



REVISED AGENDA - COMMITTEE OF THE WHOLE

Thursday, February 25, 2021, 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

Meeting will recess for a lunch break between 12:30 p.m. and 1:15 p.m.

Pages

A. APPROVAL OF AGENDA

B. CONSENT AGENDA

Proposed Consent Agenda:

- C.1 - Minutes from the Meeting held January 21, 2021
- H.1 - Council member motion - Council Endorsement of Help Cities Lead Campaign
- H.2 - Council Member Motion - AVICC Climate Leadership Motion
- H.3 - Council Member Motion - UBCM Resolution - Paid Sick Leave for Workers

C. READING OF MINUTES

C.1. Minutes from the meeting held January 21, 2021

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D. UNFINISHED BUSINESS

*D.1. Neighbourhood Boundaries

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Addenda: New report and Presentation

A report regarding a request from Council to provide additional clarity regarding the proposed adjustments to the neighbourhood boundaries in anticipation of broad engagement to be undertaken by staff.

*D.2. Interim Design Options for Parking and Pedestrian Space in Clover Point Park

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Addenda: New Report and Presentation

A report regarding the proposed interim design for Clover Point Park, staff have prepared two options for vehicle parking and the expansion of pedestrian space at Clover Point Park.

E. LAND USE MATTERS

*E.1.	<u>330-336 Michigan Street: Revised Victoria Housing Reserve Fund Grant Application (James Bay)</u>	33
	<i>Addenda: Presentation</i>	
	<i>A report regarding updated recommendations related to a previously-approved Victoria Housing Reserve Fund grant application for a below-market housing project at 330-336 Michigan Street, proposed by the Capital Region Housing Corporation (CRHC).</i>	
F. STAFF REPORTS		
F.1.	<u>Support Downtown Vibrancy and Vitality Report</u>	44
	<i>A report regarding a report back on the options to support the vibrancy and vitality of the downtown and impacts of vandalism.</i>	
F.2.	<u>Neighbourhood Association Coordinator Funding</u>	47
	<i>Addenda: Presentation</i>	
	<i>A report regarding a report back on coordinator positions for the North Park, Downtown, Rockland and Jubilee neighbourhoods.</i>	
G. NOTICE OF MOTIONS		
H. NEW BUSINESS		
H.1.	<u>Council Member Motion: Council Endorsement of Help Cities Lead Campaign</u>	57
	<i>A Council Member Motion regarding the Help Cities Lead campaign to support climate action advocacy, the goal of the Climate Leadership Plan and climate emergency response.</i>	
*H.2.	<u>Council Member Motion: AVICC Climate Leadership Motion</u>	62
	<i>A Council Member Motion regarding the Vancouver Island and Coastal Communities Climate Leadership Plan (VICC-CLP) for consideration at AVICC 2022.</i>	
*H.3.	<u>Council Member Motion: UBCM Resolution - Paid Sick Leave for Workers</u>	88
	<i>A Council Member Motion regarding a proposed UBCM Resolution calling for paid sick leave for workers.</i>	
*H.4.	<u>Council Member Motion: AVICC and UBCM Resolution: Acquisition of Apartment Buildings for Affordable Housing</u>	89
	<i>Addenda: New Motion</i>	

A Council Member Motion regarding a proposed AVICC and UBCM Resolution regarding Acquisition of Apartment Buildings for Affordable Housing.

I. ADJOURNMENT OF COMMITTEE OF THE WHOLE



MINUTES - COMMITTEE OF THE WHOLE

January 21, 2021, 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

PRESENT: Mayor Helps in the Chair, Councillor Alto, Councillor Andrew, Councillor Loveday, Councillor Potts, Councillor Young

PRESENT ELECTRONICALLY: Councillor Dubow, Councillor Isitt

PRESENT FOR A PORTION OF THE MEETING: Councillor Thornton-Joe

STAFF PRESENT: J. Jenkyns - City Manager, S. Thompson - Deputy City Manager / Director of Finance, C. Coates - City Clerk, P. Bruce - Fire Chief, T. Zworski - City Solicitor, T. Soulliere - Director of Parks, Recreation & Facilities, B. Eisenhauer - Head of Engagement, J. Jensen - Head of Human Resources, K. Hoese - Director of Sustainable Planning and Community Development, A. Meyer - Assistant Director of Development Services, A. Hudson - Assistant Director of Community Planning, C. Havelka - Deputy City Clerk, L. Van Den Dolder - Assistant City Solicitor, K. Moore - Head of Business and Community Relations, C. Mycroft - Manager of Executive Operations, P. Bellefontaine - Director of Engineering & Public Works, C. Tunis – Planner, J. O'Reilly – Heritage Planner, R. Batallas – Senior Planner, D. Newman - Assistant Director of Facilities and Construction Management, M. Heiser - Committee Secretary

A. APPROVAL OF AGENDA

Moved By Councillor Loveday
Seconded By Councillor Alto

That the agenda be approved.

Councillor Andrew joined the meeting at 9:03 a.m.

Amendment:

Moved By Mayor Helps
Seconded By Councillor Loveday

That the following item be added to the agenda:

H.2 Late Items

H.2.a Council Member Motion: Response to Broken Windows

CARRIED UNANIMOUSLY

On the main motion as amended:

CARRIED UNANIMOUSLY

B. CONSENT AGENDA

Moved By Councillor Loveday
Seconded By Councillor Alto

That the following items be approved without further debate.

CARRIED UNANIMOUSLY

F.2 Proclamation - Wear Red Canada Day

Committee received a report dated January 7, 2021 from the City Clerk regarding the proclamation for Wear Red Canada Day, February 13, 2021.

Moved By Councillor Loveday
Seconded By Councillor Alto

That the Wear Red Canada Day Proclamation be forwarded to the January 28, 2021 Council meeting for Council's consideration.

CARRIED UNANIMOUSLY

F.3 Proclamation - International Day of Zero Tolerance for Female Genital Mutilation

Committee received a report dated January 19, 2021 from the City Clerk regarding the proclamation for International Day of Zero Tolerance for Female Genital Mutilation, February 6, 2021.

Moved By Councillor Loveday
Seconded By Councillor Alto

That the International Day of Zero Tolerance for Female Genital Mutilation Proclamation be forwarded to the January 28, 2021 Council meeting for Council's consideration.

CARRIED UNANIMOUSLY

E. LAND USE MATTERS

E.1 1125 Fort Street: Rezoning Application No. 00712, Development Permit with Variances Application No. 00142 and Heritage Designation Application No. 000192 (Fairfield)

Committee received a report dated January 7, 2021 from the Director of Sustainable Planning and Community Development regarding the Rezoning Application No. 00712, Development Permit with Variances Application No. 00142 and Heritage Designation Application No. 000192 for 1125 Fort Street in order to convert the existing building into multiple dwelling units and add dwelling units in a new addition at the rear, fronting Meares Street.

Moved By Councillor Young
Seconded By Councillor Loveday

Rezoning Application No. 00712

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No.00712 for 1125 Fort 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. That Council consider the Heritage Designation of 1125 Fort Street, consistent with plans date stamped September 9, 2020;
2. Preparation of legal agreements, to the satisfaction of the Director of Sustainable Planning and Community Development, to:
 - a. secure one of the proposed residential units as rental for a period of 20 years
 - b. Ensure that a future strata cannot restrict the rental of units to non-owners.

Development Permit with Variances Application No. 00142

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.00142, if it is approved, consider the following motion:

“That Council authorize the issuance of Development Permit with Variance Application No.00142 for 1125 Fort Street, in accordance with:

1. Plans date stamped September 9, 2020.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variance:
 - i. reduce the vehicle parking from eight to four stalls, including a reduction of the visitor parking from one stall to zero stalls.
3. The Development Permit lapsing two years from the date of this resolution.”

Heritage Designation Application No. 000192

That Council approve the designation of the property located at 1125 Fort Street, consistent with architectural plans dated September 9, 2020, pursuant to Section 611 of the Local Government Act, as a Municipal Heritage Site, and that first and second reading of the Heritage Designation Bylaw be considered by Council and

a Public Hearing date be set concurrent with the Public Hearing for Rezoning Application No. 00712.

Committee discussed the following:

- *Heritage value as it relates to the removal of a chimney*
- *Neighbouring properties*

CARRIED UNANIMOUSLY

Councillor Thornton-Joe withdrew from the meeting at 9:26 a.m.

E.2 736 Princess Avenue: Victoria Housing Reserve Fund Application (Burnside)

Committee received a report dated January 7, 2021 from the Director of Sustainable Planning and Community Development regarding the Victoria Housing Reserve Fund (VHRF) grant application from the John Howard Society of Victoria.

Moved By Mayor Helps
Seconded By Councillor Alto

That Council approve a grant from the Victoria Housing Reserve Fund to the John Howard Society of Victoria in the amount of \$280,000 to assist in the construction of a 28-unit affordable housing project at 736 Princess Avenue, subject to the following conditions:

1. The execution of a Housing Fund Grant Agreement in a form satisfactory to the Director of Sustainable Planning and Community Development and the City Solicitor; with terms for the eligible use of the grant, reporting requirements, repayment, indemnification, and communication protocols;
2. The applicant fulfills the applicable requirements of the Victoria Housing Reserve Fund Guidelines;
3. \$140,000 shall be payable to the applicant upon execution of the Housing Fund Grant Agreement and the remaining balance of \$140,000 shall be payable to the applicant once the City has issued all required occupancy permits for the project; and
4. That the passage of this resolution creates no legal rights for the applicant or any other person, or obligation on the part of the City, until and unless all agreements are fully executed by the City.

Committee discussed the following:

- *Projected supportive units*
- *Other levels of funding from federal government*

CARRIED UNANIMOUSLY

F. STAFF REPORTS

F.1 Parks Regulation Bylaw Amendments - Mitigating the Impacts of Sheltering

Committee received a report dated January 9, 2021 from the Director of Parks, Recreation and Facilities regarding the mitigation of impacts relating to sheltering in City parks.

Motion to go into a closed Committee of the Whole meeting at 9:37 a.m.

Moved By Councillor Andrew

Seconded By Councillor Potts

MOTION TO CLOSE THE JANUARY 21, 2021 COMMITTEE OF THE WHOLE MEETING TO THE PUBLIC

That Council convene a closed meeting that excludes the public under Section 90 of the Community Charter for the reason that the following agenda items deal with matters specified in Sections 90(1) and/or (2) of the Community Charter, namely:

Section 90(2) A part of a council meeting may be closed to the public if the subject matter being considered relates to one or more of the following:

- Section 90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

CARRIED UNANIMOUSLY

CLOSED - NEW BUSINESS

Intergovernmental Relations - Community Charter Section 90(2)(b)

Committee discussed an intergovernmental relations matter.

The conversation was recorded and kept confidential.

The open Committee of the Whole meeting reconvened at 9:46 a.m.

Committee discussed the following:

- *Timing of proposed staff recommendations*
- *Drainage issues in the park*
- *Hazardous conditions of park areas*
- *Other areas of parks where sheltering is hazardous*

Moved By Mayor Helps

Seconded By Councillor Young

That Council direct staff to prepare the following amendments to Section 16A of the Parks Regulation Bylaw;

1. Prohibit sheltering within parks in areas with high-risk of flooding or other environmental hazards, and
2. Add Central Park to the list of parks where sheltering is prohibited.

Motion to postpone:

Moved By Councillor Isitt

Seconded By Councillor Dubow

That this matter be postponed for one week for Council to receive preliminary mapping of the implications of this proposed amendment.

FOR (3): Councillor Dubow, Councillor Isitt, Councillor Potts

OPPOSED (5): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Loveday, Councillor Young

DEFEATED (3 to 5)

On the main motion:

That Council direct staff to prepare the following amendments to Section 16A of the Parks Regulation Bylaw;

1. Prohibit sheltering within parks in areas with high-risk of flooding or other environmental hazards, and
2. Add Central Park to the list of parks where sheltering is prohibited.

Councillor Thornton-Joe returned to the meeting at 10:12 a.m.

Amendment:

Moved By Councillor Loveday

Seconded By Mayor Helps

3. That maps detailing the implications of 1 come to COTW on January 28.

CARRIED UNANIMOUSLY

Councillor Isitt requested that the numbered items in the motion be voted on separately.

That Council direct staff to prepare the following amendments to Section 16A of the Parks Regulation Bylaw;

1. Prohibit sheltering within parks in areas with high-risk of flooding or other environmental hazards, and

FOR (8): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, Councillor Young

OPPOSED (1): Councillor Isitt

CARRIED (8 to 1)

2. Add Central Park to the list of parks where sheltering is prohibited.

Amendment:

Moved By Councillor Isitt

2. Add Central Park to the list of parks where sheltering is prohibited **under Section 16B of the Bylaw.**

Failed to proceed due to no seconder.

Amendment:

Moved By Councillor Loveday

Seconded By Councillor Isitt

2. Add Central Park to the list of parks where sheltering is prohibited **to be in effect as long as the sheltering during pandemic provisions are in effect and that this matter return to Council for additional considerations at the March 4 COTW meeting.**

CARRIED UNANIMOUSLY

On the main motion as amended:

2. Add Central Park to the list of parks where sheltering is prohibited to be in effect as long as the sheltering during pandemic provisions are in effect and that this matter return to Council for additional considerations at the March 4 COTW meeting.

CARRIED UNANIMOUSLY

3. That maps detailing the implications of 1 come to COTW on January 28.

CARRIED UNANIMOUSLY

Committee recessed at 10:42 a.m. and reconvened at 10:48 a.m.

H. NEW BUSINESS

H.1 Council Member Motion: In Response to the National Overdose Crisis: Regulation, Safe Supply and Decriminalization

Committee received a Council Member Motion dated January 17, 2021 regarding regulation, safe supply and decriminalization as it relates to the Overdose Crisis.

Moved By Councillor Alto

Seconded By Councillor Potts

Resolved that the Mayor, on behalf of the City of Victoria, writes to the federal Minister of Health calling on the Government of Canada to declare the overdose crisis a national public health emergency;

Be it also resolved that in that letter the Mayor calls on the Government of Canada to immediately seek input from the people most affected by this crisis and meet with provinces and territories to develop a comprehensive, pan-

Canadian overdose action plan, which includes comprehensive supports and full consideration of reforms that other countries have used to significantly reduce drug-related fatalities and stigma, such as legal regulation of illicit drugs to ensure safe supply of pharmaceutical alternatives to toxic street drugs, and decriminalization for personal use.

Committee discussed Council advocacy to other levels of government on this matter.

On the main motion:

CARRIED UNANIMOUSLY

H.2 Late Items

H.2.a Council Member Motion: Response to Broken Windows

Committee received a Council Member Motion from Mayor Helps dated January 21, 2021 regarding proposed support for the business of Downtown to address the impacts of vandalism.

Moved By Mayor Helps

Seconded By Councillor Thornton-Joe

That staff work with the DVBA and report back to Council on options to support the vibrancy and viability of the downtown and to address the impacts of vandalism.

Committee discussed the following:

- *Recent vandalism occurring at Downtown businesses*
- *Collaboration with the DVBA*

Amendment:

Moved By Councillor Isitt

Seconded By Mayor Helps

That staff work with the DVBA and report back to Council on options to support the vibrancy and viability of the downtown and to address the impacts of vandalism, **with consideration for economic hardship as a criterion for any municipal relief.**

FOR (3): Councillor Dubow, Councillor Isitt, Councillor Potts

OPPOSED (6): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Loveday, Councillor Thornton-Joe, Councillor Young

DEFEATED (3 to 6)

On the main motion:

That staff work with the DVBA and report back to Council on options to support the vibrancy and viability of the downtown and to address the impacts of vandalism.

CARRIED UNANIMOUSLY

I. ADJOURNMENT OF COMMITTEE OF THE WHOLE

Moved By Councillor Alto

Seconded By Councillor Thornton-Joe

That the Committee of the Whole Meeting be adjourned at 11:26 a.m.

CARRIED UNANIMOUSLY

CITY CLERK

MAYOR

3000-block of the east side of Shelbourne Street as part of the Oaklands neighbourhood, requesting comment from those associations by April 30, 2021.

2. That Council direct staff to engage the Fernwood Community Association and the Oaklands Community Association regarding the potential recognition of the 2500- blocks between Cook Street and Shelbourne Street, and Bay Street and Haultain Street, as part of the Oaklands neighbourhood, requesting comment from those associations by April 30, 2021.
3. That Council direct staff to engage the Fairfield-Gonzales Community Association, the Downtown Residents Association, and the Downtown Victoria Business Association regarding the potential recognition of the 800-blocks between Fort Street and Academy Close, and Blanshard Street and Quadra Street, as part of the Downtown neighbourhood, requesting comment from those associations by April 30, 2021.
4. That Council direct staff to engage the Burnside-Gorge Community Association, the Downtown Residents Association, and the Downtown Victoria Business Association regarding the potential adjustment of the boundary between Burnside-Gorge and Downtown from Chatham/Discovery/Caledonia to Bay Street, so that Bay Street would become the northern boundary of Downtown and the southern boundary of Burnside-Gorge, requesting comment from those associations by April 30, 2021.
5. That Council direct staff to engage the South Jubilee Neighbourhood Association and the North Jubilee Neighbourhood Association regarding the potential recognition of a unified Jubilee neighbourhood and their thoughts on how one CALUC could potentially be formed to service the one new unified neighbourhood, requesting comment from those associations by April 30, 2021.
6. That Council direct staff to engage the Downtown Residents Association and the Downtown Victoria Business Association regarding the potential recognition of Downtown and Harris Green as a unified Downtown neighbourhood, requesting comment from that association by April 30, 2021.
7. That Council direct staff to engage the Victoria Community Association Network regarding these proposed adjustments to neighbourhood boundaries, requesting comment from VCAN and any neighbourhood association that wishes to provide comment by April 30, 2021.
8. That Council direct staff to engage with North Park Neighbourhood Association and the Fernwood Community Association regarding the potential adjustment that would make Chambers Street the eastern boundary of North Park and the western boundary of Fernwood between Bay and Pandora.
9. That proposed neighbourhood boundary changes, that coincide with current local area planning (i.e. Village and Corridor Planning: Fernwood, North Park, Hillside- Quadra), be included in the local area planning engagement, taking into consideration the end date of engagement as suggested in the neighbourhood boundaries report.

That Council direct staff to engage the Fairfield-Gonzales Community Association, the Gonzales Neighbourhood Association and the Rockland Neighbourhood Association on options for CALUC representation in the Fairfield, Gonzales and Rockland neighbourhoods, including the possibility of:

1. recognition of the Gonzales Neighbourhood Association as the CALUC for the Gonzales neighbourhood; or
2. recognition of a unified Gonzales-Rockland Neighbourhood Association as the CALUC for a unified Gonzales-Rockland neighbourhood; or
3. the status quo.

requesting comment from those associations by April 30, 2021.

That Council direct staff to engage with the Fernwood Community Association, the Downtown Residents Association, and the Downtown Victoria Business Association regarding the potential of

the east side of Cook Street from Fort Street to Pandora Avenue as part of the downtown neighbourhood requesting comment from those associations by April 30, 2021.

And that Council request staff to work with neighbourhood associations and report back on options for supporting them in outreaching and serving parts of their neighbourhood that are currently under-represented by their current function and services.

That Council direct staff to send the proposed adjustments to Destination Victoria for any comments with respect to downtown boundaries.

ISSUES AND ANALYSIS

In order to determine how best to move forward with engaging neighbourhood associations on the topic of potential neighbourhood boundaries adjustments, staff will need clarity on the items that were referenced in the workshop discussion. Staff will then be better prepared to enter into broad engagement regarding the potential benefits that these adjustments will offer. Staff are requesting clarity and additional information regarding the following:

1. To better guide the conversations with the various neighbourhoods, what is the intent behind the proposed adjustments to the neighbourhood boundaries?
2. The Gonzales Neighbourhood Association has not been recognized by Council as a formal neighbourhood association. A group of residents expressed their interest in having the Gonzales Neighbourhood Association recognized, but to date there hasn't been a process established to do so.
3. Council has included "engage SJNA and NJNA regarding the potential recognition of a unified Jubilee neighbourhood". Jubilee is already a unified neighbourhood with two neighbourhood associations. There is one Local Area Plan for Jubilee. The Fort Street "border" on the maps simply helps staff with the division of the base grant and separate CALUC requests. Please clarify if this motion needs to remain.
4. The motion included incorporating boundary changes into current local area planning around Villages & Corridors. Pending Council's review and decisions, the new boundary changes could be incorporated into the next phase of engagement, anticipated in early summer, but cannot be delivered by the end of April, as requested. On this basis, does Council wish to continue with this approach or follow a similar process as with the other proposed boundary changes?
5. Pending the outcomes of the boundary adjustments, amendments to the affected neighbourhood plans, the OCP, and the Land Use Procedures Bylaw will be required. As this will have resource implications, what is Council's expectation regarding the timing of implementing these boundary changes?
6. Part of the motion is to "Determine how to work with neighbourhood associations and report back on options for supporting them in outreaching and serving parts of their neighbourhood that are currently under-represented by their current function and services." This appears to be unrelated to the question of boundaries but rather a significant work program item. Additional clarification would be helpful.

Staff have concerns regarding Council's request to report back by April 30. In order to meet the timeline as outlined by Legislative Services, the report would be due by April 9th for submission.

CONCLUSION

In order to better frame public discourse on the topic of neighbourhood boundary adjustments, staff will need more detailed information on the rationale for certain topics of discussion.

Respectfully submitted,

Kerri Moore
Head of Business & Community Relations

Karen Hoesel
Director of Planning

Report accepted and recommended by the City Manager

Proposed Neighbourhood Boundaries Adjustments



1

Purpose

The purpose of this report is to request that Council provide additional clarity regarding the proposed adjustments to the neighbourhood boundaries in anticipation of broad engagement to be undertaken by staff.



Proposed Neighbourhood Boundaries Adjustments

2

Issues & Analysis

1. To better guide the conversations with the various neighbourhoods, what is the intent behind the proposed adjustments to the neighbourhood boundaries?
2. The Gonzales Neighbourhood Association has not been recognized by Council as a formal neighbourhood association. A group of residents have expressed their interest in having the Gonzales Neighbourhood Association recognized, but to date there hasn't been a process established to do so.
3. Council has included "engage SJNA and NJNA regarding the potential recognition of a unified Jubilee neighbourhood". Jubilee is already a unified neighbourhood with two neighbourhood associations. There is one Local Area Plan for Jubilee. The Fort Street "border" on the maps simply helps staff with the division of the base grant and separate CALUC requests. Please clarify if this motion needs to remain.



3

Issues & Analysis

4. The motion included incorporating boundary changes into current local area planning around Villages & Corridors. Pending Council's review and decisions, the new boundary changes could be incorporated into the next phase of engagement, anticipated in early summer, but cannot be delivered by the end of April, as requested. On this basis, does Council wish to continue with this approach or follow a similar process as with the other proposed boundary changes?
5. Pending the outcomes of the boundary adjustments, amendments to the affected neighbourhood plans, the OCP, and the Land Use Procedures Bylaw will be required. As this will have resource implications, what is Council's expectation regarding the timing of implementing these boundary changes?



4

Issues & Analysis

6. Part of the motion is to “Determine how to work with neighbourhood associations and report back on options for supporting them in outreaching and serving parts of their neighbourhood that are currently under-represented by their current function and services.”

This appears to be unrelated to the question of boundaries but rather a significant work program item.



Interim Design Option 1

The first option is a variation of the original proposal. As illustrated in the attached drawing (Attachment A), the roadway is proposed to be closed at the north end of the “loop”, thereby providing citizens on foot, on bike or using mobility aids exclusive access to the waterfront in the park. The complete closure of the loop would also close the last remaining gap and complete a continuous pedestrian waterfront route from the breakwater at Ogden Point to Ross Bay beach access at Memorial Crescent.

The parking component has been adjusted based on direction received from Council. The revised configuration accommodates a total of 15 parking stalls within the park, 10 of which are accessible. The design includes 10 parking stalls located adjacent to the new multi-use pathway, six of which are designated accessible stalls. In addition, an oversized passenger loading stall is provided, which will allow park users to drop-off gear and supplies before relocating their vehicle elsewhere in the area. Another four designated accessible parking spaces are located at the southern terminus of the road directly adjacent to the new pedestrian area that would be created.

Interim Design Option 2

The second option is a more significant departure from the original proposal and involves a partial closure of the loop road and parking area. As illustrated in the attached drawing (Attachment B), the west side of the roadway is proposed to be closed at the north end of the loop while the east side would remain open to vehicular access.

Like in Option 1, the remaining portion of the new pedestrian priority would be outfitted with new furnishings, such as benches and picnic tables, and would provide enhanced opportunities for walking and other recreational activities. The area that was intended to accommodate short-term community-based activations in Option 1 would remain a road and parking area. Split rail fencing would be installed between this area and the green space to mitigate safety concerns related to this adjacency.

By retaining that portion of the loop for vehicular circulation and parking, this option would allow for an increase to the total amount of parking that would be provided by 10 parking spaces. The revised configuration would accommodate a total of 25 parking stalls within the park, 10 of which would be designated accessible stalls. Park users would be able to drop-off gear and supplies in a generously sized pull-through passenger loading area at the north end of the loop before relocating their vehicle elsewhere in the area.

Should Council desire to increase the number of parking stalls on the roadway, this design offers flexibility to achieve that direction by shifting the vehicle turnaround further to the south and west. However, this change would reduce the amount of space for pedestrians and result in increased costs.

	Key Details
Interim Design Option 1 Budget: \$260,000	<ul style="list-style-type: none"> • Creates 3,600 square metres of additional waterfront space for pedestrians; • Allows for the complete separation of vehicular and pedestrian circulation within the park; • Provides 15 parking stalls (including 10 accessible / loading area) • Greatly enhances the recreational value of the green space within and adjacent to the loop by eliminating moving vehicles; • Protects the environment by removing sources of pollution from areas directly adjacent to the waterfront; • Protects wildlife in the Victoria Harbour Migratory Bird Sanctuary by removing vehicles from areas adjacent to waterfront
Interim Design Option 2 Budget: \$275,000	<ul style="list-style-type: none"> • Creates 2,400 square metres of additional waterfront space for pedestrians; • Provides 25 parking stalls (including 10 accessible / large loading area); • Provides direct vehicular access to the shoreline; Flexible design allows increasing the parking area on the existing pavement, if required

OPTIONS & IMPACTS

Option 1

Direct staff to complete modifications to increase the pedestrian priority space in Clover Point Park, including a full closure of the loop roadway, as illustrated in Attachment A, with a budget of \$260,000 to be funded from the Buildings and Infrastructure Reserve .

This plan will result in a larger pedestrian priority zone, covering 3,600 square metres of Clover Point Park's. The majority of the work will be coordinated and completed by contractors and therefore will not have significant impacts on staff capacity. The work is estimated to cost \$260,000. The cost of this option is \$10,000 above that of the original proposal, which is due to the additional signage, pavement markings and curb letdowns required to accommodate the increased number of accessible parking spaces.

Option 2

Direct staff to complete modifications to increase the pedestrian priority space in Clover Point Park, including a partial closure of the loop roadway, as illustrated in Attachment B, with a budget of \$275,000 to be funded from the Buildings and Infrastructure Reserve.

This option will increase the total area within the park available for walking, cycling, and play, by 2,400 square metres. The majority of the work will be coordinated and completed by contractors and therefore will not have significant impacts on staff capacity. The implementation of this design is estimated to cost \$275,000. The higher cost of this option is due to the additional traffic control infrastructure required, such as signage, pavement markings and bollards, as well as additional split-rail wood fencing.

Option 3

Direct staff to retain full vehicle access to the loop roadway upon completion of the CRD project.

Council may wish to retain full access for vehicles to the southern end of the park until the long-term park plan is developed. This approach would provide future opportunities for public engagement on all potential changes, including those relating to transportation and parking.

Accessibility Impact Statement

The proposed designs prioritize direct access to the southern portion of Clover Point Park for people with disabilities. Both options include ten designated accessible parking stalls, a designated passenger loading area for drop-off and pick-up, and wheelchair accessible picnic tables. The ratio of accessible spaces to total number of parking spaces (66.5% for Option 1 / 40% for Option 2) would exceed the ratio typically required by federal, provincial and municipal regulations, which is 2%. Residents using mobility aids will benefit from using the loop roadway (wide, paved multi-use pathway) to explore the peninsula without the risk of vehicle conflict. Future park planning will also consider installations/features that support accessible recreation objectives in order to provide an inclusive and welcoming space for people with a wide range of abilities.

2019 – 2022 Strategic Plan

The proposed amendments align with Strategic priorities relating to *Health, Well-Being, and a Welcoming City*, including increasing access to nature, and creating access to shoreline areas.

Impacts to Financial Plan

Should Council direct staff to complete the modifications outlined in this report, the budget could be funded through remaining funds from the 2020 Dallas Road balustrade capital project. Should Council not approve this project, the funding would remain in the Buildings and Infrastructure Reserve. To authorize the project to take place in 2021, an amendment to the Financial Plan would be required.

CONCLUSIONS

As previously noted, time is of the essence should the City wish to take advantage of the opportunity to have a portion of the works needed to implement the proposed modifications completed by contractors currently working at the site. Staff are seeking Council direction on a preferred option for the interim configuration of this unique park.

Respectfully submitted,

Thomas Soulliere
Director
Parks, Recreation and Facilities

Justin Dykstra
Manager of Park Design and Construction
Parks, Recreation and Facilities

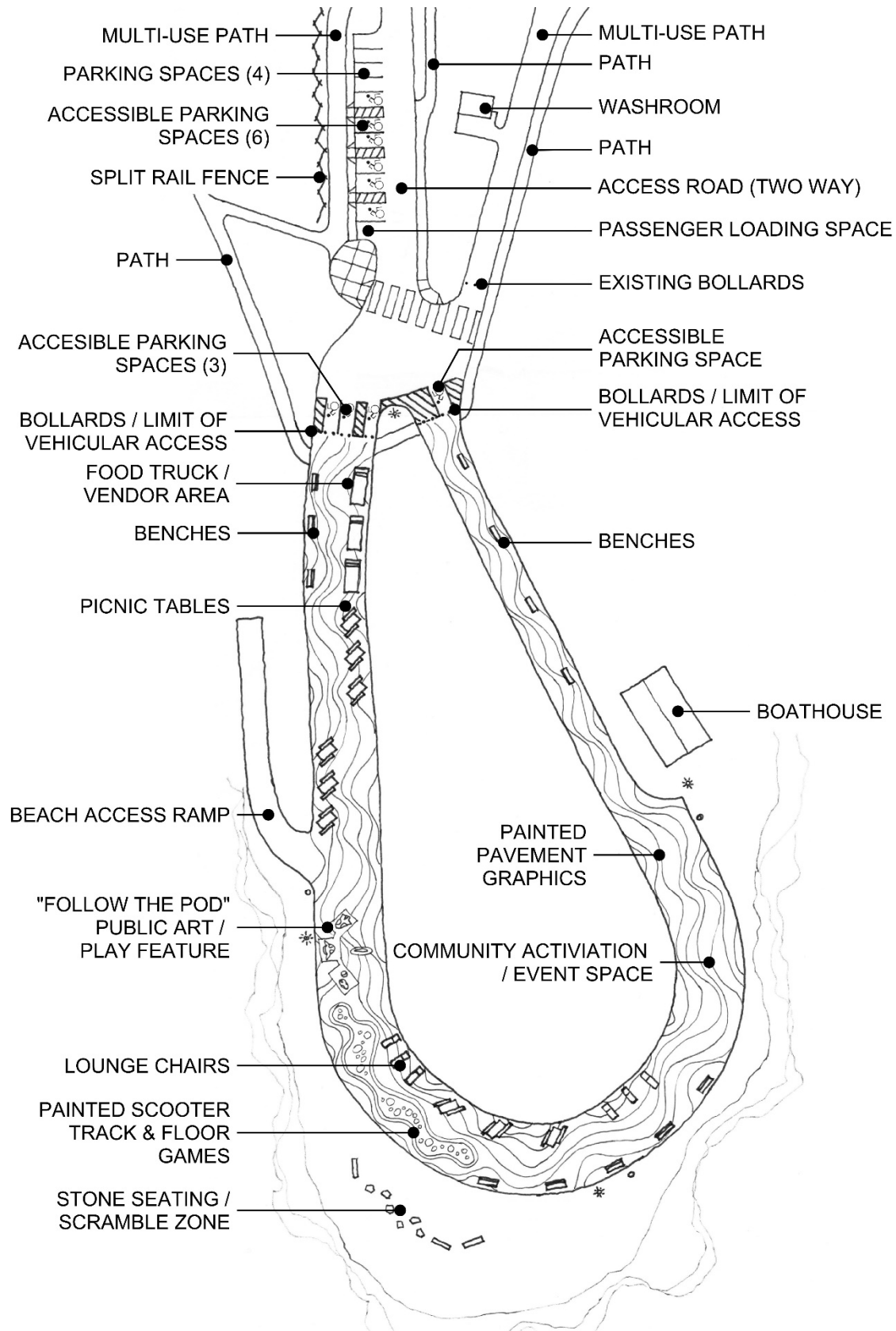
Report accepted and recommended by the City Manager

Attachment A – Option 1: Proposed Interim Design for Clover Point Park (2021)

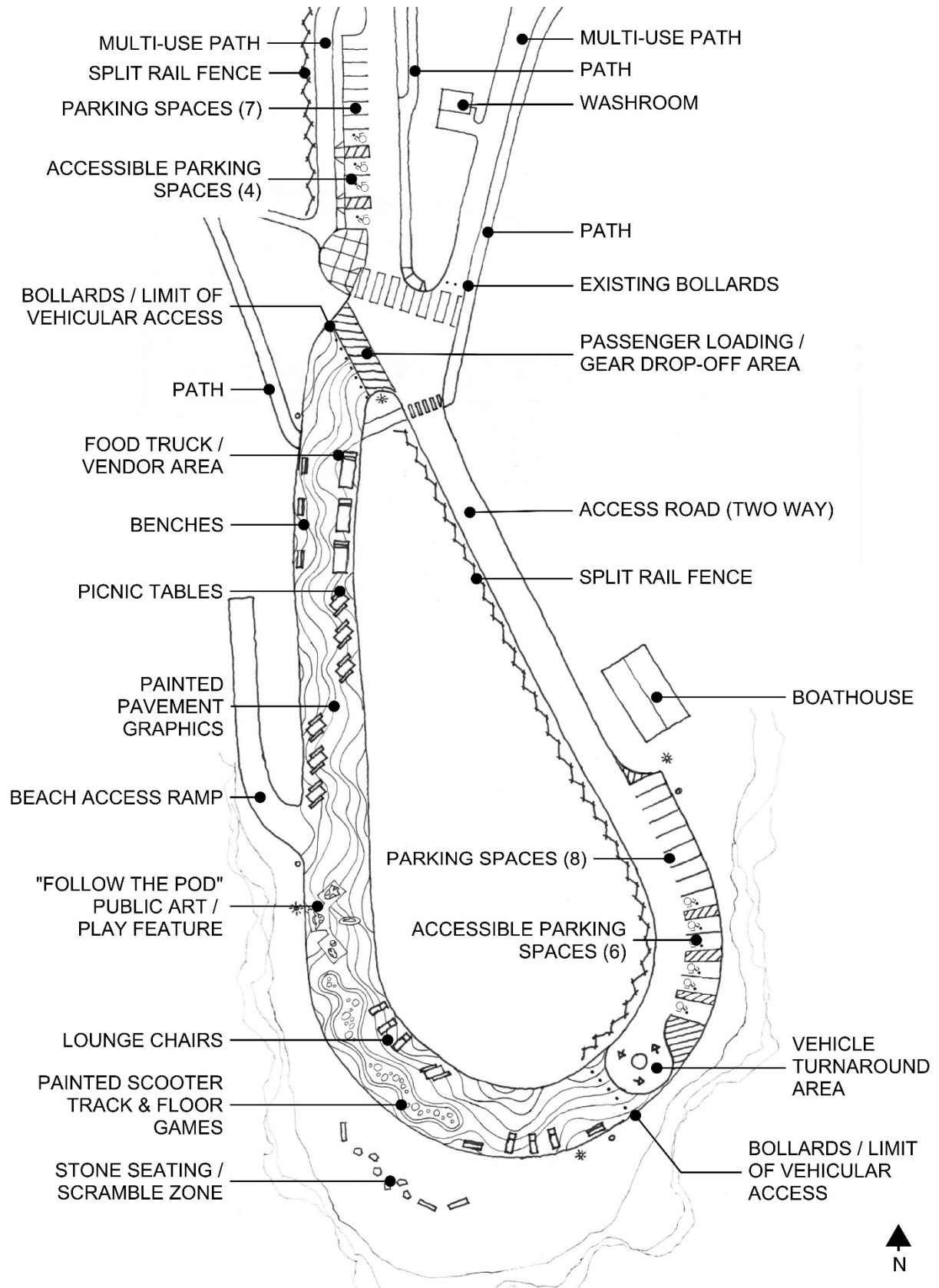
Attachment B – Option 2: Proposed Interim Design for Clover Point Park (2021)

Attachment C – Committee of the Whole Report (February 11, 2021)

Attachment A – Option 1: Proposed Interim Design for Clover Point Park (2021)



Attachment B – Option 2: Proposed Interim Design for Clover Point Park (2021)



PURPOSE

The purpose of this report is to provide Council with a proposed update to Clover Point Park and seek authorization for funding.

BACKGROUND

Clover Point Park is a 42,087 square metre (10.4 acre) open space located on the southern border of the municipality, between Ross Bay (adjacent to Eberts Street) and Beacon Hill Park (at Cook St), in the Fairfield neighbourhood. For thousands of years prior to the arrival of James Douglas in 1842, the waterfront and adjoining lands were cultivated and managed by Indigenous peoples, known today as the Songhees and Esquimalt First Nations.

Until 1988, when the property was transferred to the City, the federal government owned the land along Dallas Road at Clover Point. The loop roadway was constructed in 1956 to provide a “viewpoint parking area” at the water’s edge¹.

The park is comprised of a gently sloping greenspace intersected by pathways, roadway, and parking. Portions of the open areas are used for various activities, such as kite flying, dog-walking, and fitness training. The point is a landmark for watercraft and home to the Clover Point Angler’s Association. The park also serves as the western terminus of the Trans Canada Trail (The Great Trail) and the park’s shoreline and surrounding waters are part of the Victoria Harbour Migratory Bird Sanctuary.

Over the past two years the Clover Point Pump Station has been upgraded and expanded as part of the CRD Wastewater Treatment Project. The project will result in a new plaza and several new public amenities to enhance the visitor experience, such as new washrooms, multi-use pathways, on-site bicycle parking and repair station, public seating, and Indigenous art.

To facilitate construction, the access road to Clover Point Park was closed to vehicles at Dallas Road in November 2019, although pedestrian access to the park was retained. In April 2020, as part of the City’s response to the COVID-19 pandemic to increase opportunities for physical distancing, the City requested that the CRD continue the closure of the access road and maintain pedestrian access only for the duration of construction.

Over the past year, staff have observed the high numbers of people using the new oceanside pathway system and the park itself, absent of vehicle traffic and contemplated the value of retaining this condition on a permanent basis.

ISSUES & ANALYSIS

The *Parks and Open Spaces Master Plan (2017)* provides a roadmap for priority investments to achieve the vision of a parks and open spaces system that is “dynamic, vibrant, playful, sustainable, inclusive, and diverse”. The Plan also outlines four goal areas, along with recommended actions for each.

One of the Plan goals is *Foster Engaging Experiences for Everyone*. The focus of this section is the provision of parks that meet current and future health and wellness needs, through the efficient use of space, and have the flexibility to meet changing demands.

¹ <https://beaconhillparkhistory.org/index.htm>

The present design of Clover Point Park reflects an historic priority, offering one of the most valuable public spaces to be used primarily for vehicle circulation and parking, rather than for outdoor recreation.

The temporary restriction of vehicle access to Clover Point Park has allowed pedestrians unobstructed use of approximately 3,600 square metres (38,750 square feet) of additional open space along the waterfront for the first time since the 1950s. Furthermore, the value of the previously underutilized greenspace inside the loop roadway has been greatly enhanced as it became a more accessible and safer space for recreation. By removing vehicle traffic, the entire south end of the park has become less congested and more welcoming to pedestrians and other active transportation users.

Access to the southern portion of the park and integration with the other walking and cycling investments undertaken through 2020 is a key consideration for the adjustments planned in the immediate term. Staff have collaborated with representatives of the CRD project team to improve connections into the park from the new multi-use pathway along Dallas Road, as well as to the lower park area. Over the last year the walking and cycling facilities starting at Ogden Point by the new Dallas Road balustrade and continuing east through Clover Point have been constructed and later in the year, the pathway will be extended west to the new connection at Memorial Crescent.

The modification recommended is intended to reduce the amount of park space dedicated to vehicles so that it may fulfil its outstanding potential as a space dedicated to pedestrians. As illustrated in the attached drawing (Attachment A), the roadway is proposed to be closed at the north end of the “loop”, thereby providing citizens on foot, on bike or using mobility aids exclusive access to the waterfront. In the immediate future, the existing paved area would receive new furnishings, such as benches and picnic tables, and provide opportunities for walking and other recreational activities. The removal of vehicles from the point will also make it an excellent venue for short-term activations and special events.

The proposed design accommodates a total of 17 parking stalls within the park. This includes the 13 parking stalls adjacent to the new multi-use pathway. To serve those with mobility needs, four designated accessible parking spaces are located at the southernmost end of the road. An additional oversized passenger loading zone will allow park users to drop-off any gear and supplies before relocating their vehicle to one of the time-limited parking spaces. Access for emergency vehicles will be maintained and members of the Clover Point Angler’s Association will be able to access the boathouse when needed.

Prior to the start of construction on the wastewater treatment facility, there were approximately 90 parking spaces within Clover Point Park. On the south side of Dallas Road, between Cook Street and Moss Street, there are approximately 60 parking stalls available within parking bays as well as an additional 55 on-street parking stalls directly adjacent the park. This parking is currently well utilized particularly on weekends and with the permanent closure of the loop, on-street parking on Dallas Road is likely to remain in demand. New time limited parking restrictions have been installed on Dallas Road in recent weeks to better manage parking availability.

The proposed closure of the loop roadway represents an interim step, which takes advantage of the temporary restriction resulting from the construction period planned to complete this spring. The long-term opportunities for the southern area of the park are recommended to be scheduled in a future year and would include the high level of public participation that is the standard for the City’s process for such park development plans.

During the 2021-22 period the City plans to complete major park projects at Songhees Park, Topaz Park, Stadacona Park, Banfield Park, and Peter Pollen Waterfront Park. At this time, staff would anticipate commencing the process of developing the long-term scheme for Clover Point Park in 2023-24.

OPTIONS & IMPACTS

Option 1 (Recommended) – Direct staff to complete modifications to increase the pedestrian priority space in Clover Point Park, including closure of the loop roadway, as illustrated in Attachment A.

The proposed plan will enhance the recreational value of Clover Point Park and increase the total area within the park available for walking, cycling and play. The civil works necessary to complete the closure and install park furnishings can be coordinated with the construction work currently underway and are estimated to cost \$250,000. The work will be completed primarily by contractors and therefore not impact staff capacity.

Public engagement would consist of informing community stakeholders about the immediate-term adjustments, but design feedback will not be sought. A long-term plan for the park, informed by public input, would be undertaken in a future year.

Option 2 – Direct staff to retain vehicle access to the loop roadway upon completion of the CRD project.

Council may wish to retain the access for vehicles to the southern end of the park until the long-term park plan is developed. This approach would provide future opportunities for public engagement on all potential changes, including those relating to vehicle access and parking.

Accessibility Impact Statement

The proposed design places a priority on direct access to the southern portion of Clover Point Park for people with disabilities. Accessible parking stalls are a part of the proposed concept and the designated passenger loading area can also be used for drop-off and pick-up. Residents using mobility aids will benefit from the use of the loop roadway (wide multi-use pathway) to safely explore the peninsula without risk of conflicts from vehicles. Future park planning will also consider installations / features that support objectives on accessible recreation to provide an inclusive and welcoming space for people with a range of abilities.

2019 – 2022 Strategic Plan

The proposed amendments align with Strategic priorities relating to *Health, Well-Being, and a Welcoming City*, including increasing access to nature, and creating access to shoreline areas.

Impacts to Financial Plan

Should Council direct staff to complete the modifications outlined in this report, the \$250,000 cost could be funded through remaining funding from the 2020 Dallas Road balustrade capital project. Should Council not approve this project, the funding would remain in the Buildings and Infrastructure Reserve. To authorize the project to take place in 2021, an amendment to the Financial Plan would be required.

CONCLUSIONS

The proposal outlined in this report offers an opportunity to provide incremental benefits to citizens to enjoy this notable waterfront area. Access for residents to public open space is critical to community health and well being, as the current COVID-19 pandemic has demonstrated. Staff recommend that Council approve this proposal as an important step towards the enhancement and overall value of this unique park.

Respectfully submitted,

Thomas Soulliere
Director
Parks, Recreation and Facilities

Report accepted and recommended by the City Manager

Attachment A – Proposed Interim Design for Clover Point Park (2021)

Interim Design Options for Parking and Pedestrian Space In Clover Point Park

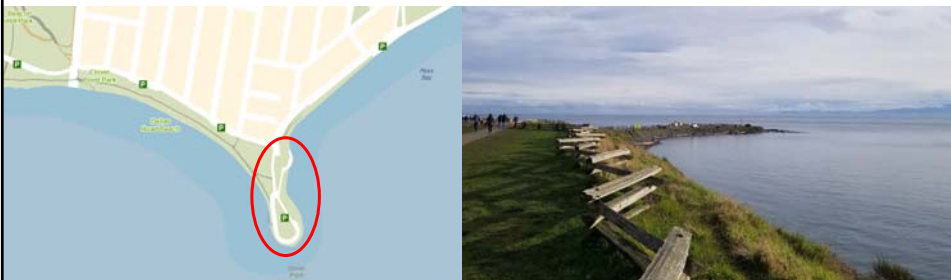
February 25, 2021



1

Background

- Staff presented a proposal at COTW meeting on February 11 to close the loop road and parking area at Clover Point to vehicles in order to expand pedestrian access to waterfront
- Council referred matter to staff to report back with options for a revised interim parking plan



2

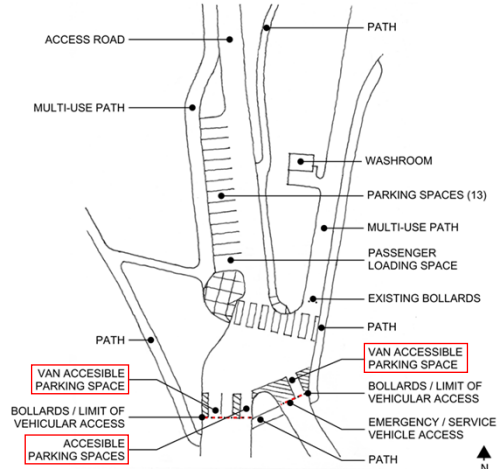


Original Proposal

Budget: \$250,000

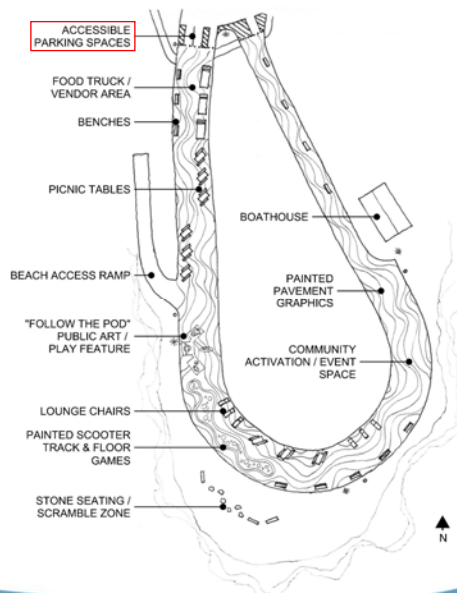
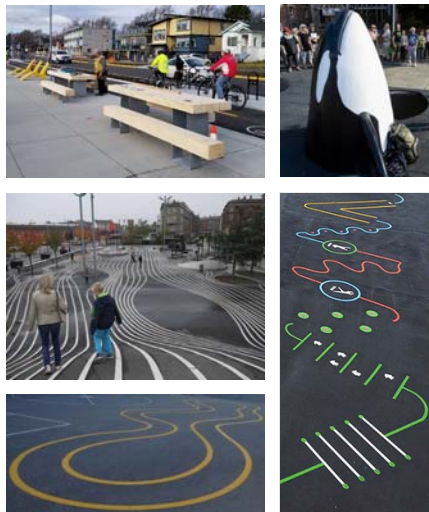
KEY POINTS

- 3,600m² of pedestrian space;
- 17 parking stalls
 - 4 accessible
 - 1 passenger loading
- Temporary furnishings, seating, tables, artistic pavement markings, Follow the Pod art feature;
- Plan for future improvements with the community



3

Original Proposal



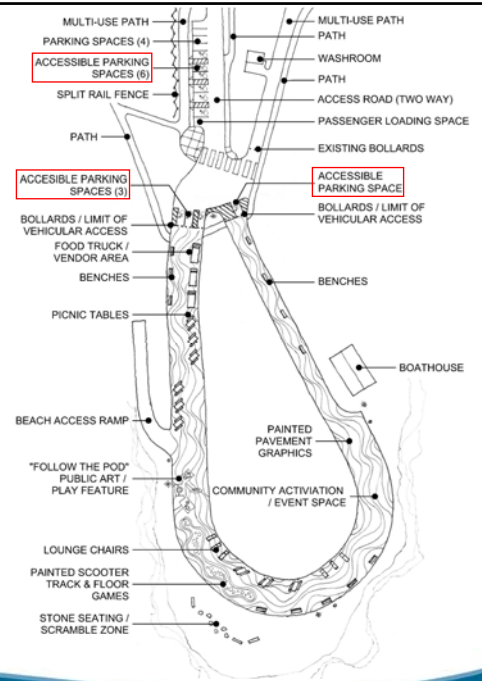
4

Interim Design Option 1

Budget: \$260,000

KEY POINTS

- 3,600m² of pedestrian space;
- Complete separation of vehicular and pedestrian circulation;
- 15 parking stalls
- 10 accessible
 - 1 passenger loading
- Enhances the recreational value of the green space within and around the loop;
- Protects the environment, wildlife



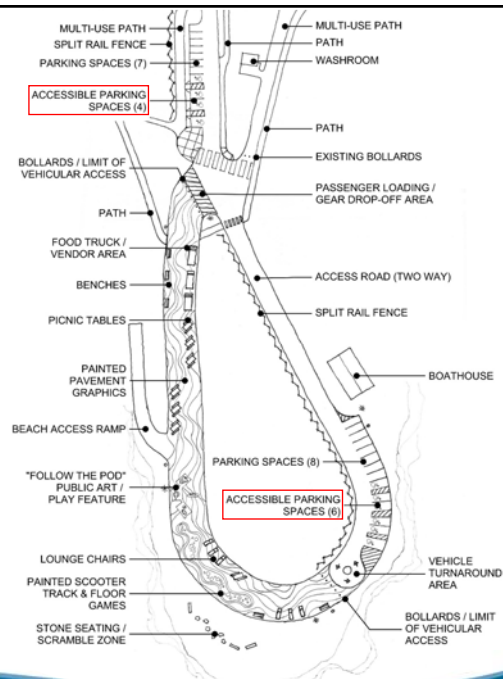
5

Interim Design Option 2

Budget: \$275,000

KEY POINTS

- 2,400m² of pedestrian space;
- 25 parking stalls
 - 10 accessible
 - 1 large passenger loading zone
- Direct vehicular access to the shoreline
- Flexible design with option to retain more parking



6

Recommendation

That Council direct staff on the preferred option for Clover Point Park, from the list below;

- A. Complete modifications to increase the pedestrian priority space in Clover Point Park, as illustrated in Attachment A, with an allocation of \$260,000 in the 2021 Financial Plan, to be funded from the Buildings and Infrastructure Reserve; *Or*
- B. Complete modifications to increase the pedestrian priority space in Clover Point Park, as illustrated in Attachment B, with an allocation of \$275,000 in the 2021 Financial Plan, to be funded from the Buildings and Infrastructure Reserve; *Or*
- C. Retain full vehicle access to the loop roadway upon completion of the CRD project.





Committee of the Whole Report For the Meeting of February 25, 2021

To: Committee of the Whole **Date:** February 4, 2021
From: Karen Hoese, Director, Sustainable Planning and Community Development
Subject: **Revised Victoria Housing Reserve Fund Grant Application for 330-336 Michigan Street (Michigan Square)**

RECOMMENDATIONS

That Council:

1. Revise the Victoria Housing Reserve Fund (VHRF) grant approved April 2, 2020 to the Capital Region Housing Corporation for the Michigan Square project located at 330-336 Michigan Street from \$1,020,000 to \$620,000 to reflect the applicant's request to no longer seek funding for moderate income units and the total number of one bedroom very low income units being increased from 12 to 16 units;
2. Authorize \$310,000 to be payable to the applicant upon execution of the Housing Fund Grant Agreement and legal agreements securing the (VHRF-funded) affordable units and bedroom unit sizes in a form to the satisfaction of the City Solicitor, with the remaining balance of \$310,000 to be payable to the applicant once the City has issued all required occupancy permits for the project; and
3. That the passage of this resolution creates no legal rights for the applicant or any other person, or obligation on the part of the City, until and unless all agreements are fully executed by the City.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with updated recommendations related to a Victoria Housing Reserve Fund (VHRF) grant application. On April 2, 2020, Council approved a grant in the amount of \$1,020,000 to support the construction of a 97-unit housing development at 330-336 Michigan Street by the Capital Region Housing Corporation (CRHC).

Following approval of the grant, the applicant identified that the income threshold for moderate income units as described in the VHRF guidelines is significantly lower than the moderate income threshold established by BC Housing. Therefore, to avoid a potential conflict between the applicant's separate legal agreements with the City and with BC Housing, the applicant has requested to not seek a VHRF grant for the moderate income units. As a result, the applicant has made minor adjustments to the overall unit composition to better support the project's economic viability. This includes increasing the total number of one bedroom (very low income) units from 12 to 16 and reducing the total number of one bedroom (moderate income) units from 12 to 8.

These changes have resulted in an eligible (reduced) grant amount of \$620,000. The overall project continues to align with the VHRF and will continue to deliver 97 units of affordable rental housing for individuals and families with a variety of income types.

The VHRF has a current unallocated net balance of \$3,395,442 including \$705,000 allocated for affordable housing for seniors. The City also has one remaining VHRF grant application that was received through the last intake process on September 30, 2020 that is seeking an \$850,000 grant, dependent on the outcome of a Rezoning application that is currently in progress. Therefore, approval of a reduced \$620,000 grant outlined in this report will increase the unallocated balance of the VHRF to \$3,795,442.

PURPOSE

The purpose of this report is to present Council with information, analysis and updated recommendations related to a previously-approved Victoria Housing Reserve Fund grant application for a below-market housing project at 330-336 Michigan Street, proposed by the Capital Region Housing Corporation (CRHC).

BACKGROUND

On April 2, 2020, Council considered a revised Victoria Housing Reserve Fund grant application from the Capital Region Housing Corporation, seeking Council approval to reduce a previously approved grant of \$1,395,000 to \$1,020,000. This was based on the provision of fewer units, revised income targets and the increased provision of three-bedroom moderate income units approved in a related Development Permit with Variance application. As a result, Council approved the following motion:

“That Council:

1. Revise the Victoria Housing Reserve Fund (VHRF) grant, approved on February 27, 2020, to the Capital Region Housing Corporation for the Michigan Square project located at 330-336 Michigan Street from \$990,000 to \$1,020,000 to reflect a shift from market to moderate (affordable) income rent for two of the eight proposed 3-bedroom units.
2. Issue the VHRF grant funding subject to the applicant executing a Housing Grant Agreement and a Housing Agreement to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development to secure the provision of the affordable units pursuant to the VHRF Guidelines as of March 21, 2019 on terms consistent with BC Housing’s operating funding:
 - a. 7 studio units for very low income level;
 - b. 12 one-bedroom units for very low income level;
 - c. 1 two-bedroom unit for very low income level;
 - d. 9 one-bedroom units for low income level;
 - e. 11 two-bedroom units for low income level;
 - f. 2 three-bedroom units for low income level;
 - g. 12 one-bedroom units for moderate income level;
 - h. 4 two-bedroom units for moderate income level;
 - i. 11 two-bedroom units for moderate income level;
 - j. 20 two-bedroom units for moderate income level; and
 - k. 2 three-bedroom units for moderate income level.”

On September 30, 2020 the applicant submitted a memo (Attachment 1) outlining that they do not wish to pursue VHRF grant funding for the moderate income units, and have requested that

the previously-approved grant be reduced from \$1,020,000 to \$620,000 to reflect the revised project. A subsequent Development Permit with Variances and a related Housing Agreement to secure all units as rental in perpetuity were approved by Council on October 22, 2020.

ISSUES AND ANALYSIS

Moderate Income Threshold

The previously-approved \$1,020,000 VHRF grant for Michigan Square was established using the VHRF guidelines dated January 2019 that were in place when the application was originally approved. This approval also required a variety of rental units for a range of income types to be provided, including 49 moderate income units. However, the previous definition of moderate income contained in the VHRF guidelines was based on a household income at or below the latest census data for the Victoria census metropolitan area which is \$70,283 based on the 2016 data. This income limit is lower than the moderate income threshold limit established by BC Housing, which is \$74,150 for studio and one bedroom units, and \$113,040 for units with two or more bedrooms. Therefore, since the applicant has entered into a legal agreement with BC Housing to provide specific levels of affordability as per BC Housing criteria, the applicant is not able to adhere to the City's definition of moderate income and has decided not to pursue a VHRF grant for the moderate-income units to avoid a conflict between definitions.

Revised Unit Composition and Affordability

As a result of no longer seeking a VHRF grant for the moderate income units and to maintain the project's economic viability, the applicant has increased the total number of one-bedroom (very low income) units from 12 to 16 and reduced the total number of one-bedroom (moderate income) units from 12 to 8. These changes continue to align with the VHRF guidelines and the related BC Housing Operating Agreement. The table below provides a comparison of the previously-approved unit composition and the current proposal.

Unit Type	Units Approved	Revised Units	Affordability Level	Monthly Rent	Grant Funding per Unit	Previous Approved Grant Amount	Revised Grant Amount
Studio	7	7	Very Low Income	\$375	\$10,000	\$70,000	\$70,000
One Bedroom	12	16	Very Low Income	\$375	\$10,000	\$120,000	\$160,000
	9	9	Low Income (RGI)	\$744	\$10,000	\$90,000	\$90,000
	12	8	Moderate Income	\$1,250	\$5,000	\$60,000	N/A
Two Bedroom	1	1	Very Low Income	\$570	\$20,000	\$20,000	\$20,000
	11	11	Low Income (RGI)	\$980	\$20,000	\$220,000	\$220,000
	4	4	Moderate Income	\$1,800	\$10,000	\$40,000	N/A
	11	11	Moderate Income	\$1,950	\$10,000	\$110,000	N/A

Unit Type	Units Approved	Revised Units	Affordability Level	Monthly Rent	Grant Funding per Unit	Previous Approved Grant Amount	Revised Grant Amount
Two bedroom (continued)	20	20	Moderate Income	\$2,000	\$10,000	\$200,000	N/A
Three Bedroom	2	2	Low Income (RGI)	\$1,321	\$30,000	\$60,000	\$ 60,000
	2	2	Moderate Income	\$2,000	\$15,000	\$30,000	N/A
	6	6	Market	\$2,480	Not Eligible	N/A	N/A
	97	97				\$1,020,000	\$620,000

Capacity of the Victoria Housing Reserve Fund

The VHRF has a current unallocated balance of \$3,395,442. If the reduced \$620,000 VHRF grant for 330-336 Michigan Street is approved, the VHRF unallocated balance would increase to \$3,795,442 to support future applications.

OPTIONS AND IMPACTS

Option 1 – Approve the Reduced Grant Request (Recommended)

Approval of a reduced VHRF grant of \$620,000 will continue to support the Capital Region Housing Corporation’s proposal to construct a project that will supply much-needed affordable and below-market housing for seniors, adults with disabilities, working singles and small families with a range of incomes types.

Option 2 – Maintain the Previously-Approved Grant

This option is not recommended as the applicant has submitted a request to not seek a VHRF grant for the moderate income units and has confirmed that the project would remain economically viable. The proposed moderate income thresholds would also not align with the VHRF guidelines.

Accessibility Impact Statement

Council’s consideration of a revised VHRF grant does not have any accessibility impacts. The project will provide seven accessible units comprised of studio and one-bedroom units.

2019 - 2022 Strategic Plan

Providing grants to support the development of affordable rental housing supports multiple actions described within Strategic Objective Three: Affordable Housing as well as Strategic Objective Eight: Strong, Liveable Neighbourhoods.

Impacts to Financial Plan

A revised grant to the Capital Region Housing Corporation in the amount of \$620,000 will result in an additional \$400,000 being made available for future VHRF projects, resulting in an overall

unallocated balance of \$3,795,442 which is comprised of \$705,000 available for seniors' housing and \$3,090,442 for all other applications.

Official Community Plan Consistency Statement

This project supports Official Community Plan policies related to working with coordinated community and regional efforts to enable stable, affordable housing within the region.

CONCLUSIONS

Approval of a revised Victoria Housing Reserve Fund grant for the Capital Region Housing will ensure the units at 330-336 Michigan Street are appropriately funded, that the project remains economically viable, and will release \$400,000 back to the VHRF for future applications.

Respectfully submitted,

Robert Batallas
Senior Planner
Community Planning Division

Karen Hoese, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager.

List of Attachments

- Attachment 1: Capital Region Housing Corporation Memo re: 330 Michigan Street.

Memo



TO: Robert Batallas, Senior Planner, City of Victoria

FROM: Kimberly Lemmon, Senior Project Coordinator, Regional Housing

DATE: 2020 September 30

SUBJECT: 330 Michigan Victoria Housing Reserve Fund Grant Revision

The Capital Region Housing Corporation is the largest social housing operator within the capital region, providing affordable rental housing to a variety of individuals, families and persons with disabilities who earn low to moderate incomes. We own and operate 47 affordable housing properties within the Capital Region and pride ourselves on offering exceptional tenant supports and integrating our mixed-income projects into established neighbourhoods.

Background

Michigan Square is an existing affordable housing development in James Bay containing 62 units within 4 buildings that require extensive building envelope remediation at a significant expense that could not be recouped through rents from tenants. In order to retain affordable, sustainable and attractive housing stock within the urban residential neighbourhood, CRHC is proposing to redevelop a portion of the property to construct 97 new units within 2 four-storey apartments that are contextually sensitive to the surrounding neighbourhood and offer enhanced amenities for our tenants.

Grant Funding

The Michigan Square redevelopment has received grant funding approval from the City of Victoria Council for \$1,020,000 through the Housing Reserve Fund (VHRF) to fund a portion of the construction of 91 new units. Unfortunately, the terms of accepting the grant included execution of a housing agreement that defined 'moderate income' that was incompatible with BC Housing's definitions contained within their Operating Agreement.

In order to receive financing from BC Housing, CRHC is bound by the terms of the operating agreement and the established definitions. Without the support of BC Housing's grants, interim construction financing or take out financing, these redevelopments could not be built.

Program Guidelines and Income Definitions

The VHRF program guidelines establish definitions for very low, low and moderate incomes based upon census data for the metropolitan area. BC Housing defines low to moderate incomes with two different income limits based upon family size and median incomes across BC.

Memo



BC Housing Definition of Low to Moderate Income is defined as:

- a. For residential units with less than two (2) bedrooms, a gross household income that does not exceed the median income for couples without children in B.C., as determined by BC Housing from time to time. **For 2020, this figure is \$74,150.**
- b. For residential units with two (2) or more bedrooms, a gross household income that does not exceed the median income for families with children in B.C., as determined by BC Housing from time to time. **For 2020, this figure is \$113,040.**

The VHRF Definition of Moderate Income is defined as:

“households with incomes at or below the latest available census data for the Victorian Census Metropolitan Area median total income, as defined by Statistics Canada.”

A review of the 2016 census determined median household income as \$70,283. This income limit does not align with BC Housing’s assigned limit, and would violate the terms of the Operating Agreement.

Impact to Michigan Grant Request

The City of Victoria Council previously approved a \$1,020,000 grant for 91 units, based upon the following unit mix, affordability levels and estimated rents.

Table 1: Approved Michigan Grant Amount, Unit Mix & Rents

Unit Size	Unit #	Affordability Level	Monthly Rent	VHRF Funding Granted per Unit	TOTAL
Studio	7	Very Low Income	\$ 375	\$ 10,000	\$ 70,000
One Bedroom	12	Very Low Income	\$ 375	\$ 10,000	\$ 120,000
	9	Low Income	\$ 739	\$ 10,000	\$ 90,000
	12	Moderate Income	\$ 1,250	\$ 5,000	\$ 60,000
Two Bedroom	1	Very Low Income	\$ 570	\$ 20,000	\$ 20,000
	11	Low Income	\$ 960	\$ 20,000	\$ 220,000
	35	Moderate Income	\$ 1,800	\$ 10,000	\$ 350,000
Three Bedroom	2	Low Income	\$ 1,380	\$ 30,000	\$ 60,000
	2	Moderate Income	\$ 2,000	\$ 15,000	\$ 30,000
	6	Market	\$ 2,480	Not Eligible	\$ -
	97				\$1,020,000

Memo



Revised Grant Request

Based upon the above census definition for moderate incomes, units with rents over \$1750 would not meet moderate income targets and would instead be considered market units. The change in definition will impact 37 units that were identified to receive \$380,000 in grant funding.

A revised analysis of unit eligibility under the VHRF program would see the grant request decreased from \$1,020,000 to \$620,000 to fund 59 affordable rental units that will be guaranteed for 60 years.

Table 2: Michigan Revised VHRF Grant Amount

Unit Size	Approved Units	Revised Units	Affordability Level	Monthly Rent	VHRF Funding per Unit	Previous Grant Amount	Revised Grant Amount
Studio	7	7	Very Low Income	\$ 375	\$10,000	\$ 70,000	\$ 70,000
One Bedroom	12	16	Very Low Income	\$ 375	10,000	\$ 120,000	\$ 160,000
	9	9	Low Income	\$ 739	10,000	\$ 90,000	\$ 90,000
	12	8	Moderate Income	\$ 1,250	\$5,000	\$ 60,000	-
Two Bedroom	1	1	Very Low Income	\$ 570	\$ 20,000	\$ 20,000	\$ 20,000
	11	11	Low Income	\$ 960	\$20,000	\$ 220,000	\$ 220,000
	4	4	Moderate Income	\$ 1,800	\$10,000	\$ 40,000	\$ -
	11	11	Moderate Income	\$ 1,950	\$10,000	\$ 110,000	\$ -
	20	20	Moderate Income	\$ 2,000	\$10,000	\$ 200,000	\$ -
Three Bedroom	2	2	Low Income	\$ 1,380	\$ 30,000	\$ 60,000	\$ 60,000
	2	2	Moderate Income	\$ 2,000	\$15,000	\$ 30,000	\$ -
	6	6	Market	\$ 2,500	\$ -	\$ -	\$ -
	97	59/97				\$1,020,000	\$620,000

Conclusion

CRHC requests that City of Victoria Council approve an adjustment in the grant funding for Michigan Square to \$620,000 to allow for the project to be funded through BC Housing. In addition to reducing the grant funding requested, CRHC has increased the number of one-bedroom units for very low income individuals who are at greatest risk of homelessness in response to the increased demand.

Revised Victoria Housing Reserve Fund Application

330-336 MICHIGAN STREET



1

Purpose

- To provide updated recommendations for a VHRF grant previously approved for 330-336 Michigan Street (Michigan Square).
- 97-unit affordable housing project.



330-336 Michigan Street – Revised Victoria Housing Reserve Fund Grant

2

Background

- April 2, 2020 – Council approval of a revised VHRF grant application and reduced grant (\$1,020,000).
- Applicant has a legal agreement with BC Housing to provide specific levels of affordability.
- VHRF moderate income threshold is significantly lower than BC Housing moderate threshold.
 - VHRF: \$70,283
 - BC Housing: \$74,150 - \$113,040
- Applicant has requested to no longer receive VHRF grant for moderate income units to avoid conflict with definitions.



330-336 Michigan Street – Revised Victoria Housing Reserve Fund Grant

3

Revised Unit Composition and Funding

Unit Type	Units Approved	Revised Units	Affordability Level	Monthly Rent	Grant Funding per Unit	Previous Approved Grant Amount	Revised Grant Amount
One Bedroom	12	16	Very Low Income	\$375	\$10,000	\$120,000	\$160,000
One Bedroom	12	8	Moderate Income	\$1,250	\$5,000	\$60,000	N/A
Two Bedroom	35	35	Moderate Income	\$1,800-\$2,000	\$10,000	\$350,000	N/A
Three Bedroom	2	2	Moderate Income	\$2,000	\$15,000	\$30,000	N/A

- Unit composition and affordability unchanged for all other units.
- Project continues to align with VHRF Guidelines.
- Project continues to provide 97 units of affordable rental housing for individuals and families with a variety of income types.



330-336 Michigan Street – Revised Victoria Housing Reserve Fund Grant

4

Capacity of VHRF

- \$620,000 reduced grant will result in an additional \$400,000 being made available for future VHRF projects.
- VHRF unallocated balance would increase to **\$3,795,442**
 - \$705,000 for seniors' housing
 - \$3,090,442 for all other applications.
- Next VHRF intake process is on March 31, 2021



330-336 Michigan Street – Revised Victoria Housing Reserve Fund Grant

5

Recommendation

- That Council revise the Victoria Housing Reserve Fund grant to the CRHC for the Michigan Square project from \$1,020,000 to \$620,000.
- Authorize \$310,000 to be payable upon execution of the Housing Fund Grant Agreement and related legal agreements in a form to the satisfaction of the City Solicitor, with the remaining \$310,000 balance payable once the City has issued all required occupancy permits for the project.



330-336 Michigan Street – Revised Victoria Housing Reserve Fund Grant

6

The city's economic action plan *Victoria 3.0 - Recovery Reinvention Resilience* under 'Recovery – Our Small Businesses are the Lifeblood of our Community' outlines actions to ensure downtown is safe and welcoming for all. This includes creation of a downtown clean and safe committee and a downtown ambassador program that will help provide a visible, welcoming presence for all. These improvements will not only contribute to the vibrancy and vitality of the downtown but, over time, it is hoped they can be expected to reduce front-line resource requirements for VicPD.

The proposed Vibrancy and Vitality Initiative would be administered for the City by the DVBA under a partnering agreement and provide the following services:

- Allocate \$60,000 towards a funding program to support any Victoria business that sustained damage to their windows, doors or locks due to vandalism or break-in to facilitate quick repairs.
 - This one-time funding would be approved based on a first-come, first-served basis, up to \$1,000 per business, and the business would be required to provide receipts and a police file number.
 - To ensure vibrancy and vitality the repair work must be initiated within 10 days.
- Allocate \$40,000 to establish a downtown business/resident block watch program in partnership with the Downtown Residents Association (DRA) and other partners to support and deliver the Victoria 3.0 actions to: Create a Downtown Clean and Safe Committee and Create a Downtown Ambassador Program.

OPTIONS & IMPACTS

Option 1: (Recommended)

1. Approve \$100,000 from the 2021 Financial Plan contingency budget to be allocated toward a Downtown Vibrancy and Vitality Initiative to be administered by the Downtown Victoria Business Association (DVBA) as outlined in this report.
2. Authorize a partnership agreement, on the terms satisfactory to the Head of Business and Community Relations and in the form satisfactory to the City Solicitor, with the DVBA to provide services on behalf of the City for the Downtown Vibrancy and Vitality Initiative.
3. That the above motions be forwarded to the daytime meeting of February 25, 2021 for ratification.

This option will help to address the impacts of vandalism and maintain vibrancy and viability of the downtown and deliver on actions outlined in the city's economic action plan *Victoria 3.0 Recovery Reinvention Resilience*.

Option 2:

1. **Direct staff with alternative options.**

Accessibility Impact Statement

There are no impacts to accessibility.

Impacts to Financial Plan

Should Council approve Option 1, the \$100,000 would be allocated from the contingency budget within 2021 Financial Plan. The contingency budget is typically used to fund unforeseen or emergency expenditures.

CONCLUSIONS

In addition to other City initiatives to support business, such as the Build Back Victoria program, the proposed partner agreement with the DVBA will further help to maintain Victoria's downtown vibrancy and vitality. The City of Victoria will continue to listen to the business community to explore initiatives and programs to provide further relief and support during and following the COVID-19 pandemic.

Respectfully submitted,

Kerri Moore
Head of Business & Community Relations

Report accepted and recommended by the City Manager



**Committee of the Whole Report
For the Meeting of February 25, 2021**

To: Committee of the Whole **Date:** February 17, 2021
From: Kerri Moore, Head of Business & Community Relations
Subject: Neighbourhood Association Coordinator Funding

RECOMMENDATION

1. Approve the criteria as outlined in this report, to be incorporated into a policy, for the neighbourhood coordinator pilot project in the identified neighbourhoods.
2. That prior to awarding of the grant, each neighbourhood submit a basic strategy for the use of the funds that is subject to staff review and approved by the City Manager.

EXECUTIVE SUMMARY

Council directed staff to provide more information on the outcomes that would be achieved by funding coordinator positions for neighbourhood associations without community centres, and how a trial coordinator program would inform consideration for future funding.

Staff met with neighbourhood representatives to identify objectives that would be served by coordinators and to consider a framework for a trial program. Neighbourhood associations described their goals and the roles that they believed they would provide. These were consistent with the historical roles of the neighbourhood associations in broadly engaging with residents to understand and convey their interests, involve them in community life and work with the City to achieve common goals.

Staff have recommended terms for the purpose of the funding, the types of activities that coordinators would be expected to provide, and a planning and reporting framework for use of the funds.

PURPOSE

This report is to provide Council with requested further information for its budget considerations for funding coordinator positions for the North Park, Downtown, Rockland and Jubilee neighbourhoods.

In its referral to staff, Council expressed specific interest in (1) clarifying goals and outcomes to be achieved by the neighbourhood associations, and (2) ensuring that the trial project would serve to inform consideration for future ongoing City support of a neighbourhood coordinator program.

BACKGROUND

The City recognizes neighbourhood associations as designated organizations for the geographically defined neighbourhoods in the city. This was established in 1994 and was guided

by a Neighbourhood Development Policy. Neighbourhood development was defined as “...a shared process where the City and the neighbourhoods work together...to satisfy neighbourhood needs and aspirations in the context of overall City goals.”

Associations were provided with per capita “base” funding for their core functions in community engagement and organizing, as well as access to a matching grant program to fund specific projects and activities. It was required that base grant funding be used to:

1. (Maintain) ongoing access to a meeting space,
2. (Provide) some form of local coordination of activities (e.g. meetings), and
3. (Develop) an appropriate means of communication with its members.

Although these were the minimal requirements, the grant program reporting also requested that applicants indicate how the funding would enable the association to implement the Neighbourhood Development Policy Principles and Characteristics in place at the time. While the references to the policy are no longer retained, neighbourhood associations are required to submit a brief annual report prior to receiving the now directly awarded grants each year.

Information on the proposed 2021 neighbourhood funding was solicited from the identified associations and presented to Council at its January 25 Special Committee of the Whole meeting. Downtown and North Park neighbourhoods were clear on their need and have previously requested support. North Park has a coordinator (Executive Director) in place, who plays a key role in the activities of the organization. They feel that the coordinator is providing key support in the association’s contribution to the neighbourhood and in supporting the interests of the City in meeting residents’ needs. Due to the complexity of issues in the downtown, the Downtown Residents Association identified a strong need to connect and engage with residents in order to better serve their collective interests. They felt the services of a coordinator were necessary for the work needed.

The Rockland and Jubilee neighbourhoods had not contemplated funding for a coordinator and had concerns with their capacity to provide the required administrative support. Both believe that a coordinator position would benefit their organizations’ capacities to engage residents and strengthen their associations’ capacity.

NEIGHBOURHOOD COMMENTS

Staff met with representatives of the neighbourhood associations to further discuss the funding opportunity in the context of Council’s request for more information. The following benefits of the coordinator positions were identified:

- Support for the basic operations of the neighbourhood association to reduce volunteer fatigue
- An increase in capacity for broader engagement of residents to better understand issues, represent their interests, and involve them in community activities
- Support Council in achieving neighbourhood objectives in the City’s Strategic Plan and Neighbourhood Plans
- Support for identifying and applying for complementary grant funding
- Increased community awareness of the neighbourhood association through the activities undertaken by the coordinator

As previously reported, some neighbourhoods had concerns with supporting the administration of a coordinator position. It was recognized that a contracted position would be less demanding than hiring an employee. There was also consensus amongst the representatives that administration

would be more manageable if the selected coordinator were a self-starter with the capacity to provide leadership in helping the organization.

Neighbourhoods also felt that while the funding would support a sufficient number of coordinator hours to make a meaningful improvement, they were concerned that administration of the grant might encumber them with bureaucratic requirements that would negate the benefits. They therefore indicated their preference for the City to balance needs for accountability with reasonable requirements that focus on the providing useful information on the trial program.

ISSUES AND ANALYSIS

Discussions with the neighbourhood associations reflect that their proposed roles for a coordinator position are consistent with City's historic expectations and they fulfill recognized needs in the community. Neighbourhood associations are uniquely positioned to serve as an intermediary between City and the residents within their prescribed geographic areas. They engage directly with residents to better understand and represent the diversity of perspectives and undertake projects and programs that build community connections. The neighbourhood associations also recognize opportunities for collaboration with the City in achieving community development goals identified in the City's Strategic and Neighbourhood (Local Area) Plans. The associations are supportive of better providing these roles with the assistance of a coordinator.

The coordinator would also ensure that basic administrative support is in place to provide a solid foundation for the organization. The position would support the associations in establishing strategies and undertaking key initiatives of importance to the organization. The coordinators will be able to leverage their impact by applying for project grants and developing relationships with other organizations with complementary community development roles.

Should the funding be supported, use of the funds by neighbourhood associations should be considered in conjunction with the (per capita) base funding program in place. This funding is intended to provide general support for the organizations and has recently been doubled.

Neighbourhood	2021 Base Funding	Population	Growth (2011-2016)
Rockland	\$5,700	3,665	4.8%
Jubilee	\$8,600	5,525	5.2%
North Park	\$5,550	3,565	3.2%
Downtown Harris Green	\$8,550	5,660	14.3%

Neighbourhood associations will continue to have different capacities and priorities. The terms for the funding should provide a framework that captures the appropriate roles of a designated neighbourhood association, but that allows for the flexibility needed for each organization and context.

The two associations in the Jubilee neighbourhood may choose to share a common coordinator or secure their own. The process of securing a contracted coordinator would require some effort on the part of the organizations, however, North Park has undergone this process and has offered their approach as a possible model. All associations have acknowledged that they would seek terms for a coordinator that would minimize administrative burden.

OPTIONS AND IMPACTS

It is proposed that Council award funding to the identified neighbourhoods based on the following:

- 1) The purpose of the funding is to provide support for recognized neighbourhood associations (without community centres) to more effectively fulfill their unique roles in their geographically-defined neighbourhoods:
 - Engage with the diversity of residents in the neighbourhood to effectively understand and convey their interests to the City
 - Develop community connections and neighbour capacity through events, programs and activities
 - Champion initiatives to address neighbourhood needs and wants (e.g. art projects, community gardens)
 - Help achieve neighbourhood objectives and actions identified in the City's Strategic Plan and Neighbourhood Plans

- 2) Funding allocation would complement base funding already in place and specifically provide for the engagement of a coordinator to complement Board functions, including but not limited to:
 - Providing administrative support for meetings, finance, correspondence and Societies Act requirements
 - Providing a leadership role in helping the organization plan and fulfill its objectives
 - Coordinating initiatives, projects and community outreach
 - Identifying and applying for grants that support the neighbourhood association and its objectives

- 3) That prior to awarding of the grant, each neighbourhood submit a basic strategy for the use of the funds that:
 - Reflects organizational goals and objectives for the year
 - Is consistent with overall role and purposes of Neighbourhood Associations as above

- 4) That each neighbourhood will provide a report at the end of 2021 describing activities, outcomes and actual expenditures, as well as suggestions that would inform continued City support for a policy for funding the coordinator position.

Option 1. That (3) is subject to staff review and approval by the City Manager.

Option 2. That (3) is subject to Council's review prior to awarding the grants.

Option 3. That (3) above is not a condition for awarding of the grants.

ACCESSIBILITY IMPACT STATEMENT

There are no accessibility concerns directly related to the proposed recommendations in this report, however, accessibility may be considered an issue in one or more of the neighbourhoods which they choose to provide some focus.

2019 – 2022 STRATEGIC PLAN

The identified neighbourhoods have expressed interest in helping Council achieve neighbourhood-related objectives in the Strategic Plan. This can indirectly assist with many objectives, including outcomes for Strong, Liveable Neighbourhoods such as:

- Increase in number of opportunities for engagement with residents
- People feel listened to and consulted about what makes a neighbourhood distinctive
- All neighbourhoods are thriving, distinctive, appealing, viable and have amenities

IMPACTS TO FINANCIAL PLAN

Council has allocated \$80,000 in the 2021 Financial Plan to fund the coordinator grants for the four neighbourhoods.

OFFICIAL COMMUNITY PLAN CONSISTENCY STATEMENT

15. Community Well-being

The initiative supports the goal that “Victorians know their neighbours, are connected to communities of interest and have diverse opportunities for social interaction”, and broad objectives “that strong partnerships build the capacity of individuals and the community” and “that all citizens have the opportunity to participate in civic affairs.” The support will also contribute to specific objectives in the Community Development section of this chapter.

CONCLUSION

Staff believe that the interests of Council in providing funding for neighbourhood coordinators over a trial period will be achieved by the terms provided in this report, and that Neighbourhood staff can provide additional support in making this pilot program successful.

RECOMMENDATION

1. Approve the criteria as outlined in this report, to be incorporated into a policy, for the neighbourhood coordinator pilot project in the identified neighbourhoods.
2. That prior to awarding of the grant, each neighbourhood submit a basic strategy for the use of the funds that is subject to staff review and approved by the City Manager.

Respectfully submitted,

Kerri Moore
Head of Business & Community Relations

Gary Pemberton
Neighbourhood Liaison

Kimberley Stratford
Neighbourhood Liaison

Michael Hill
Community Development Coordinator

Report accepted and recommended by the City Manager

Neighbourhood Coordinator Funding

Business & Community Relations
February 25, 2021



1

Purpose

To provide Council with additional information in considering support for neighbourhood coordinator funding, specifically to:

1. Clarify goals and outcomes to be achieved by the neighbourhood associations
2. Ensure that the trial project will serve to inform consideration for future ongoing City support of a neighbourhood coordinator program



Neighbourhood Coordinator Funding

2

Goals and Outcomes

- Engage with the diversity of residents in the neighbourhood to effectively understand and convey their interests to the City
- Develop community connections and neighbourhood capacity through events, programs and activities
- Champion initiatives to address neighbourhood needs and wants (e.g. art projects, community gardens)
- Help achieve neighbourhood objectives and actions identified in the City's Strategic Plan and Neighbourhood Plans



Neighbourhood Coordinator Funding

3

Coordinator Role

- Providing administrative support for meetings, finance, correspondence and Societies Act requirements
- Providing a leadership role in helping the organization plan and fulfill its objectives
- Coordinating initiatives, projects and community outreach
- Identifying and applying for grants that support the neighbourhood association and its objectives



Neighbourhood Coordinator Funding

4

Accountability & Reporting

1. Adhere to the goals and outcomes as the purpose of funding allocation
2. Submit a basic strategy for use of the funds
3. Complete a report describing activities, outcomes and expenditures at the end of 2021, and suggestions to inform future funding of the program



Neighbourhood Coordinator Funding

5

Options

Regarding (2) Submission of a basic strategy for use of funds, that this is:

- a) Subject to staff review and approval by the City Manager (recommended)
- b) Subject to Council's review prior to awarding the grants
- c) Not a condition for awarding of the grants



Neighbourhood Coordinator Funding

6

Recommendation

1. Approve the criteria as outlined in this report as a basis for a policy for funding the neighbourhood coordinator pilot program
2. That prior to awarding of the grant, each neighbourhood submit a basic strategy for the use of the funds that is subject to staff review and approved by the City Manager





Council Member Motion For the Committee of the Whole Meeting of February 25 2021

To: Council **Date:** February 15 2021
From: Mayor Helps and Councillor Loveday
Subject: Council Endorsement of Help Cities Lead Campaign

RECOMMENDATION

That Council formally endorse the Help Cities Lead campaign and consider the following actions:

- a. Write a letter to the following provincial ministers to voice Council's support for the five policies detailed in this report:
 - Minister of Environment and Climate Change Strategy, ENV.Minister@gov.bc.ca
 - Minister of Municipal Affairs, MAH.Minister@gov.bc.ca
 - Minister of Energy, Mines, and Low-Carbon Innovation, EMPR.Minister@gov.bc.ca
 - Minister of Finance, FIN.Minister@gov.bc.ca
 - Attorney General and Minister responsible for Housing, AG.Minister@gov.bc.ca
- b. Write a letter to the Capital Regional District requesting regional endorsement of the campaign.
- c. Write a letter to all BC local governments asking to endorse the campaign.

EXECUTIVE SUMMARY

The purpose of this report is to seek Council endorsement of the Help Cities Lead campaign to support climate action advocacy. Help Cities Lead (helpcitieslead.ca) is an education and awareness campaign working to build support for more focused collaboration between the Province of British Columbia and local governments on building related climate policy. It is led by Climate Caucus, members of the BC Hydro Community Energy Managers Network, and the Pembina Institute.

Political endorsement and advocacy by City Councils to MLA and Cabinet Ministers is necessary to achieve legislative change. Meetings between City Councils, MLA's and Cabinet Ministers would further help outline the need and expedite the pace of change.

PURPOSE

The purpose of this report is to seek Council endorsement of the Help Cities Lead campaign to support climate action advocacy, the goal of the Climate Leadership Plan and climate emergency response.

BACKGROUND

Emissions from buildings account for about 11% of the province's GHG emissions. This is the third highest source of GHG emissions in BC after road transportation (27.1%) and the oil and gas sector (17.6%). For municipalities, GHG emissions from existing buildings account for 40-60% of community emissions. In Victoria this number is around 50% of our community GHG inventory.

In British Columbia, the regulation of buildings typically occurs at the provincial level. For the past two decades British Columbia has been at the forefront of action and policies taken in Canada to reduce energy use and GHG emissions from buildings. The 2018 CleanBC Plan moved the province further in this direction with key commitments for the building sector such as a net-zero energy building standard by 2032, a building upgrade standard by 2024, and exploring building energy labelling options.

A number of local governments, including Victoria, are keen to take even bolder action, and have set ambitious targets of our own to significantly reduce GHG emissions from buildings over the next 10 years in alignment with climate emergency declarations. The success of the Province in achieving deep emissions reductions from the building sector are directly connected to the success of local governments to achieve their own targets because most buildings are situated within these communities. However, tools currently available to local governments to pursue these ambitious reduction targets are largely limited to information campaigns and incentives. Although helpful, on their own these tools are insufficient to achieve broad and deep energy and GHG reductions given limited budgets.

Help Cities Lead (helpcitieslead.ca) is an education and awareness campaign working to build support for more focused collaboration between the Province of British Columbia and local governments on building climate policy.

The campaign project team identifies five regulatory measures where additional authority would be instrumental for municipalities in accelerating climate action:

1. Regulating GHG emissions for new buildings – the BC Energy Step Code only regulates energy efficiency in new buildings. Leading local governments would also like the ability to regulate GHG emissions from new buildings.
2. Mandatory home energy labelling - In Canada and British Columbia, legislation requires energy labelling for a broad range of consumer products including motor vehicles, furnaces, windows, lightbulbs, and kitchen appliances. However, there are no labeling requirements for the single largest purchase a given Canadian is likely to make—their home.
3. Property assessed clean energy (PACE) financing - programs allow property owners to finance the up-front cost of building energy efficiency upgrades—such as more efficient heating systems, or windows—by paying the costs back over time via a voluntary property tax assessment. The assessment is attached to the property, not an individual; if, and when, the property is sold, the financing carries on with the new owner
4. Regulating GHG emissions for existing buildings – this would include the development of a new regulation that would set greenhouse gas emissions targets from existing buildings.
5. Mandatory building energy benchmarking and reporting - Energy benchmarking is the process of collecting and monitoring energy data from a large number of buildings over time so that governments and the private sector can compare the performance of any one participating building against similar properties.

Direction to implement the first three of these measures – enabling local governments to regulate GHG emissions for new buildings, home energy labelling, and PACE financing – were included in the ministerial mandate letters issued in November 2020. Help Cities Lead encourages the province to move as quickly as possible and in close consultation with local governments to develop and implement these measures.

Help Cities Lead would also like the Province to enable local governments to choose, when ready, to opt into the remaining two measures not addressed by the mandate letters – namely, regulating GHG emissions for existing buildings and building energy benchmarking and reporting.

The suite of initiatives is intended to compliment what the provincial government and utilities are already doing in this area and help to lay the groundwork for eventual province-wide adoption of these measures. These five measures are expanded on in Appendix A.

ISSUES & ANALYSIS

The Help Cities Lead project team worked with numerous leading local governments and civil society groups to identify an initial set of regulatory tools that would achieve deep emissions reductions in buildings and align with the aggressive targets set by these cities.

While experience from other jurisdictions shows that, on their own, measures such as building benchmarking, home energy labelling or PACE financing result in some additional GHG savings, alone they are not likely to achieve the GHG emissions targets that have been established for the building sector by the Province and local governments. However, when integrated together, building benchmarking and home energy labelling can identify what degree and type of improvements are needed, a GHG requirement for new and existing buildings then sets requirements, and PACE financing helps to spread the cost of upgrades over a longer period of time than what is otherwise possible for most building owners.

The five expanded authorities being requested for local governments should therefore be considered as an integrated market transformation suite of actions to drive deep GHG emissions reductions from the building sector, rather than standalone measures. If adopted, the five measures will allow local governments to more effectively derive GHG savings from across the entire spectrum of the building sector: new and old; Part 3 buildings (big) and Part 9 buildings (smaller); residential, commercial, and institutional uses.

In addition to integration between these five measures, it is also important to recognize that they will need to continue to be implemented with a host of other measures from all levels of government and utilities, including incentives, information campaigns, low-income programs, and other affordable and accessible financing options. They should therefore not be thought of as an isolated set of measures but rather as a missing compliment to what is already being done.

Aligning with the Climate Leadership Plan and Climate Emergency

These five regulatory changes are necessary to meet the targets outlined in the City of Victoria's Climate Leadership Plan and as a response to the City's declaration of a Climate Emergency.

UBCM Resolutions & Leading on Climate

It is important to note that many of these initiatives have appeared as formal UBCM resolutions in the past. However, despite the need for urgent action as a result of the climate emergency, there

has been a lack of movement following these resolutions. To help meet climate action goals, Help Cities Lead has initiated a campaign that would allow the issues to be elevated to civil society groups, in particular the environmental NGO community, industry and the broader community concerned with climate action.

Political endorsement and advocacy will strengthen this campaign and make the likelihood of legislative change much more likely. Therefore, it is recommended that Council formally endorse the Help Cities Lead campaign and consider writing letters and requesting meetings with MLA's and Cabinet Ministers, to expedite the pace of change.

OPTIONS & IMPACTS

2019 – 2022 Strategic Plan

This campaign supports the strategic plan goal of "Expedite implementation of the BC Step Code." The inclusion of a GHG metric to step code will allow for greater carbon reduction across all steps of the BC energy step code than what exists in the framework today.

Impacts to Financial Plan

The advocacy recommended in this report would not have any impact to the Financial Plan for 2021. If in future, legislative changes were made, Victoria's climate action staff would begin exploration of these initiatives to focus on building emission reductions. A complete project plan outlining the costs and benefit, including impacts to the Financial Plan, of each initiative would be brought to Council for consideration.

CONCLUSIONS

Council endorsement of Help Cities Lead would send a strong signal to the Province of BC that Victoria and other local governments require expanded climate action powers in order to meet ambitious targets identified as part of the climate emergency response.

Five measures where additional authority is requested are:

- Regulating GHG emissions for new buildings
- Regulating GHG emissions for existing buildings
- Building energy benchmarking and reporting
- Home energy labelling
- Property assessed clean energy (PACE) financing.

These additional authorities would let municipalities, ready to take bolder action on climate, lead the way in regulating emissions in buildings. This would provide a template for action for other jurisdictions and even for provincial regulation in the future.

Respectfully submitted,



Mayor Helps



Councillor Loveday



Dear Mayor and Council,

We are writing to request your support for the recently launched [Help Cities Lead Campaign](#). Help Cities Lead is an education and awareness campaign to accelerate building decarbonization through collaboration between the Province of British Columbia and local governments. The campaign is led by Climate Caucus and supported by local governments and environmental NGOs.

We are asking that Council:

- endorse the Help Cities Lead Campaign campaign; and
- commit to sending a letter of support to the Hon. Josie Osbourne, Minister of Municipal Affairs, the Hon. George Heyman, Minister of Environment and Climate Change Strategy (ECCS), the Hon. Selina Robinson, Minister of Finance, the Hon. Bruce Ralston, Minister of Energy Mines and Low Carbon Innovation (EMLCI) and Hon. David Eby, Attorney-General and Minister responsible for Housing

Allowing for local government leadership is critical to developing innovative policies and programs to achieve deep emissions reductions from the building sector throughout the province. However, tools currently available to local governments to pursue these critical reduction targets are largely limited to information campaigns and incentives and are insufficient to achieve broad and deep energy and GHG reductions at scale.

The Help Cities Lead campaign identifies a suite of measures that will enable local governments to take effective action on reducing GHG emissions from new and existing buildings. Five regulatory measures have been identified where additional authority would be instrumental for municipalities in accelerating climate action:

- Regulating GHG emissions for new buildings
- Home energy labelling
- Property assessed clean energy (PACE) enabling legislation as outlined in the accompanying [letter from PACE BC](#).
- Regulating GHG emissions for existing buildings
- Building energy benchmarking and reporting

Direction to implement the first three of these measures - enabling local governments to regulate GHG emissions for new buildings, home energy labelling, and PACE financing - were included in the ministerial mandate letters issued in November 2020. Help Cities Lead encourages the province to move as quickly as possible and in close consultation with local governments to develop and implement these measures.

Help Cities Lead would also like the province to enable local governments to choose, when ready, to opt into the remaining two measures not addressed by the mandate letters - namely, regulating GHG emissions for existing buildings and Building energy benchmarking and reporting.

All five of these initiatives will complement what the provincial government and utilities are already doing in these areas. Additional information about each of the initiatives can be found at <https://www.helpcitieslead.ca/>

It is our hope that you will put forward a motion to Council which endorses this campaign and commits to sending letters of support to Ministers Osbourne, Heyman, Robinson, Eby, and Ralston.

Sincerely,

Will Cole-Hamilton
Councillor, City of Courtenay
Director, Climate Caucus
Steering Committee, Help Cities Lead

Vancouver Island and Coastal Communities Climate Action Goals

WORKING DRAFT



Vancouver Island and Coastal Communities Climate Leadership Plan (VICC-CLP) Steering Committee
viccclp.com

We respectfully acknowledge that the Vancouver Island and Coastal Communities Region is located upon the traditional unceded territories of many different Indigenous peoples.

Our climate change challenge

Climate change is a complex and ongoing challenge facing communities across the Vancouver Island and Coastal Communities Region (VICC). By 2050, it is anticipated that British Columbia will experience:

- Temperature increases of 1.3 to 2.7 °C;
- Increases in average annual rainfall from 2% to 12%, with summers being increasingly drier;
- Loss of glaciers resulting in changes to fish habitat, declining quality and storage of drinking water; and
- Continued rising sea levels along most of B.C.'s coast, more frequent wildfires and rainfalls.

Climate change will impact all sectors of society and the economy now and in the future. Communities large and small, rural and urban have adopted a range of initiatives and there are a growing number of regional plans that aim to scale up these efforts to promote co-ordinated actions. Climate change impacts are experienced at a local level, yet existing municipal and regional district governance structures can constrain climate action plans, making planning at a broader regional scale essential. This is why we need to plan at a Vancouver Island and Coastal Communities wide scale.

Our communities are connected in tackling this challenge. Our overarching goal is for all our climate actions to increase community resilience across the Vancouver Island and Coastal Communities region, which in turn will better prepare our communities to navigate climate challenges.



The plan

The **Vancouver Island and Coastal Communities Climate Leadership Plan Steering Committee** (VICC CLP SC) was convened by three Vancouver Island Mayors—Lisa Helps (Victoria), Josie Osborne (Tofino), Michelle Staples (Duncan)—to catalyze climate mitigation and adaptation throughout the region. The VICC CLP SC includes representatives from each of the regional districts on the island and the Sunshine Coast (urban and rural), working together to produce a regional plan that will catalyze climate mitigation and adaptation projects and activities throughout the coastal region.

This document shares the **VICC's Climate Action Goals** across ten thematic areas. These goals were jointly developed with participants in the VICC's Community Resilience Summit which took place on November 6th 2020. Over 150 elected officials and members of staff from across the VICC region engaged in a series of workshops to help develop a Climate Action and Resilience Plan to 2030 for the island and coastal communities.

Equity and Social Justice

Equity and social justice principles strive for a fair and equal society in which each individual matters, their rights are recognized and protected, and decisions are made in ways that are fair. This includes: Accessibility (what programs or services are truly accessible, particularly to those without financial means) and Choice (who has agency to choose and what impacts the ability to choose?).

GOAL 1:

A social justice and equity lens must be placed on all climate change decision making

- Develop a social justice charter in order to ensure that the VICC's work is grounded in a vision of climate justice and equity.
- Establish an enabling a space for those with lived experience to contribute, creating an accountability structure to inform what is meant by 'equity & social justice', developing a clear picture of the impacts, etc.
- Ensure that actions/policies/etc. distribute the benefits of climate mitigation and adaptation. This may include reducing energy poverty and rent/demovictions with retrofit policies, designing sliding scales for financial incentives, defining and supporting food security, access to housing, expansion of public transit, and eliminating the unequal burdens caused by climate change.

GOAL 2:

By 2021 there is a framework established to ensure that the voices at the planning and decision making tables that develop this Island and Coastal Community Climate Strategy are diverse and inclusive

- **Diversify voices and facilitate equal participation:** de-stigmatize those in the community needing support, encourage youth voices and participation, remove barriers for youth, BIPOC, LGBTQ, and women to have a say at the table and get into leadership positions, and design policy for all working and/or planning tables that clearly identifies who has to be represented.
- **Identify and invite diverse groups/voices to participate:** measure equity and set goals (who is involved, are our systems changing to be representative of and responsive to diversity in community?), exploring language and engagement practices.

- **Improve engagement and diversity:** Set expectations for participation, identify facilitators, educate students, develop training in intersectional equality and accessibility, provide education about climate justice, increase opportunities for public engagement, remove financial barriers to participation and secure funding to support participation.

GOAL 3

Indigenous priorities must be centered within the planning and implementation process

- Recognize and acknowledge reconciliation and Indigenous knowledge in planning and decision-making from the beginning. Reconciliation involves recognition of history and centering Indigenous priorities within the planning process.
- Meaningfully include Indigenous Peoples in decision-making and consultation, including fair compensation for their involvement. Incorporate UNDRIP/DRIPPA/Truth & Reconciliation into the work. First Nations must have a say in decisions about their land.
- Recognise colonization and actively work towards decolonizing practices of government.
- Protect ecosystems and lands, particularly with regards to First Nations food systems.

It is important that a diversity of voices inform decision making.

The unique opportunities and barriers facing First Nations communities, as well as the ongoing traditional relationship with the land, mean that First Nations must be participants in the process. It is also important to understand the unique circumstances and needs of different populations, including children, youth, families living on lower incomes, renters, and those living on the edge, recognising that there are differences in how people can manage when a crisis occurs.

Healthy Communities and Social Resilience

Resilience is the ability to *persist, adapt, and transform*, and is a characteristic of healthy communities. We need to work together to prioritize and foreground this to senior levels of government as part of Climate Mitigation and Adaptation planning. In everything we do we must support the health and well-being of our most vulnerable populations; this will increase overall community resilience and a community's ability to better withstand the shocks and disruption that climate change will bring.

GOAL 1:

By 2030 everyone across the VICC has access to adequate health and wellbeing supports as per the social and ecological determinants of health

- Establish a VICC housing corporation to achieve economies of scale in building new zero emissions affordable housing.
- Set up opportunities for health professionals, elected officials and municipal staff to work together and share best practices; enhance information sharing through community health networks.
- Facilitate development of health and wellness hubs (e.g. recreation centres, food banks) where community groups collaborate with health professionals.
- Support all communities to incorporate the social determinants of health into local decision-making.
- Take a Health in All Policies approach to municipal (land use) planning.
- Island Health, BC Housing and the First Nations Health Authority develop a VICC wide partnership to address unmet needs.

GOAL 2:

By 2030 all communities on VICC use a common measurement of wellbeing and there is a 50% improvement from when we started measuring in 2022

- Determine the most suitable and EASIEST way to measure that is also culturally appropriate and incorporates Indigenous ways of knowing.
- Work through Community Health Networks (an existing entity focused on social determinants of health) to implement the wellbeing measurement function.
- VICC communities agree to using a common wellbeing measurement by Dec 31, 2021, to be used going forward.

- VICC communities will start measuring wellbeing (using the agreed-to measurement), and provide an initial report by Dec 31, 2022.
- Following the first set of reports, VICC communities will agree on which metric(s) to focus on collectively.

GOAL 3:

By 2030 we have a VICC wide emergency management plan with actions that achieve 100% resilience and address the needs of priority populations.

- Establish a VICC wide emergency management and resilience planning body/table to develop an Emergency Management Plan for the VICC region.
- Ensure that the VICC emergency management plan explicitly incorporates the needs of vulnerable populations and uses an equity lens.
- Advocate to Emergency Management BC for a broader scope in the emergency planning process that incorporates people who are already homeless or displaced in emergency management plans.
- Engage impacted people through participation in the planning process and in Emergency Response debrief sessions.
- Connect residents VICC wide to share best practices on social resilience and emergency preparedness at the street or neighbourhood level.

All of the actions to achieve these goals require a culture shift and transformation from the way projects are funded to the way we develop policy.

Targets and benchmarks are critical to keep progress on track and hold ourselves accountable to the linkages between the health of people and the health of the environment. Buy-in and involvement from other community stakeholders (fire, police, hospitals, VIHA, etc.) will be critical to the success of these actions.

Food Security

Healthy food systems and ecosystems are the foundations of healthy communities. Food security entails universal access to safe, healthy, culturally-appropriate food all year around and across the region. An overarching goal is the achievement of food sovereignty, in which communities are taking an *active* role in co-managing their food systems to ensure that these systems express their values.

GOAL 1:

By 2022, all communities have access to resources to support embedding food policy into their policies and practices, and region-wide forums exist to support and scale up these actions

- Support every community to incorporate food (sovereignty/ security) into their planning and policies.
- Develop resources to inform leadership and staff about how this can be done.
- Establish forums for sharing community knowledge, advice, successes, and templates, and for identifying and lobbying for policy changes at other levels of government that would support this work.



GOAL 2:

We have complete local food systems that include infrastructure for production (growing, harvesting and processing), distribution and access by 2030, including the local knowledge and capacity to support them

- Support local growing and harvesting capacity, including access to lands and waters (develop land registries; innovative land-sharing programs; lobby for local access to and benefit from marine resources; develop research, training and knowledge transfer resources, etc.).
- Support local and regional processing and distribution capacity, at both household and regional scale (develop and support community kitchens; processing, storage, and distribution facilities; farmers markets, etc.).

- Enhance capacity by increasing learning and knowledge transfer about food systems, both to increase food literacy and to support those seeking to build careers, companies or organizations in sustainable food systems (reinvigorate farmers' institutes; develop new and expand existing educational programs to support food entrepreneurship and to braid local and Indigenous knowledge of food systems into courses and degrees).

GOAL 3:

Land and water-based ecosystems essential to food production are protected and restored region-wide by 2030

- Ensure ALR land is protected, and this is embedded in OCP and RGS language.
- Ensure that food systems are part of all land use planning and management.
- Advance the creation of Indigenous Protected and Conserved Areas and co-management agreements for important growing and harvesting areas, for marine as well as terrestrial species.
- Support and expand Indigenous Guardian Programs and other regional, place-based monitoring and stewardship initiatives that inform adaptation and serve as early warning systems for food safety.
- Develop systems for integrated community-based monitoring of productive ecosystems, and use this to shape adaptive management; ensure these processes consider connections and cumulative effects.
- Embed shoreline protection and restoration in OCPs to enhance "common" harvesting areas (with adequate monitoring for safety and to prevent overharvesting).

To be resilient, food systems need to be supported and organized across a variety of scales (household, neighborhood, community, regions) and they both require and support healthy lands and waters.

They also have the potential to help mitigate climate change and increase the resilience of communities to adapt to it. Prioritizing healthy lands and waters in all actions is essential. We need to recognize, respect, and develop synergistic relationships across First Nations' and Settler approaches to food systems. We can build upon the extraordinary variety of work that is already underway towards enhancing local, sustainable and resilient food systems.

Building resilient economies

A resilient economy is diverse, inclusive, and has the capacity to adapt and innovate.

We need to think regionally as we build economies that transition from unsustainable resource extraction and carbon dependant industries to resilient regional economies that support responsible energy use and can generate *more* employment and deliver *higher* returns.

GOAL 1:

By 2030 all municipalities in the VICC will invest in clean, renewable energy industry to diversify the economy and create jobs in the region

- Grand plan for municipalities and regional districts to electrify fleets:
 - Senior government commit to eliminate fossil fuels;
 - Support clean industry and tech, and research and development; and
 - Incentivize energy retrofits.
- Determine barriers to such investments:
 - Incentivize rural/urban/indigenous partnerships;
 - Incentivize revisions of OCPs to align with this goal; and
 - Work with provincial government to incentivize funding approaches.

GOAL 2:

By 2030 incentivize small businesses and rural communities through investing in tourism, innovation, and internet access

- Incentivize and support for cottage/small business industry start ups.
- Support Island Coast Economic Trust to start climate-related economic investment.
- Ensure funding is not administratively onerous.
- Invest in sustainable tourism (e.g. Forest Bathing).
- Invest in First Nation-led and owned tourism.
- Facilitate regional networking and regional project.

GOAL 3:**Develop policy framework for measuring success of resilient economies (emphasis on triple bottom line)**

- Coordinate all local governments to use common framework to measure prosperity and economic resilience:
 - Monitor support in various programs;
 - Be sure communities have resources to do this work;
 - Create platform to share results;
 - Adopt triple bottom line framework; and
 - Train local governments to apply framework.

We have a vision for a greener, smarter, and more inclusive economy.

Environmentally sustainable businesses that use clean and renewable energy are fundamental to building resilient economies that can regenerate rapidly after stress, and will often improve their situation compared to the pre-shock world.



Circular Economy

A circular economy aims to eliminate waste and pollution, keep products and materials in use, and regenerate natural systems. In order to minimise the use of resource inputs and the creation of waste, pollution and carbon emissions, products of non-biological “technical materials” such as metals, plastics and synthetic chemicals are kept cycling in the economy through the design of systems that facilitate reuse, sharing, repair, refurbishment, remanufacturing and recycling. Organic based biological materials are managed to ensure that at end-of-life they are properly decomposed to return nutrients to the environment to support the regeneration of natural systems.

GOAL 1:

Reduce 50% of food waste and divert 100% of organic material from landfill and incineration and by 2030

- Increase food waste reduction education for residential and commercial.
- Coordinate with forestry, restaurants and grocery stores to create new collection streams
- Ban organics from co-mingled waste streams.
- Establish organics processing infrastructure at all scales – rural, small and large municipalities.
- Capture forestry and industrial waste in the accounting of waste organic material.
- Refine regulations to improve quality of composted materials and their distribution.
- Develop local food production and supply chains.



GOAL 2:**Reduce per-capita disposal of material and consumer good waste to 150kg (85% Diversion) by 2030**

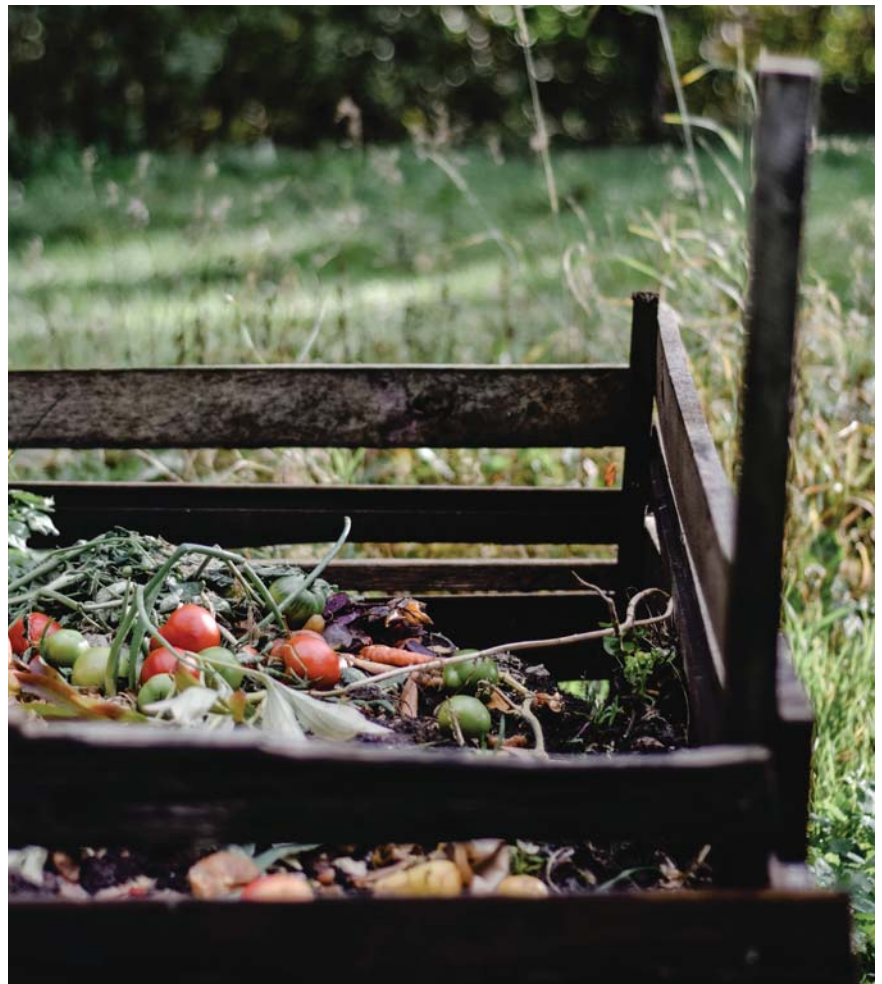
- Increase and highlight re-use, repair, rental and sharing skills and services.
- Advocacy for right to repair.
- Regulations to decrease packaging waste/ban single-use items.
- Expand and reform extended producer responsibility (EPR) programs - recovery standards and percentage of recycled materials, incentives for redesign to support circularity.
- Increase access to recycling for rural communities through strengthening EPR programs and service levels.
- Address Industrial, Commercial & Institutional and Construction & Demolition waste streams.

GOAL 3:**Re-localize supply chains and increase local circular business**

- Establish VICC circular procurement policy and systems.
- Increase skills training for trades and local resource manufacturing and food production.
- Establish hubs for re-use, sharing and repairing.
- Maximize local food chain capacity and remove regulatory and capacity barriers, such as over-restrictions of FoodSafe meant for large industrial food processing but penalizing small, local suppliers.
- Develop educational campaign promoting local services and products.
- Examine supply management.
- Incentivize and support circular business development.

There is great potential for impact.

According to a 2009 US EPA study, 50% of total Green House Gas emissions result from the provision of food and goods (products and packaging). These emissions are accrued at each step of the item's value chain from material extraction, production, transportation, consumption and disposal. By systemically addressing how we manage materials by reducing extraction of raw materials, re-localizing supply chains, designing materials for re-use, repair and recycle, and reducing waste, large reductions in GHG emissions across sectors can be achieved – by some estimates, up to 2/3rds of the emissions in the provision of food and goods.



Resilient Infrastructure

Infrastructure is the basic physical and organizational structures and facilities (e.g. buildings, roads, power supplies) needed for the operation of a society or enterprise; infrastructure resilience is the ability to reduce the magnitude and/or duration of disruptive events. The effectiveness of a resilient infrastructure or enterprise depends upon its ability to anticipate, absorb, adapt to, and/or rapidly recover from a shock.

GOAL 1:

Resilient Water Management

- Develop plans to assess capacity, durability and redundancy of water management systems regarding runoff, drinking water and non-potable water under potential climate change scenarios.
- Collaborate to identify capacity, jurisdiction, treatment, existing water uses, etc.
- Develop a common model of risk assessment.
- Integrate an understanding of systems, both natural and built, into water management.
- Ensure preparedness of existing systems.
- Develop integrated watershed management.

GOAL 2:

Resilient transportation Infrastructure for all modes of transportation

- Identify modes of transport, hubs, corridors, safety nets.
- Institute broad collaborative planning.
- Develop a united front to lobby province.
- Free electrified transit.
- Shared roads for all modes.
- Lobby to change MOTI's operating principles, road definitions.
- Lobby TC public transportation infrastructure.
- Improve data sharing.

GOAL 3:**Identify Infrastructure needs (both new and replacement) and funding**

- Develop plans to assess risks and redundancy of infrastructure for transport of people, goods, resources, etc. under potential climate change scenarios.
- New building planning should be multifunction.
- Increase capacity to deal with as much waste processing locally as possible, including recycling, salvage, etc.
- Identify and upgrade existing infrastructure.
- Develop integrated plans on how to recover / rebuild after major events.
- Develop new funding models (new taxation tools), criteria that support the development of resilient infrastructure.
- Planning for collapse.

We need new ways of working to support infrastructure resilience.

We need flexible and scaleable projects. We need to support and celebrate the leaders and champions and to develop community education and consultation. We need better resources and information sharing. We need to collaborate with industry, trades, communities, volunteer groups (e.g. streamkeepers), First Nations, labour unions and youth.

Green Infrastructure

Green infrastructure incorporates both the natural environment and engineered systems to provide clean water, conserve ecosystem values and functions and provide a wide array of benefits to people's health and wellbeing. Green infrastructure solutions can be applied at the scale of a building through to the broad landscape. Examples of green infrastructure practices at a local level are permeable pavements, green roofs, and rainwater harvesting systems while across a landscape the preservation and restoration of an interconnected network of natural and semi-natural areas is key.

GOAL 1:

By 2030, embed the use of sustainable, renewable materials and permeable living surfaces into all new and retrofit built infrastructure to achieve 100% increase from 2020 levels

- Think of roads as pathways for the whole community and design for mixed-use active transport, reduced impermeability, and protection and restoration of natural assets.
- Expand the use of green roofs, carbon sequestering materials in building supplies, rain gardens, bioswales etc. in new builds and retrofits.

GOAL 2:

By 2030 ecosystem-based management underpins all land use in VICC to maintain and restore healthy aquatic and terrestrial ecosystems and to optimize the rebuilding of carbon stores

- Expand the protection and restoration of natural areas and ecological features.
- Develop water sustainability plans for all watersheds.
- Ensure local communities and First Nations are part of forest management decision making.
- Design and manage for ecological connectivity on the local and regional scale.

GOAL 3:**By 2030, VICC local governments will have integrated natural amenity accounting**

- Develop VICC-wide data inventory of natural assets and amenities.
- Ensure that natural amenity accounting is developed with key stakeholders--including First Nation--and the data is shared in order to improve decision making and track progress.

Green infrastructure is a cost-effective, resilient approach to reducing flood risk and the impacts of heat and drought while providing many community benefits such as carbon storage, clean drinking water, fish and wildlife, and spaces to recreate.

Meeting these goals will take strong advocacy to communicate and coordinate across jurisdictions and First Nations. Key stakeholders include the ministries of Agriculture, Food and Fisheries, Environment and Climate Strategy, Finance, Forests, Lands and Natural Resource Operations and Rural Development, Indigenous Relations and Reconciliation, Municipal Affairs, and Transportation and Infrastructure, the AVICC, UBCM, First Nations communities, the BC Products Stewardship Council and the CRD interprovincial working group.



Buildings: getting to net zero through retrofits and new builds

Resilient and zero-emissions buildings can help achieve climate goals, reduce home-heating costs, and enable new skills-building for construction workers. Both emissions reductions and adaptation to changing climate conditions need to be accounted for when planning new builds and upgrading existing infrastructure. This is critical for mitigation.

GOAL 1:

By 2030, existing buildings will reduce energy usage and GHGs by 40%. All new retrofits must consider resiliency and adaptation.

- Develop retrofit financing tools (like PACE - Property Assessed Clean Energy) that work for everyone and cover all types of buildings (residential, commercial, industrial, institutional).
- Generate research-based metrics and targets that can be used to track progress, improved access and quality of data, and enhance capacity of energy advisors to support these targets.
- Create an advocacy, education and action plan for all local governments through AVICC, including hazard mapping to support appropriate land use and resilience planning.
- Lobby provincial government to pass legislation to ban oil heating, mandate point of sale building energy labelling and a building benchmarking program for large buildings.
- Work with communities to develop official retrofit programs plans, including a retrofit builders training program, one stop retrofit program for homeowners, and regional teams to facilitate, educate and support public uptake of rebate programs.

GOAL 2:

By 2030, all new buildings will be net-zero and resilient to the localized impacts of climate change.

- Alter the step code to include GHG emissions.
- All VICC Communities adopt step code by 2025.
- Local governments require low carbon heating and cooling systems through building bylaws (Greenhouse Gas Inventory, GHGi).
- Advise and offer training to local developers and builders to meet this goal.
- Adopt hazard lands development permit areas (sea level rise, wildfire interface, steep slope).
- Adopt development permit area guidelines for energy efficiency.

GOAL 3:**By 2025 (at the latest) we have the capacity across the island to support net zero and resilient buildings.**

- Develop enough expertise to achieve goals 1 and 2 through increased training programs and green qualifications and licensing of trade.
- Ensure that a broad cross section of community is recruited (better representation of women and other equity seeking groups), including potentially workers from the fossil fuel sector.
- Ensure that funding and capacity for retrofits is in place and that building owners are aware of who can do the work in their communities.
- Develop programs and networks to support net-zero and climate resilient buildings, including energy auditor programs available remote communities, and net-zero and climate resilient building awards.

Switching to low-carbon technologies and increasing energy efficiency of buildings can move us forward to a future where buildings produce no emissions at all.

Regulatory changes, advocacy initiatives, and financing tools can help communities save money on heating, create new 'green' jobs, and be prepared to resist upcoming climate-related natural hazards.

Decarbonised transport

WORKING DRAFT

Transportation is one of the biggest contributors to greenhouse gas emissions in the region. In line with the provincial CleanBC strategy, the region needs to move to a zero-emission vehicle future with widely available charging infrastructure. We also need to connect all communities via transit, railway, and biking to allow for decreased reliance on driving and complete streets development of communities across the region.

GOAL 1:

By 2025, have accessible electric vehicle (EV) charging infrastructure for personal & commercial transport in all VICC communities in all sectors

- Build EV infrastructure including acquiring land that can be used for Level 3 charging.
- Collaborate with the private sector including partnering with car share and ride sharing companies to electrify their fleets.
- Develop a secure written agreement with all regional districts (RDs) to build and coordinate the charging system with support from BC Hydro and the provincial government.
- Increase broad education on the benefits of electrification, existing policy and costs of installing stations—use data and technology to increase support for EVs.
- Prioritize areas with greater density of apartments to have more access to public charging infrastructure—this infrastructure placement should be informed by good transportation data and projections.
- Provide rebates for charging infrastructure to home owners and developers.
- Use provincial post-COVID and other funding (e.g., CleanBC) to invest into EV charging stations in existing attached buildings.
- Develop regulations/bylaws for new developments requiring installation of EV charging stations.

**GOAL 2:****By 2030, connect communities via biking, transit, and railway corridors and EV rentals in VICC**

- Create an intergovernmental task force to model interconnectivity infrastructure.
- Develop public-private partnerships to enable collaborations between BC Transit, BC Ferries and the private sector (i.e., car share, e-mobility, rental companies).
- Enable full cost accounting/economic analysis of different transportation options and communication to public (i.e., account for co-benefits including safety, benefits for tourism and environmental benefits).
- Develop zoning requirements to enable EV rentals in appropriate places.
- Lobby BC and federal governments to develop a regional transportation plan and to receive their support/buy-in.
- Learn from leading jurisdictions on how such interconnectivity can be achieved and what policies and governance institutions need to be developed.

GOAL 3:**By 2025, allow for only complete streets design approach including transit-oriented development, densification and access to services**

- Provide education to governments (i.e., elected representatives and staff) and developers about the benefits of this design approach and how it can be implemented.
- Write these principles into Official Community Plans (OCPs).
- Offer tax incentives or benefits to projects/developments that use this approach.
- Enable municipalities to buy land next to future transit/railway corridors to build housing, and then use money and profits to fund sustainable transportation projects.
- Lobby the provincial government for legislation mandating the implementation of these approaches by every level of government across the province—BC's Ministry of Transportation and Infrastructure can be used an active partner.

Electrifying vehicles and connecting communities via zero-emission transportation modes will lead to substantial environmental and socio-economic benefits.

To accelerate the transition, the region needs to have an integrated regional transportation plan. The plan will enable conversations with the provincial government to seek funding for EV charging infrastructure in all types of buildings, implementing new infrastructure to connect communities by rail and biking, and developing communities in a transit-oriented manner.

Active Transportation

Active transportation is central to health and wellbeing. Active transportation is any human-powered transportation like walking and cycling; it can be combined with other modes like transit. Investing in infrastructure to support active transportation protects the safety and wellbeing of friends and family and creates liveable spaces. Increasing active transportation can reduce trips made by vehicles and help us to meet our climate goals. Presently around 80% of GHG emissions in the province are from energy of which half are from transportation.

GOAL 1:

Two-thirds of trips to be made by active transport by 2030

- Mandate Vision Zero: No traffic fatalities.
- Update provincial road construction guidelines using Vision Zero, System Safety approach to road design, AAA (all ages and abilities) lens, prioritizing vulnerable road users and active transportation.
- Support cultural shift to active transportation in education and training.
- Reallocate street space for active transportation.
- Secure reliable, stable multi-year funding to implement Active Transport planning.
- Ensure that there is a rural lens on Ministry of Transportation and Infrastructure (MOTI) road guidance. Rural communities face different constraints and needs.
- Establish a VICC platform for shared policy learning.

GOAL 2:

Implement integrated regional transportation planning (inclusive of active transport) by 2030

- Jointly address Interregional planning gaps and identify priorities.
- Develop regional Memorandum of Understanding to convene municipalities and Electoral Areas at the Regional District Level to conduct regional transportation planning.
- Advocate for the Province to invest in inter-community connections for active transportation and transit. Ensure Province and BC Transit prioritize active transportation and inter-jurisdictional connections.
- Advocate for dedicated funding for integrated transportation planning across functionally connected areas. Establish fiscal incentives for joint planning and transportation infrastructure delivery.

GOAL 3:**Ensure dedicated, stable, long-term funding for active transport by 2025**

- Advocate for safe pathway maintenance to be covered in maintenance agreements and contracts to reduce barriers for small communities.
- Adopt fiscal incentives for employees who commute by active transport.
- Advocate for 1% of sales tax to municipalities.
- Advocate for a usage-based insurance system for vehicles in order to incentivise a reduction in vehicle use.
- Advocate for an increase in Federal Gas Tax funding.
- Advocate for green infrastructure stimulus for active transport from the federal government.



We have the vision and the will. We know what to do. We need the capacity and agency to pull it off!

Upper level governments, in particular the Provincial government, set the incentives for investment in active transportation. This includes regulatory and implementation guidance that is often out of date or contradictory when it comes to active transportation. Too often incentives are set against active transportation. We need solutions that work for communities of all sizes—rural and urban.



Council Member Motion
For the Committee of the Whole Meeting of February 25, 2021

Date: February 23, 2021

From: Councillor Ben Isitt

Subject: AVICC/UBCM Resolution: Acquisition of Apartment Buildings for Affordable Housing

Rationale for Consideration as a Late Agenda Item:

The deadline for submission of resolutions to the Association of Vancouver Island and Coastal Communities (AVICC) for consideration at the 2021 Virtual Convention is February 26, 2021. It is therefore recommended that Council consider the following resolution prior to this deadline.

Recommendation:

That Council adopts the following resolution and directs staff to forward electronic copies to the Association of Vancouver Island and Coastal Communities (AVICC), the Union of British Columbia Municipalities (UBCM), and AVICC member local governments, requesting favourable consideration and resolutions of support:

Resolution: Acquisition of Apartment Buildings for Affordable Housing

WHEREAS communities face acute challenges around housing affordability and housing availability, undermining the wellbeing of individuals, families and communities;

AND WHEREAS purpose-built rental apartment buildings from previous decades are an essential component of the current rental housing supply, meaning that future renewal of these properties poses substantial opportunities and risks for current occupants as well as local communities;

THEREFORE BE IT RESOLVED THAT the Province of British Columbia work with local communities, the not-for-profit sector and other partners on a program of landbanking purpose-built rental apartment buildings, to preserve and renew this essential component of the affordable rental housing supply.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Ben Isitt".

Councillor Isitt