial project development work be drawn from the remaining research budget in the Community Wellness Task Force Budget and the 2020 contingency if needed.

Respectfully submitted,



Councillor Potts



Councillor Alto



Councillor Loveday

## **Attachment A:**

One example of a successful reimagining of how to address community challenges is CAHOOTS (Crisis Assistance Helping Out On The Streets). CAHOOTS provides mobile crisis intervention 24/7 in the Eugene-Springfield Metro area. CAHOOTS is dispatched through the Eugene police-fire-ambulance communications center, and within the Springfield urban growth boundary, dispatched through the Springfield non-emergency number. Each team consists of a medic (either a nurse or an EMT) & a crisis worker (who has at least several years experience in the mental health field). CAHOOTS provides immediate stabilization in case of urgent medical need or psychological crisis, assessment, information, referral, advocacy & (in some cases) transportation to the next step in treatment. CAHOOTS offers a broad range of services, including but not limited to:

- Crisis Counseling
- Suicide Prevention, Assessment, and Intervention
- Conflict Resolution and Mediation
- Grief and loss
- Substance Abuse
- Housing Crisis
- First Aid and Non-Emergency Medical Care
- Resource Connection and Referrals
- Transportation to Services



Council Member Report  
For the Meeting of June 18, 2020

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To: June 18, 2020 Committee of the Whole      Date: June 12, 2020  
From: Councillors Thornton-Joe and Alto  
Subject: Meeting with Island Health

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**Background:**

Council has had the opportunity many times to meet with BC Housing to discuss mutual areas of interests and concerns.

Keeping individuals in housing often depends on the amount of supports and services that are made available for people with mental health, addictions, fetal alcohol disorder and brain injury challenges. Preventative measures are often reliant on sufficient health and wellness programs and policies.

With many of these health services residing within the authority of Island Health, it would be prudent and informative to have an opportunity to discuss mutual areas of interests and concerns with their representatives.

**Motion:**

That the Mayor invite the CEO of Island Health and other representatives of Island Health to attend a Closed session of COTW for an opportunity to discuss mutual areas of interests and concerns.

Respectfully submitted,

A handwritten signature in black ink that reads "Charlayne Thornton-Joe".

Councillor Thornton-Joe

A handwritten signature in black ink, appearing to be "A. Alto".

Councillor Alto



Council Member Report  
For the Meeting of June 18, 2020

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To: June 18, 2020 Committee of the Whole      Date: June 16, 2020  
From: Councillor Young  
Subject: Camping in Beacon Hill Park

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The large and increasing numbers of people camping in Beacon Hill Park and other parks have resulted in numerous reports about:

- Significant damage to the natural environment, particularly in Beacon Hill Park
- Occupation of park areas by campers to the exclusion of use by the public, including reports of hostile reaction by campers to use of areas of the park by members of the public.
- Fires, resulting in danger to life and park environments
- Attraction of campers from outside the region, with consequent increase in the possibility of COVID transmission

The Province is gradually relaxing restrictions on gatherings, though members of the public have also observed that the opening of our parks and streets to daytime sheltering does not seem to have had the intended effect of producing wide observance of physical distancing recommendations in any case.

**Recommendation:**

That the temporary permission for daytime camping (erection of shelters between 7 am and 7 pm) in parks be ended on June 25.

That beginning immediately temporary daytime camping be permitted only under the following conditions:

- Tents unoccupied for 24 hours will be removed, with property held for one week before disposal
- That tents be used only for sheltering and that the number of tents erected be limited to one per person or group
- That no furniture (except for easily portable camping furniture), pallets, trailers capable of highway travel or additional awnings, shelters etc. will be permitted
- Bicycles will to be limited to one per person

Some existing prohibitions such as those on sheltering in environmentally sensitive areas and on the use of barbecues, generators, propane tanks and loud music systems appear not to be

being enforced and the importance of these regulations for safety, environmental protection and the enjoyment of other park users should be stressed to staff. Similarly, existing bans on overnight parking and sleeping in vehicles should be enforced: clearly, those with vehicles available to them have a much greater range of choice available to them than do many other park users.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Councillor Young". The signature is fluid and cursive, with the first name being the most prominent.

Councillor Young