



REVISED AGENDA - COMMITTEE OF THE WHOLE

Thursday, October 14, 2021, 8:30 A.M.

COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE

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

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

Pages

A. APPROVAL OF AGENDA

B. CLOSED MEETING - 8:30 A.M.

B.1. MOTION TO CLOSE THE OCTOBER 14, 2021 COTW MEETING TO THE PUBLIC

8:30 A.M. - Closed Meeting

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(1)(c) labour relations or other employee relations;

C. OPEN MEETING - 9:00 A.M.

D. CONSENT AGENDA

Proposals for the Consent Agenda:

- E.1 - Minutes from the meeting held October 7, 2021
- G.1 - Development Variance Permit Application No. 00274 for 3130 Jutland Road and 496-498 Cecelia Road (Burnside Gorge)
- G.2 - Rezoning Application No. 00769 for 941 Fullerton Avenue (Victoria West)
- H.3 - Council Meeting Schedule for 2022
- H.4 - Proclamation - Rising Economy Week
- H.5 - Proclamation - Respiratory Therapy Week
- H.6 - Proclamation - Colour the World Orange Day
- H.7 - Proclamation - Indigenous Disability Awareness Month

E. READING OF MINUTES

*E.1.	<u>Minutes from the meeting held October 7, 2021</u>	1
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Addendum: New Item

F. UNFINISHED BUSINESS

F.1.	<u>Letter from the Regional District of Mount Waddington</u>	12
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A letter from the Regional District of Mount Waddington regarding a donation for the Village of Lytton.

Referred from the September 23, 2021 meeting

G. LAND USE MATTERS

*G.1.	<u>3130 Jutland Road and 496-498 Cecelia Road: Development Variance Permit Application No. 00274 (Burnside Gorge)</u>	14
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Addendum: Presentation

A report regarding a Development Variance Permit application for the property located at 3130 Jutland Road and 496-498 Cecelia Road in order to permit a reduction to the width of a required continuous soft landscaping area to facilitate the construction of a mixed-use development consisting of community-oriented uses and approximately 88 affordable units, and recommending that it move forward to an opportunity for public comment.

*G.2.	<u>941 Fullerton Avenue: Rezoning Application No. 00769 (Victoria West)</u>	30
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Addendum: Presentation

A report regarding information, analysis and recommendations for a Rezoning Application for the property located at 941 Fullerton Avenue in order to rezone the property to a site-specific zone to legalize the existing secondary suite, and recommending that it move forward to a Public Hearing.

H. STAFF REPORTS

H.1.	<u>CRD Regional Transportation Priorities</u>	57
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A report regarding information on the CRD's recently approved regional transportation priorities, the creation of a new regional Transportation Advisory Committee, and confirm the participation of the City of Victoria within this.

*H.2.	<u>Build Back Victoria Update</u>	88
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Addendum: Presentation

A report regarding extending the Build Back Victoria Program and outdoor commercial uses on private property until June 01, 2022 through the Business

H.3. Council Meeting Schedule for 2022 107

A report regarding the Council Meeting Schedule for 2022.

H.4. Proclamation - Rising Economy Week 110

A report regarding the proclamation for Rising Economy Week, November 22nd – 25th.

H.5. Proclamation - Respiratory Therapy Week 113

A report regarding the proclamation for Respiratory Therapy Week, October 24th – October 30th, 2021.

H.6. Proclamation - Colour the World Orange Day 116

A report regarding the proclamation for Colour the World Orange Day, November 1, 2021.

H.7. Proclamation - Indigenous Disability Awareness Month 119

A report regarding the proclamation for Indigenous Disability Awareness Month - November 2021.

I. NOTICE OF MOTIONS

J. NEW BUSINESS

K. ADJOURNMENT OF COMMITTEE OF THE WHOLE



MINUTES - COMMITTEE OF THE WHOLE

October 7, 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 (arrived at 9:41 a.m.), Councillor Alto, Councillor Andrew, Councillor Isitt (arrived at 9:05 a.m.), Councillor Loveday, Councillor Potts (in the Chair 9:00 a.m. to 9:41 a.m.), Councillor Thornton-Joe, Councillor Young

PRESENT ELECTRONICALLY: Councillor Dubow

STAFF PRESENT: J. Jenkyns - City Manager, S. Thompson - Deputy City Manager / Director of Finance, C. Kingsley - City Clerk, T. Zworski - City Solicitor, T. Soulliere - Director of Parks, Recreation & Facilities, B. Eisenhauer - Head of Engagement, D. Atkinson - Acting Fire Chief, J. Jensen - Head of Human Resources, 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, G. Milne - Head of Strategic Operations, C. Medd - Planner, M. Sandhu - Head of Service Innovation & Improvement, P. Bellefontaine - Director of Engineering & Public Works, G. Diamond - Committee Secretary, S. Stoltz - Committee Secretary

GUESTS: Suzan Jennings, Brian Szabo, Sarah Vettoretti, Jonny Morris

A. APPROVAL OF AGENDA

Moved By Councillor Loveday

Seconded By Councillor Alto

That the agenda be approved.

Amendment:

Moved By Councillor Young

Seconded By Councillor Potts

Consent Agenda:

- C.1 Minutes from the meeting held September 23, 2021

- F.1 2740 Bridge Street and 450 Hillside Avenue: Rezoning Application No. 00779 (Burnside)
- G.2 Proclamation Islamic Heritage Month - October 2021
- I.1 Council Member Motion: Advocacy for 10 Days of Universal, Permanent Paid Sick Leave for Workers

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

C.1 Minutes from the meeting held September 23, 2021

Moved By Councillor Loveday

Seconded By Councillor Alto

That the minutes from the COTW meeting held September 23, 2021 be adopted.

CARRIED UNANIMOUSLY

F.1 2740 Bridge Street and 450 Hillside Avenue: Rezoning Application No. 00779 (Burnside)

Committee received a report dated September 23, 2021 from the Director of Sustainable Planning and Community Development regarding a Rezoning Application to rezone the subject property from the M-3 Zone, Heavy Industrial District, to a new zone in order to permit liquor retail sales and brewpub use in the existing brewery.

Moved By Councillor Loveday

Seconded By Councillor Alto

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00779 for 2740 Bridge Street and 450 Hillside Avenue, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Preparation and execution of the following legal agreement, to the satisfaction of the City Solicitor and Director of Engineering and Public Works:
 - a. a Statutory Right-of-Way of 1.7m on Bridge Street.

CARRIED UNANIMOUSLY

G.2 Proclamation Islamic Heritage Month - October 2021

Committee received a report dated October 4, 2021 from the City Clerk regarding the proclamation for Islamic Heritage Month - October 2021.

Moved By Councillor Loveday
Seconded By Councillor Alto

That the Islamic Heritage Month Proclamation be forwarded to the October 7, 2021 Council meeting for Council's consideration.

CARRIED UNANIMOUSLY

I.1 Council Member Motion: Advocacy for 10 Days of Universal, Permanent Paid Sick Leave for Workers

Committee received a Council Member Motion dated September 23, 2021 from Councillor Loveday and Councillor Isitt recommending that the City of Victoria continue to advocate for paid sick leave for all workers.

Moved By Councillor Loveday
Seconded By Councillor Alto

That Council:

1. Direct staff to forward the UBCM resolution to UBCM member local governments, requesting favourable consideration and including a note regarding the timely nature of the issue and the fact that UBCM did not consider the resolution at its convention.
2. Request the Mayor write, on behalf of Council, to the BC Minister of Labour, prior to October 25, 2021, sharing the City of Victoria's resolution *Paid Sick Leave For Workers*.

And that this motion be sent to the Daytime Council meeting of October 7, 2021, given the time-sensitivity.

CARRIED UNANIMOUSLY

D. UNFINISHED BUSINESS

D.1 Accessibility Framework and Accessibility Advisory Committee Annual Update

Committee received a report dated September 16, 2021 from the Head of Service Innovation & Improvement and were provided with information from the

Chair of the Accessibility Advisory Committee regarding the Accessibility Framework and Accessibility Advisory Committee Annual Update.

Councillor Isitt joined the meeting at 9:05 a.m.

Moved By Councillor Thornton-Joe

Seconded By Councillor Loveday

That Council receive the report for information.

Committee discussed:

- *The need to support current accessibility as well as future accessibility*
- *The need to 'advertise' accessibility and promote more widespread understanding and public awareness*
- *The desire to add accessible features to heritage buildings/areas, and the work that would need to be done in order to achieve that*

Amendment:

Moved By Councillor Isitt

Seconded By Councillor Thornton-Joe

That Council receive the report for information.

That Council endorse the proposed wheelchair rodeo to be led by AAC, encourage Council members to participate in the rodeo, and direct staff to support the AAC in hosting and promoting the rodeo.

Amendment to the amendment:

Moved By Councillor Isitt

Seconded By Councillor Loveday

That Council receive the report for information.

1. That Council endorse the proposed wheelchair rodeo to be led by AAC, encourage Council members to participate in the rodeo, and direct staff to support the AAC in hosting and promoting the rodeo.

2. That Council allocate up to \$2000 from the 2021 contingency towards the wheelchair rodeo.

CARRIED UNANIMOUSLY

Amendment to the amendment:

Moved By Councillor Isitt

Seconded By Councillor Loveday

That Council receive the report for information.

1. That Council endorse the proposed wheelchair/inclusion rodeo to be led by AAC, encourage Council members to participate in the rodeo, and direct staff to support the AAC in hosting and promoting the wheelchair/inclusion rodeo.

2. That Council allocate up to \$2000 from the 2021 contingency towards the wheelchair/inclusion rodeo.

CARRIED UNANIMOUSLY

Amendment to the amendment:

Moved By Councillor Thornton-Joe

Seconded By Councillor Isitt

Before "that Council": sponsors and grants be sought and if necessary...

Mayor Helps joined the meeting at 9:41 a.m.

Moved By Councillor Andrew

Seconded By Councillor Isitt

That the question on the amendment to the amendment be called.

CARRIED UNANIMOUSLY

On the amendment to the amendment:

CARRIED UNANIMOUSLY

Moved By Councillor Andrew

Seconded By Councillor Isitt

That the question on the amendment be called.

FOR (7): Mayor Helps, Councillor Andrew, Councillor Alto, Councillor Dubow, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe

OPPOSED (2): Councillor Isitt, Councillor Young

CARRIED (7 to 2)

On the amendment:

That Council receive the report for information.

1. That Council endorse the proposed wheelchair/inclusion rodeo to be led by AAC, encourage Council members to participate in the rodeo, and direct staff to support the AAC in hosting and promoting the wheelchair/inclusion rodeo.

2. That sponsors and grants be sought and if necessary, that Council allocate up to \$2000 from the 2021 contingency towards the wheelchair/inclusion rodeo.

CARRIED UNANIMOUSLY

On the main motion as amended:

That Council receive the report for information.

1. That Council endorse the proposed wheelchair/inclusion rodeo to be led by AAC, encourage Council members to participate in the rodeo, and direct staff to support the AAC in hosting and promoting the wheelchair/inclusion rodeo.

2. That sponsors and grants be sought and if necessary, that Council allocate up to \$2000 from the 2021 contingency towards the wheelchair/inclusion rodeo.

CARRIED UNANIMOUSLY

Committee recessed at 9:50 a.m. and reconvened at 9:54 a.m.

E. Presentations

E.1 2021 External Audit Plan

Committee received a report dated September 10, 2021 from the Deputy City Manager and CFO regarding the audit plan from the City's external auditor (BDO Canada LLP) for the 2021 financial statement audit.

Moved By Councillor Andrew

Seconded By Councillor Alto

That Council receive this report for information.

CARRIED UNANIMOUSLY

E.1.1 CLOSED Meeting

Moved By Councillor Andrew

Seconded By Councillor Potts

MOTION TO CLOSE THE OCTOBER 7, 2021 COTW 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(1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- Section 90(1)(c) labour relations or other employee relations;
- Section 90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

CARRIED UNANIMOUSLY

E.1.1.a Employee Relations – Community Charter Section 90(1)(c)

Committee discussed an Employee Relations matter.

The conversation was recorded and kept confidential

E.1.1.a Legal Advice – Community Charter Section 90(1)(i)

Committee discussed a Legal matter.

The conversation was recorded and kept confidential

E.2 Reconvene Open Meeting

The open COTW meeting reconvened at 11:17 a.m.

Committee recessed at 11:18 a.m. and reconvened at 11:22 a.m.

E.3 Canadian Mental Health Association - City of Victoria Community-Led Mobile Crisis Team

Committee received a presentation from the Canadian Mental Health Association of British Columbia regarding the City of Victoria Community-Led Mobile Crisis Team

Committee discussed the following:

- *The VicPD have a strong philosophical commitment to this program*
- *Work with the province is underway to encourage changes in legislation*
- *CMHA is actively considering that this is a regional issue but the City of Victoria is the target community right now*

Committee recessed at 12:39 p.m. and reconvened at 1:20 p.m.

Moved By Councillor Isitt

Seconded By Councillor Potts

That Council receive the presentation for information.

CARRIED UNANIMOUSLY

F. LAND USE MATTERS

F.2 2727 Hamilton: Development Permit with Variances Application No. 00160 (Oaklands)

Committee received a report dated September 23, 2021 from the Director of Sustainable Planning and Community Development regarding an application to reduce the front yard setback, reduce the side yard setback for a heat pump, and to make changes to the landscaping.

Moved by Mayor Helps

Seconded by Councillor Potts

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

“That Council authorize the issuance of Development Permit with Variances Application No. 00160 for 2727 Hamilton Road, in accordance with:

1. Plans date stamped August 18, 2021.
2. Development meeting all Zoning Regulation Bylaw requirements, except the following variances to the R1-S2 Zone, Restricted Small Lot (Two Storey) District:
 - i. reduce the front yard setback from 6.00m to 3.14m
 - ii. reduce the side yard setback (north) from 1.50m to 0.50m (heat pump only).
3. The Development Permit lapsing two years from the date of this resolution.”

Committee discussed the following:

- *The pronounced grade on the site*
- *The ability of the City to levy a fine in this case*

Amendment:

Moved By Councillor Isitt

That staff provide information to Council when this comes to the daytime Council meeting on what fines, if any, may be levied in relation to this property

Failed to proceed due to no seconder

On the main motion:

CARRIED UNANIMOUSLY

F.3 848 and 836 Yates Street: Development Permit with Variances Application No. 00179 for 848 Yates and Heritage Alteration Permit with Variance Application No. 00024 for 836 Yates (Downtown)

Committee received reports dated September 24, 2021, and August 31, 2021 from the Director of Sustainable Planning and Community Development regarding a Development Permit with Variances Application for the property located at 848 Yates Street, specifically the through-block walkway between Yates and Johnson Street associated with a mixed-use residential building just completing construction, and a report regarding a Heritage Alteration Permit with Variance Application for the property located at 836 Yates Street, respectively.

Moved by Councillor Isitt
Seconded by Councillor Young

Heritage Alteration Permit with Variance Application No. 00024 for 836 Yates Street

That Council decline the issuance of Heritage Alteration Permit with a Variance Application No. 00024 for 836 Yates Street

Motion to extend:

Moved By Councillor Isitt
Seconded By Councillor Alto

That the meeting be extended to 3:30 p.m.

CARRIED UNANIMOUSLY

Motion to refer:

Moved by Councillor Andrew
Seconded By Councillor Isitt

That this item be referred to the December 2, 2021 COTW meeting.

Amendment:

Moved By Mayor Helps
Seconded By Councillor Loveday

That this item be referred to the December 2, 2021 COTW meeting **and direct staff to meet with both applicants for 836 Yates Street and 848 Yates Street together to continue to address heritage concerns and the provision of a combined public walkway between their two properties.**

CARRIED UNANIMOUSLY

On the motion to refer as amended:

FOR (7): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Isitt, Councillor Potts, Councillor Thornton-Joe
OPPOSED (2): Councillor Loveday, Councillor Young

CARRIED (7 to 2)

Moved by Councillor Isitt
Seconded by Councillor Young

Development Permit with Variances Application No. 00179 for 848 Yates Street

1. That Council decline proposed modifications to the through-block walkway and terms of the statutory right-of-way to ensure continued public access along the walkway.
2. That Council forego an opportunity for public comment and approve Development Permit with Variances No. 00179 for 848 Yates Street in accordance with plans date stamped July 21, 2021, allowing taller gates that must remain open in accordance with the terms of the statutory right-of-way

Motion to refer:

Moved By Councillor Andrew

Seconded By Councillor Isitt

That this item be referred to the December 2, 2021 COTW meeting **and direct staff to meet with both applicants for 836 Yates Street and 848 Yates Street together to continue to address heritage concerns and the provision of a combined public walkway between their two properties.**

FOR (7): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Isitt, Councillor Potts, Councillor Thornton-Joe

OPPOSED (2): Councillor Loveday, Councillor Young

CARRIED (7 to 2)

G. STAFF REPORTS

G.1 Cultural Infrastructure Grants

Committee received a report dated September 20, 2021 from the Head of Business and Community Relations regarding an update on the outcomes of the 2021 Cultural Infrastructure Grant program, and to seek Council direction for continuing this program with an annual funding envelope of \$250,000, with revised program guidelines.

Committee discussed the following:

- *Roughly 10-15% of applications had accessibility aspects*
- *What will happen if a tenant who has received a grant, uses that for an infrastructure upgrade but then leaves the space*
- *That the City will track award recipients to assess if they are in the same space where an improvement was made*

Moved By Councillor Loveday

Seconded By Councillor Andrew

That Council:

1. Receive this staff report for information with details of grant recipients and program evaluation for the 2021 Cultural Infrastructure Grant Program.
2. Consider approving ongoing funding to the Cultural Infrastructure Grant Program for \$250,000 annually from new assessed revenue as part of the 2022 Financial Planning process.

3. Approve the revised Cultural Infrastructure Grant Program guidelines.

CARRIED UNANIMOUSLY

J. ADJOURNMENT OF COMMITTEE OF THE WHOLE

Moved By Councillor Alto

Seconded By Councillor Loveday

That the Committee of the Whole Meeting be adjourned at 2:29 p.m.

CARRIED UNANIMOUSLY

CITY CLERK

MAYOR



Regional District of Mount Waddington

PO Box 729 2044 McNeill Road, Port McNeill, BC V0N 2R0

Telephone (250) 956-3161 Fax (250) 956-3232

Web-site: www.rdmw.bc.ca Email: info@rdmw.bc.ca

File No. 310.01

August 27, 2021

By e-mail to BC Local Governments

Dear Regional District Chairs and Boards, Mayors and Councils:

The people of the Regional District of Mount Waddington (RDMW) are independent, resilient, and compassionate. Although we may be a little geographically and politically isolated, we are caring, and community oriented. When trouble befalls one of our friends, we show up to help.

The Village of Lytton suffered a catastrophic loss this summer. The RDMW would like to remind the population of Lytton and the Thompson-Nicola Regional District that they do not stand alone in their time of need.

To help Lytton rebuild, the Electoral Area Directors of the RDMW will contribute one dollar for every person in their representative areas. In doing so, the Electoral Area Directors of the RDMW wish to challenge all other local governments to make a similar gesture.

This is a time for solidarity and the rebuilding of community, lives, and dreams. The Regional District of Mount Waddington is honoured to contribute.

Sincerely,

Andrew Hory
Chair and Area B Director

Sandra Daniels
Area A Director

James Furney
Area C Director

Rod Sherrell
Area D Director



BC CLIMATE ACTION
COMMUNITY
SINCE 2012

INCORPORATED JUNE 13, 1966

MUNICIPALITIES: VILLAGE OF ALERT BAY, VILLAGE OF PORT ALICE, DISTRICT OF PORT HARDY, TOWN OF PORT MCNEILL
ELECTORAL AREAS: "A" (BROUGHTON ARCHIPELAGO, SOINTULA / MALCOLM ISLAND, MAINLAND); "B" (COAL HARBOUR, HOLBERG, QUATSINO, WINTER HARBOUR);
"C" (FORT RUPERT, HYDE CREEK, TSULQUATE); "D" (CORMORANT ISLAND, TELEGRAPH COVE, WOSS)

Regional District of Mount Waddington

VILL001 VILLAGE OF LYTTON

DATE 27-Aug-2021

CHEQUE NO.

3956

DATE	INVOICE #	DESCRIPTION / VOUCHER NO.	AMOUNT
27-Aug-2021	VILLAGE OF LYTTON	VILLAGE OF LYTTON - COMMUNITY REBUILD DONA LYTTON	3,413.00

TOTAL

3,413.00

THIS DOCUMENT CONTAINS SECURITY FEATURES

SEE DETAILS ON REVERSE

REGIONAL DISTRICT OF MOUNT WADDINGTON

P.O. BOX 729, PORT McNEILL, BC V0N 2R0

TEL: 250-956-3301 FAX: 250-956-3232

CANADIAN IMPERIAL BANK OF COMMERCE

P.O. BOX 340, PORT McNEILL, BC V0N 2R0

003956

DATE 20210827
Y Y Y Y M M D D

PAY Three Thousand Four Hundred Thirteen AND 00/100 Dollars

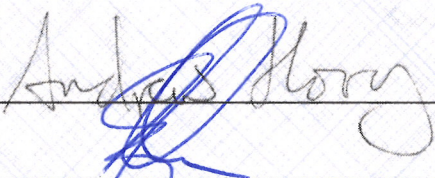
\$*****3,413.00

TO THE
ORDER OF**VILLAGE OF LYTTON**

380 Main Street

PO Box 300

Lytton BC V0K 1Z0



⑈003956⑈ ⑆07040⑈010⑆ 77⑈00814⑈



Committee of the Whole Report

For the Meeting of October 14, 2021

To: Committee of the Whole **Date:** September 29, 2021

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: Development Variance Permit Application No. 00274 for 3130 Jutland Road and 496-498 Cecelia Road

RECOMMENDATION

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

“That Council authorize the issuance of Development Variance Permit Application No. 00274 for 3130 Jutland Road and 496-498 Cecelia Road in accordance with:

1. Survey plan date stamped September 9, 2021, and landscape plan date stamped December 17, 2020.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the continuous soft landscaping area between a surface vehicle parking area and adjacent lot used primarily for residential purposes from 1m to 0.38m on proposed Lot B.
3. The Development Variance Permit lapsing two years from the date of this resolution.”

LEGISLATIVE AUTHORITY

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan*. A Development Permit may vary or supplement the Zoning Regulation Bylaw but may not vary the use or density of the land from that specified in the Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis, and recommendations for a Development Variance Permit application for the property located at 3130 Jutland Road and 496-498 Cecelia Road. The proposal is to permit a reduction to the width of a required continuous soft landscaping area adjacent to an existing surface parking lot on the Burnside School lot (proposed Lot B), from 1m to 0.38m. This variance is being triggered

by a proposed lot line adjustment that would be required to facilitate the construction of a mixed-use development consisting of community-oriented uses and approximately 88 affordable and below-market dwelling units on the site (Lot A).

The following points were considered in assessing this application:

- Schedule C: Off-street Parking in the *Zoning Regulation Bylaw* requires a continuous soft landscape area with a minimum width of one metre (1m) between a parking area and an adjacent lot use primarily for residential uses to achieve a buffer strip for softening the visual impact of surface parking spaces.
- There is an existing surface parking lot on the west side of the Burnside School with no soft landscaping. There are no proposed changes to the parking lot, except for repainting parking lines.
- The variance is supportable given that there would be an approximately 5.46m wide continuous soft landscape area consisting of trees and shrubs on the development site (proposed Lot A) adjacent to the existing surface parking lot, which would provide adequate screening and soften the visual impact of the surface parking spaces.

BACKGROUND

Description of Proposal

The proposal is to permit a reduction to the width of a required continuous soft landscaping area adjacent to an existing surface parking lot on the Burnside School lot (proposed Lot B), from 1m to 0.38m. This variance is being triggered by a proposed lot line adjustment that would be required to facilitate the construction of a proposed mixed-use development consisting of community-oriented uses and approximately 88 affordable and below-market dwelling units on the site (Lot A). There are active rezoning and development permit applications for the proposed development currently proceeding through the Council process.

Accessibility

The *British Columbia Building Code* regulates accessibility as it pertains to buildings. The accessibility of the Burnside School site will remain relatively unchanged from the current status.

Existing Site Development and Development Potential

The site is presently comprised of three separate parcels known as the Burnside School site, which includes the existing school, sports field and surface parking lot. Under the current R1-B Zone, each property could be developed as a public building, or a single-family dwelling with a secondary suite or garden suite.

Data Table

The following data table compares the proposal with the R1-B Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing zone. Two asterisks are used to identify where the proposal is legally non-conforming.

Zoning Criteria	Proposal – Lot B (school lot)	Existing Zone (R1-B Zone)
Site area (m ²) – minimum	3501	460
Lot width (m) – maximum	49.83	15
Total floor area (m ²) – maximum	3342	n/a
Height (m) – maximum	existing	11
Storeys – maximum	2.5 – 3** (existing)	2.5
Site coverage (%) – maximum	28	40
Setbacks (m) – minimum		
Front (Jutland Road)	0.92**	7.50
Rear (west)	15.17	12.46
Flanking Street (Cecelia Road)	15.18	3.50
Side (north)	1.99**	4.98
Parking – minimum	35	0** (non-conforming)
Parking location	Rear	Side or Rear
Width of landscape screen along internal property line (m) – minimum	0.38*	1
Landscape screen along internal property line (opaque visual barrier)	Trees and Shrubs	Trees, Shrubs or Wooden Fence
Landscaping for parking area with 30 or more parking spaces (%) – minimum	10	10
Driveway/Parking material	Asphalt	Solid Surface

Relevant History

On February 4, 2021, Council approved a motion to advance Rezoning Application No. 00655 for 3130 Jutland Road and 496-498 Cecelia Road and concurrent Development Permit Application No. 000532 to a public hearing in order to consider a proposal for a five-storey, mixed-use building consisting of ground floor community-oriented uses and rental dwelling units on the upper floors, and a four-storey, multi-unit residential rental building. The development will provide approximately 88 affordable and below-market rental dwelling units, secured for 60 years. An amendment to the *Official Community Plan (OCP)* from Public Facilities, Institutions, Parks and Open Space to Large Urban Village is required to facilitate this development.

Should Council approve the rezoning and development permit applications, a lot line adjustment (i.e., subdivision) will be required to facilitate the construction of the proposed mixed-use development. A survey plan was prepared in advance to confirm if any variances would be triggered by a lot line adjustment. A variance to reduce the width of a continuous landscaping area was identified on the survey. To avoid returning to Council in the future to deal with this technical variance, the development variance permit application is coming forward now for Council's consideration and will move forward concurrently with the current rezoning and development permit applications. This application is not delaying the other two applications from moving forward to a Public Hearing as all parties (City, Pacifica Housing, School District 61 and BC Housing) involved in the proposed development are currently working on the legal agreements associated with the rezoning application.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, on September 28, 2021, the application was referred for a 30-day comment period to the Burnside Gorge CALUC. At the time of writing this report, a letter from the CALUC had not been received.

This application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Official Community Plan

The proposal to shift the east property line (dashed line in Figure 1 below) of 496 Cecelia Road (L-shaped lot) to create a rectangular-shaped lot and provide sufficient site area for the proposed mixed-use development is consistent with the *Official Community Plan, 2012 (OCP)*, which contains a broad objective to encourage the use of available tools to encourage more affordable housing across the housing spectrum.



Figure 1. Aerial photo of the subject site showing proposed lot line adjustment from blue to red dashed line

Burnside Gorge Neighbourhood Plan

The *Burnside Gorge Neighbourhood Plan* envisions the Burnside School site as a site for re-use and redevelopment with opportunities for community-service space and affordable housing. Adjusting the lot line to achieve this vision is consistent with the Plan. There will continue to be parking on proposed Lot B to serve Burnside School and the community-service space (refer to Figure 2 below).



Figure 2. Parking layout on proposed Lot B

Regulatory Considerations

Schedule C: Off-street Parking in the *Zoning Regulation Bylaw* requires a continuous soft landscape area with a minimum width of one metre (1m) between a parking area and an adjacent lot used primarily for residential uses to create a buffer strip for softening the visual impact of the surface parking spaces. The proposed width of the continuous landscape area on Lot B ranges between 0.35m to 0.51m.

The existing surface parking lot for the Burnside School currently has no soft landscaping. However, the landscape plan for the proposed mixed-use development will introduce an approximately 6m wide continuous soft landscaping area consisting of trees and shrubs adjacent to the existing parking lot, which would provide adequate screening and soften the visual impact of the parking spaces.

CONCLUSIONS

The proposal to permit a reduction to the width of a required continuous soft landscape area adjacent to an existing surface parking lot on the Burnside School lot to enable a lot line

adjustment and facilitate the construction of a proposed mixed-use development consisting of community-oriented uses and affordable and below-market rental housing further advances several objectives in the OCP and *Burnside Gorge Neighbourhood Plan*. It also achieves goals in the City's *2019-2022 Strategic Plan* and *Victoria Housing Strategy 2016-2025* to consider using existing City land to increase the affordable housing supply. A significant landscape buffer will be provided on the adjoining lot which will soften the visual appearance of a parking lot. Therefore, staff recommend that Council support the proposed variance.

ALTERNATE MOTION

That Council decline Development Variance Application No. 00274 for the property located at 3130 Jutland Road and 496-498 Cecelia Road.

Respectfully submitted,

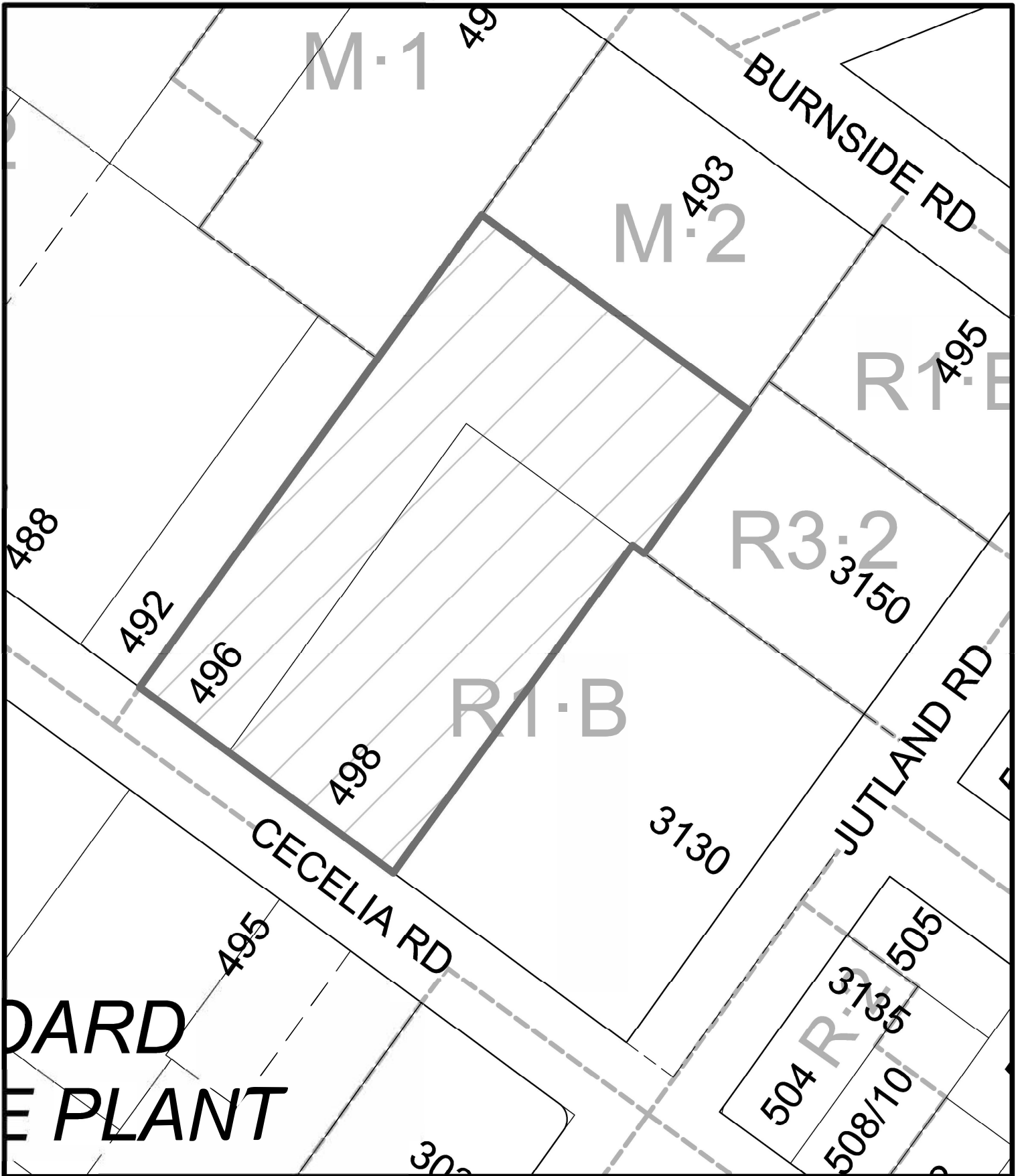
Leanne Taylor
Senior Planner
Development Services Division

Karen Hoesel, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager.

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Survey Plan date stamped September 9, 2021
- Attachment D: Landscape Plan date stamped December 17, 2020
- Attachment E: Letter from applicant to Mayor and Council dated September 27, 2021.



496 / 498 Cecelia Rd. & 3130 Jutland Rd.
DVP Application No. 00274





496 / 498 Cecelia Rd. & 3130 Jutland Rd.
DVP Application No. 00274



ATTACHMENT C



The intended plot size of this plan is 841mm in width by 594mm in height (ISO A1 size) when plotted at a scale of 1:250

All distances are in metres and decimals thereof.

- LEGEND**
- denotes catchbasin
 - denotes lawn basin
 - denotes drain cleanout
 - denotes sewer cleanout
 - denotes hydro pole
 - denotes streetlight davit
 - denotes lamp pole
 - denotes bollard
 - denotes sign
 - denotes fence
 - denotes non-mountable curb
 - denotes curb letdown
 - denotes edge of pavement
 - denotes edge of gravel
 - denotes building outline
 - denotes concrete pad
 - denotes brick pavers
 - denotes spot elevation
 - denotes deciduous tree, species and diameter
 - denotes existing property line
 - denotes proposed property line

Legal Description: Lot 1, Section 4, Victoria District, Plan EPP70074

PID: 030-095-859

Date of Field Survey: July 15, 21, 22 and 23, 2021.

Elevations are to geodetic datum.

Vertical Datum CGVD28 (HTV2.0).

Tree diameters are taken at breast height. Tree symbols are diagrammatic only to show relative sizes.

Lot boundaries shown hereon are derived from ties to existing survey evidence and Land Title Office records. Lot boundaries are subject to change upon legal survey.

This plan represents the best information available at the time of survey. GeoVerra Surveys (BC) Limited Partnership and its employees take no responsibility for the location of any underground conduits, pipes, or other facilities whether shown on or omitted from this plan. All underground installations should be located by the respective authorities prior to construction.

Refer to landscape plan for landscaping details.

Refer to landscape plan for details on landscaping strip.



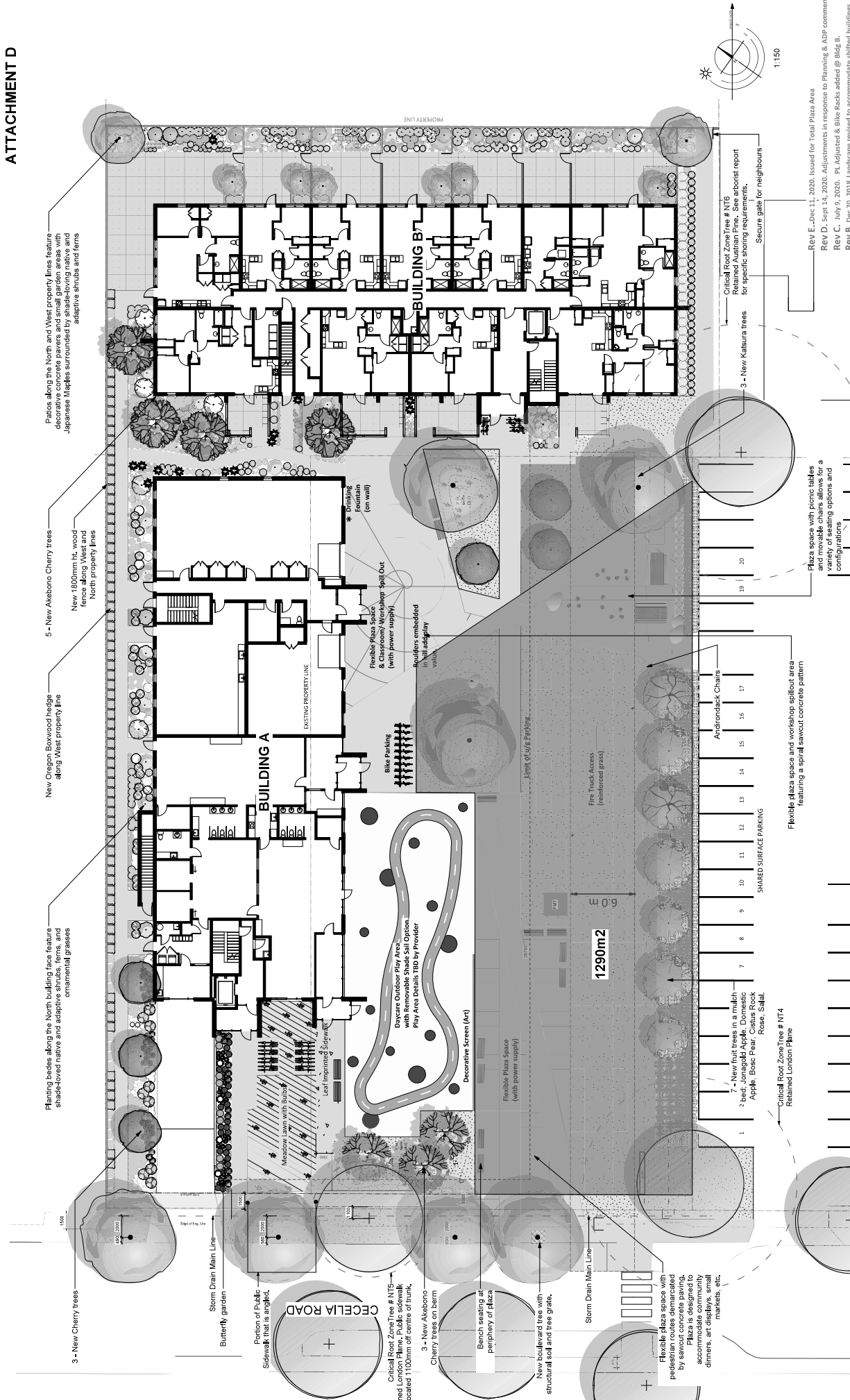
3	2021-09-09	Revised labels	TG	ME	
2	2021-09-03	Revised labels and notes	TG	ME	
1	2021-08-13	Parking stall dimensions and grades	TG	ME	
0	2021-07-30	ORIGINAL PLAN PREPARED	MLR	MLE	
ISSREV	YYYY-MM-DD	DESCRIPTION	DRN	CHK	

CLIENT:	CITY OF VICTORIA
CLIENT REF. NO:	



PROJECT:	498 CECELIA ROAD VICTORIA, BC
PROJECT NO:	21-00831-001
SCALE:	As-Noted
DISCIPLINE:	GEOMATICS

TITLE:	PROPOSED PARKING LAYOUT FOR LOT B
DRAWING NO:	21-00831-001-TOPO01-R3
SHEET NO:	1 OF 1



3130 Jutland Rd. | Landscape Concept Plan

LADR LANDSCAPE ARCHITECTS
 15500 Queen Ave., Victoria BC, V8T 1M5
 Phone: (250) 380-7100
 Project No. 1714 June 12/18
 Original Submission
 Received Date:
 December 17, 2020

REV E, Dec 11, 2020. Issued for Total Plaza Area
 REV D, Sept 14, 2020. Adjustments in response to Planning & ADP comments
 REV C, July 9, 2020. PL Adjusted & Bike racks added @ Bldg B.
 REV B, Dec 20, 2018. Landscape revised to accommodate shifted buildings.
 REV A, June 25, 2018

Plant List

Trees

36

Botanical Name	Common Name	Size
<i>Acer palmatum</i>	Green Leaf Japanese Maple	5m cal.
<i>Acer palmatum 'Sango Kaku'</i>	Coral Bark Japanese Maple	4m cal.
<i>TBD by Parks</i>	TBD by Parks	7cm cal.
<i>Malus Evereste</i>	Domestic Apple	4m cal.
<i>Malus 'Jonagold' (Semi-Dwarf)</i>	Jonagold Apple	4m cal.
<i>Prunus serrulata 'Kwanzan'</i>	Kwanzan Flowering Cherry	5m cal.
<i>Prunus subhirtella 'Autumnalis'</i>	Autumnalis Cherry	5m cal.
<i>Prunus communis 'Bosc'</i>	Bosc Pear	4m cal.

Large Shrubs

26

Botanical Name	Common Name	Size
<i>Fatsia japonica</i>	Japanese Fatsia	#15 pot
<i>Hemodorum x intermedia 'Diane'</i>	'Diane' Witchazel	#6 pot

Medium Shrubs

556

Botanical Name	Common Name	Size
<i>Gaultheria shallon</i>	Salal	#3 pot
<i>Mahonia aquifolium</i>	Tall Oregon grape	#2 pot
<i>Paxistima myrsinites</i>	Oregon Boxwood aka False Boxwood	#2 pot
<i>Rhododendron 'Hino-Crimson'</i>	Hino Evergreen Azalea	#3 pot
<i>Ribes sanguineum 'King Edward VII'</i>	King Edward VII Flowering Currant	#3 pot
<i>Sarcococca racifolia</i>	Sweetbox	#3 pot

Small Shrubs

430

Botanical Name	Common Name	Size
<i>Calluna vulgaris 'Firefly'</i>	Firefly Heather	#1 pot
<i>Celastrus 'Sunset'</i>	Celastrus Rock Rose	#3 pot
<i>Daphne x transatlantica 'Summer Ice'</i>	Summer Ice Daphne	#2 pot
<i>Erica x dallryensis 'Silbersehne'</i>	Silbersehne Heather	#1 pot
<i>Gaultheria shallon</i>	Salal	#6 pot
<i>Mahonia nervosa</i>	Low Oregon Grape	#1 pot
<i>Mahonia repens</i>	Creeping Oregon Grape	#1 pot
<i>Rhododendron 'Elmira'</i>	Elmira Rhododendron	#1 pot

Perennials, Annuals and Ferns

591

Botanical Name	Common Name	Size
<i>Achillea 'Moonshine'</i>	Moonshine Yarrow	#1 pot
<i>Adiantum simplex 'Hillside Black Beauty'</i>	Hillside Black Beauty Bugbane	#1 pot
<i>Allium 'Summer Beauty'</i>	Summer Beauty Ornamental Onion	#1 pot
<i>Blechnum spicatum</i>	Deer Fern	#1 pot
<i>Eryngium anethifolium</i>	Blue Sea Holly	#1 pot
<i>Helictotrichum sempervirens</i>	Blue Cat Grass	#1 pot
<i>Polypodium alvayana</i>	Licorice Fern	#1 pot
<i>Polystichum munitum</i>	Western Sword Fern	#1 pot
<i>Smilacina racemosa</i>	False Solomon's Seal	#1 pot

Notes:

- All work to be completed to current Canadian Landscape Standard
- All soft landscape to be irrigated with an automatic irrigation system
- A minimum of 30% of the required common landscaped areas include a diverse combination of plants and vegetation that are native to southern Vancouver Island, food-bearing or that provide pollinator habitats.

Excerpt From Arborist's Report re Site Trees:

NT 4 London Plane
Platanus x scutellata, DBH: ~100cm, Crown: 22.0m CRZ: 10.0m.
 Relative Tolerance: Good, Health: Fair, Structure: Fair/poor
 Private tree, tag and dbh measurement not accessible due to existing barrier fencing. Extended entangled limbs, crown irregular, asymmetrical form due to hydro damage pruning wounds, asymmetrical form due to hydro damage pruning, Retain

NT 5 London Plane
Platanus x scutellata, DBH: 55cm, Crown: 9m, CRZ: 5.5m
 Relative Tolerance: Good, Health: Fair, Structure: Fair/poor
 Private tree, tag and dbh measurement not accessible due to existing barrier fencing. Extended entangled limbs, crown irregular, asymmetrical form due to hydro damage pruning wounds, asymmetrical form due to hydro damage pruning, Retain

NT 6 Australian Pine
Pinus nigra, DBH: 100.0cm, Crown: 12m, CRZ: 12.0m.
 Relative Tolerance: Moderate, Health: Good, Structure: Fair/poor
 Private tree, tag and dbh measurement not accessible due to existing barrier fencing. Extended entangled limbs, crown irregular, asymmetrical form due to hydro damage pruning wounds, asymmetrical form due to hydro damage pruning, Retain

Project Arborist: Talbot Mackenzie & Associates.



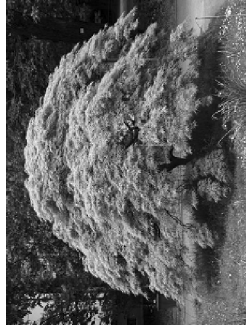
Crabapple



Katsura



Coral Bark Japanese Maple



Green Leaf Japanese Maple



Bosc Pear



Autumnalis Cherry



Kwanzan Cherry



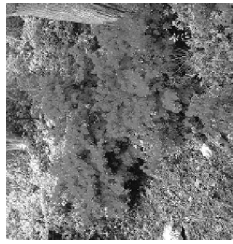
Jonagold Apple



Summer Ice Daphne



Firefly Heather



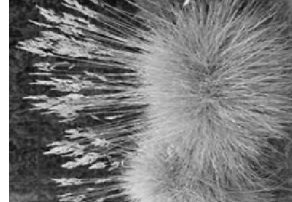
Mino Crimson Azalea



Diane Witch Hazel



Salal



Blue Cat Grass



Blue Sea Holly



Sunset Rock Rose

3130 Jutland Rd. | Landscape Concept



LADR LANDSCAPE ARCHITECTS
 4555 Quays Ave., Victoria B.C. V8T 1M5
 Phone: (250) 587-0105
 Project No. 174 June 12/18

Rev B, Dec. 11, 2020, Plant List updated / Total Plaza Area
 Rev A, Sept. 14, 2020, Plant List updated & Arborist notes added.

City of Victoria
1 Centennial Square
Victoria BC
V8W 1P6

Attn: Mayor and Council

September 27, 2021

Re: Development Variance Permit Application for Burnside Affordable Housing 496-498 Cecelia Road

Mayor and Council,

A technical review of the rezoning application for the Burnside Affordable Housing project has identified the need for a technical variance. The project involves a lot line adjustment to the easterly boundary of the site which is adjacent Burnside School. The zoning review identified a requirement in Schedule C of the Off-Street Parking Regulations (Bylaw 80-159) where a one metre landscape buffer between the new property line location and the existing parking lot of Burnside School site is necessary.

To offset the minimal width of the landscape strip between sites, substantial landscaping along the easterly project boundary has been incorporated into the design. The projects' landscape plans will enhance planting up to the property boundary and the result will achieve the intent of the landscape buffer required in Schedule C.

This proposed technical variance would not impact the existing parking lot at the Burnside School site and will have no negative effects on the final design of the affordable housing project. Thank you for your consideration of this request.

Thank You,



Matthew Vos
Development Manager
TL Housing Solutions

Development Variance Permit
Application No. 00274 for
496 and 498 Cecelia
and
3130 Jutland Road



1



2



Subject Property



3



Burnside School



4





Committee of the Whole Report

For the Meeting of October 14, 2021

To: Committee of the Whole **Date:** September 29, 2021

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: Rezoning Application No. 00769 for 941 Fullerton Avenue

RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00769 for 941 Fullerton Avenue, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set.

LEGISLATIVE AUTHORITY

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

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 941 Fullerton Avenue. The proposal is to rezone from the R1-S2 Zone, Restricted Small Lot (Two Storey) District, to a site-specific zone to legalize the existing secondary suite.

The following points were considered in assessing this application:

- the proposal is generally consistent with the Traditional Residential Urban Place Designation and objectives for sensitive infill development, as described in the *Official Community Plan, 2012 (OCP)*
- the proposal is consistent with the *Victoria West Neighbourhood Plan* which envisions secondary suites on small lot properties.

BACKGROUND

Description of Proposal

This Rezoning Application is to rezone the property at 941 Fullerton Avenue from the R1-S2 Zone, Restricted Small Lot (Two Storey) District, to a site-specific zone in order to legalize the existing secondary suite.

Affordable Housing

The applicant proposes the legalization of an existing secondary suite which would not increase the overall supply of housing in the area but would improve the safety and security for future tenants.

Tenant Assistance Policy

The existing suite is currently vacant and therefore a Tenant Assistance Plan is not required.

Sustainability

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

Active Transportation

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

Public Realm

No public realm improvements beyond City standard requirements are proposed in association with this Rezoning Application.

Accessibility

No accessibility improvements are proposed beyond what is required through the *British Columbia Building Code*.

Land Use Context

The area is characterized by low density residential development, including single family dwellings and duplexes.

Existing Site Development and Development Potential

The site is presently a single-family dwelling with an illegal secondary suite. Under the current R1-S2 Zone, the property could be developed with only a single-family dwelling.

Data Table

The following data table compares the proposal with the existing R1-S2 Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone. Two asterisks are used to identify a legal non-conforming condition.

Zoning Criteria	Proposal	Existing Zone
Site area (m ²) – minimum	330	260
Density (Floor Space Ratio) – maximum	0.55	0.6
Total floor area (m ²) – maximum	180	190

Zoning Criteria	Proposal	Existing Zone
Lot width (m) – minimum	18.20	10
Height (m) – maximum	7.15	7.5
Storeys – maximum	3 **	2
Site coverage (%) – maximum	46.97 *	40
Secondary Suite	Yes *	Not Permitted
Setbacks (m) – minimum		
Front (Fullerton Ave)	3.53 ** (cantilever) 2.32 ** (porch)	6.0
Rear (east)	2.83 * (deck)	6.0
Side (north)	2.34 **	2.4
Side (south)	1.79 *	2.4
Parking – minimum	1	1

Relevant History

The number of storeys, front yard setback and north side yard setback were previously approved by Council in 1999 through a small lot rezoning application and are therefore existing legally non-conforming conditions. The site coverage, rear yard setback and south side yard setback were altered through a deck addition and the secondary suite change of use after the small lot rezoning from 1999, and therefore trigger new variances or new regulations within a site-specific zone.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Victoria West CALUC, who waived the requirement for a Community Meeting.

ANALYSIS

Official Community Plan

The property is located within the Traditional Residential Urban Place Designation of the *Official Community Plan*, which envisions ground-oriented housing including small lots and secondary suites.

Victoria West Neighbourhood Plan

The property is located within the Northwest Sub-Area of the Traditional Residential designation in the *Victoria West Neighbourhood Plan*. This designation supports small lots with secondary suites.

Tree Preservation Bylaw and Urban Forest Master Plan

There are no *Tree Preservation Bylaw* impacts and there are no impacts to public trees with this application.

Regulatory Considerations

The existing house on the property was constructed in 1912 and has since had an addition to the deck and a change of use for a secondary suite in the basement, both completed without permits. As such, the setbacks for the south side yard and rear yard as well as the site coverage do not meet the requirements within the R1-S2 Zone. Staff recommend enshrining these setbacks within the new site-specific zone for buildings constructed prior to 1950. The existing building would therefore not require variances, but any new structures would be required to conform to the standard setbacks in the R1-S2 Zone or apply to Council for a variance.

CONCLUSIONS

The proposal to rezone the property at 941 Fullerton Avenue to permit a secondary suite within a small lot house is consistent with Traditional Residential designation in both the OCP and the *Victoria West Neighbourhood Plan*. Staff recommend that Council consider supporting this application.

ALTERNATE MOTION

That Council decline Rezoning Application No. 00769 for the property located at 941 Fullerton Avenue.

Respectfully submitted,

Mike Angrove
Senior Planner – Development Agreements
Development Services Division

Karen Hoesle, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager.

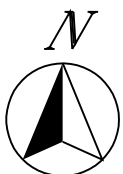
List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped September 15, 2021
- Attachment D: Letter from applicant to Mayor and Council submitted March 16, 2021
- Attachment E: Letter from the Victoria West Community Association Land Use Committee dated February 23, 2021
- Attachment F: Correspondence.



941 Fullerton Avenue
Rezoning No.00769





941 Fullerton Avenue
Rezoning No.00769



SITE PLAN OF LOT A, SECTION 31, ESQUIMALT DISTRICT, PLAN VIP69070.

BCGS MAP SHEET 92B.044



The intended plot size of this plan is 559mm in width by 432mm in height (C-Size) when plotted at a scale of 1:100.

All distances are in metres and decimals thereof, unless otherwise noted.

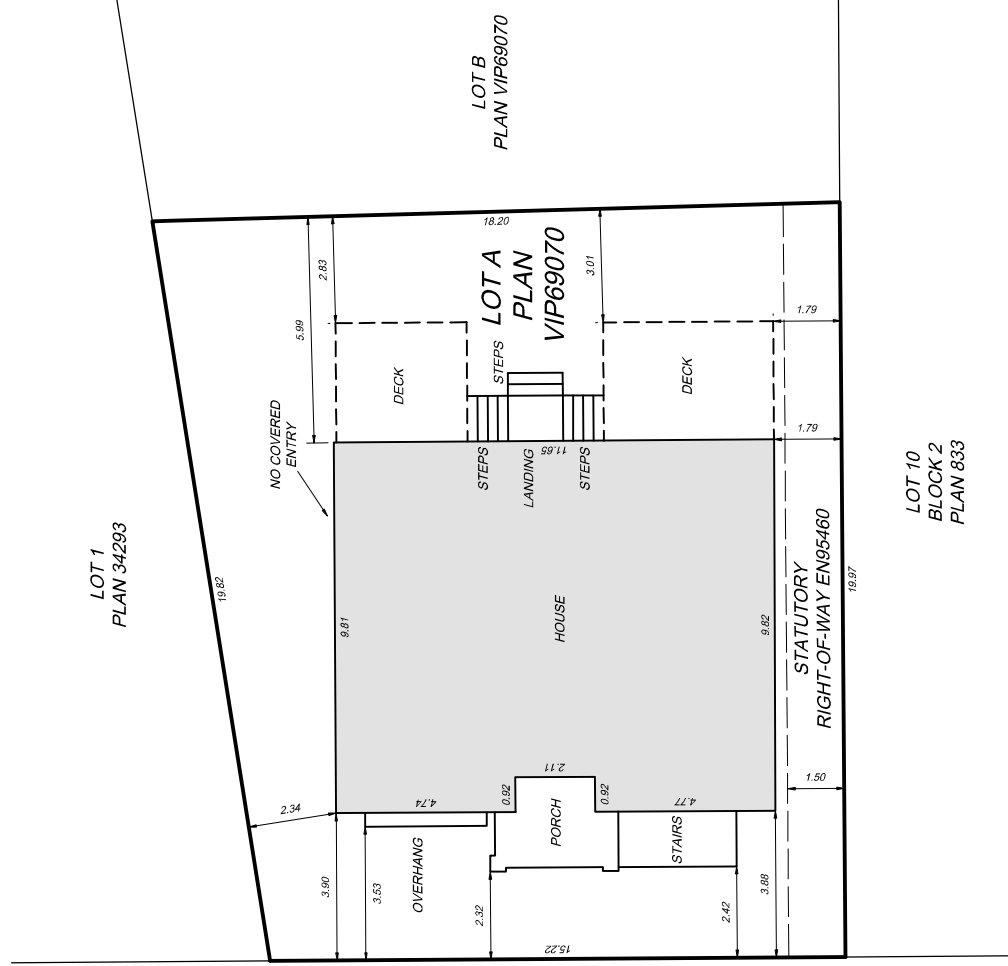
Selbacks are derived from field survey completed on August 27, 2021, and are measured from siding.

The civic address of the building is:
941 Fullerton Avenue, Victoria, BC

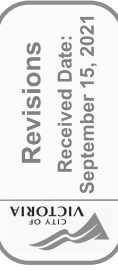
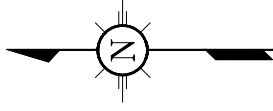
The following non-financial charges are shown on the current Certificate of Title and may affect the property:

117596G - Undersurface Rights
EN95460 - Statutory Right of Way

FULLERTON AVENUE



ATTACHMENT C



Certified Correct
Digitally signed by
Alexander Gorelik, BCLS 950
Date: 2021.09.07 06:36:29
-07'00'
This document is not valid unless digitally signed.

Mailing & delivery address:
Suite 138, 1634C Oak Bay Avenue
Victoria, BC, V8R 0A4
Toll Free: (877) 603 7398
Telephone: (250) 412 3513
info@plsi.ca
www.plsi.ca



This document shows the relative location of the surveyed buildings and features with respect to the boundaries of the parcel described hereon. This document shall not be used to define property lines or property corners.

Polaris Land Surveying Inc. accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made, or actions taken based on this document.

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Date: 2021-09-07
File: 2689-01
Drawing: 2689-01-SITE.dwg
Layout: C-Size

Helen Rogers

941 Fullerton Ave, Victoria, BC

TOTAL AREA: 271.43 m² • LIVING AREA: 146.88 m² • FLOORS: 3 • ROOMS: 10



▼ Basement

TOTAL AREA: 124.56 m² • LIVING AREA: 0.00 m² • ROOMS: 4



THIS FLOORPLAN IS PROVIDED WITHOUT WARRANTY OF ANY KIND. SENSOPIA DISCLAIMS ANY WARRANTY INCLUDING, WITHOUT LIMITATION, SATISFACTORY QUALITY OR ACCURACY OF DIMENSIONS.

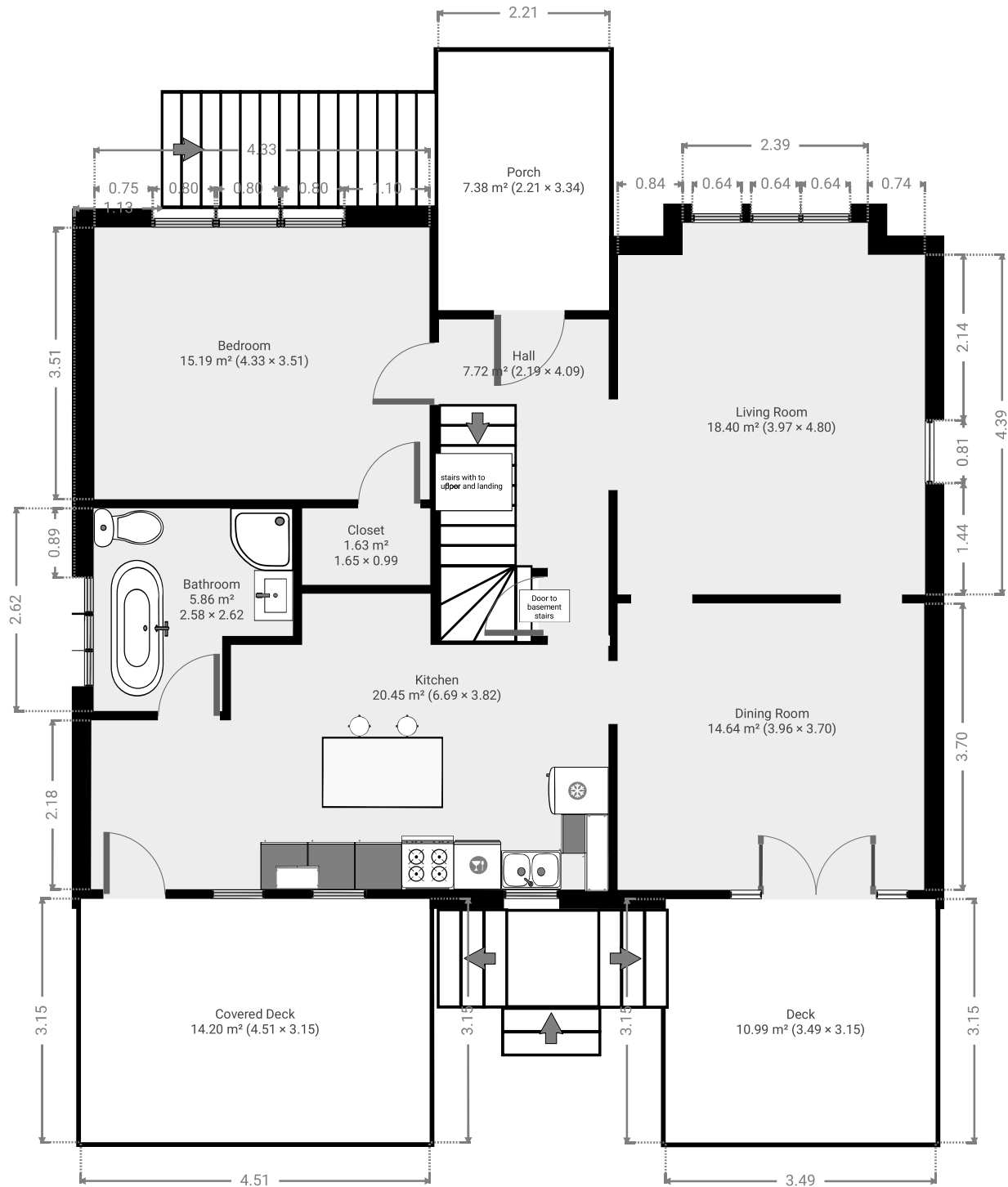
Helen Rogers

941 Fullerton Ave, Victoria, BC
TOTAL AREA: 271.43 m² • LIVING AREA: 146.88 m² • FLOORS: 3 • ROOMS: 10



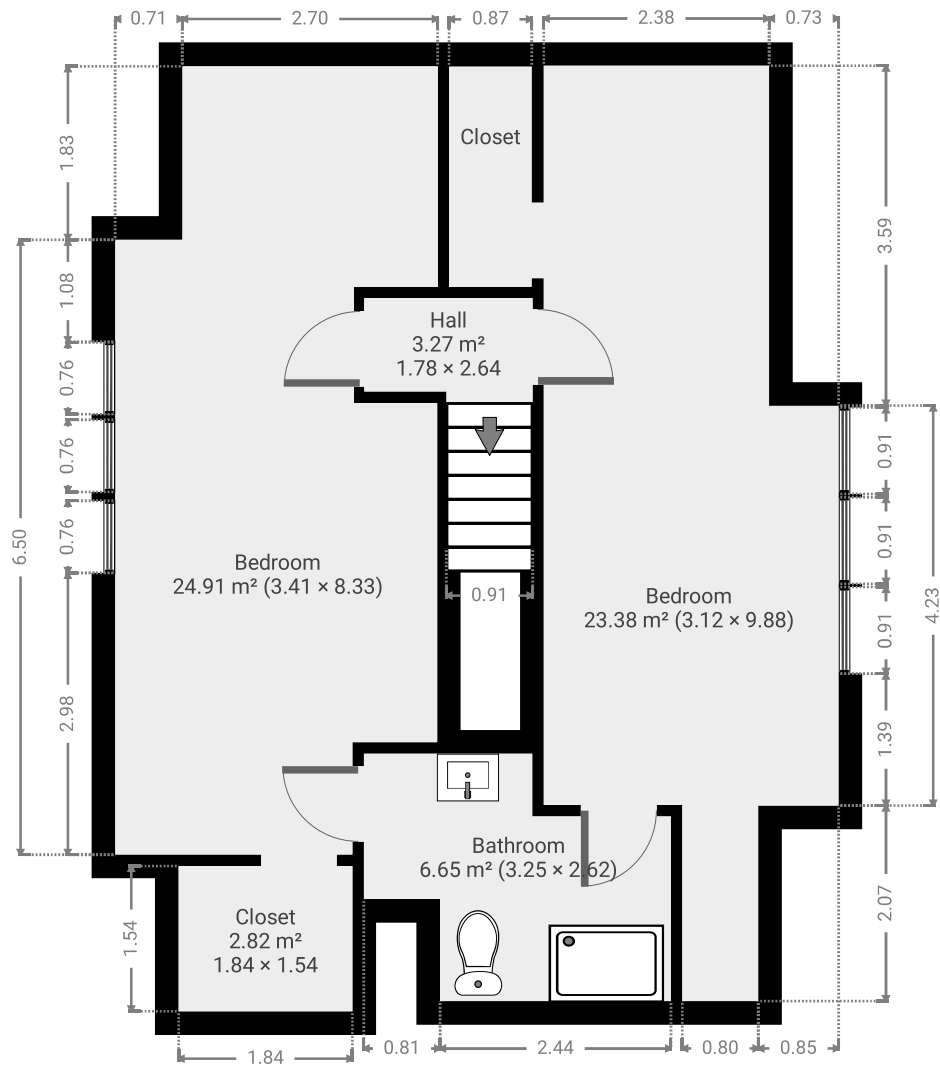
▼ Ground Floor

TOTAL AREA: 83.85 m² • LIVING AREA: 83.85 m² • ROOMS: 4

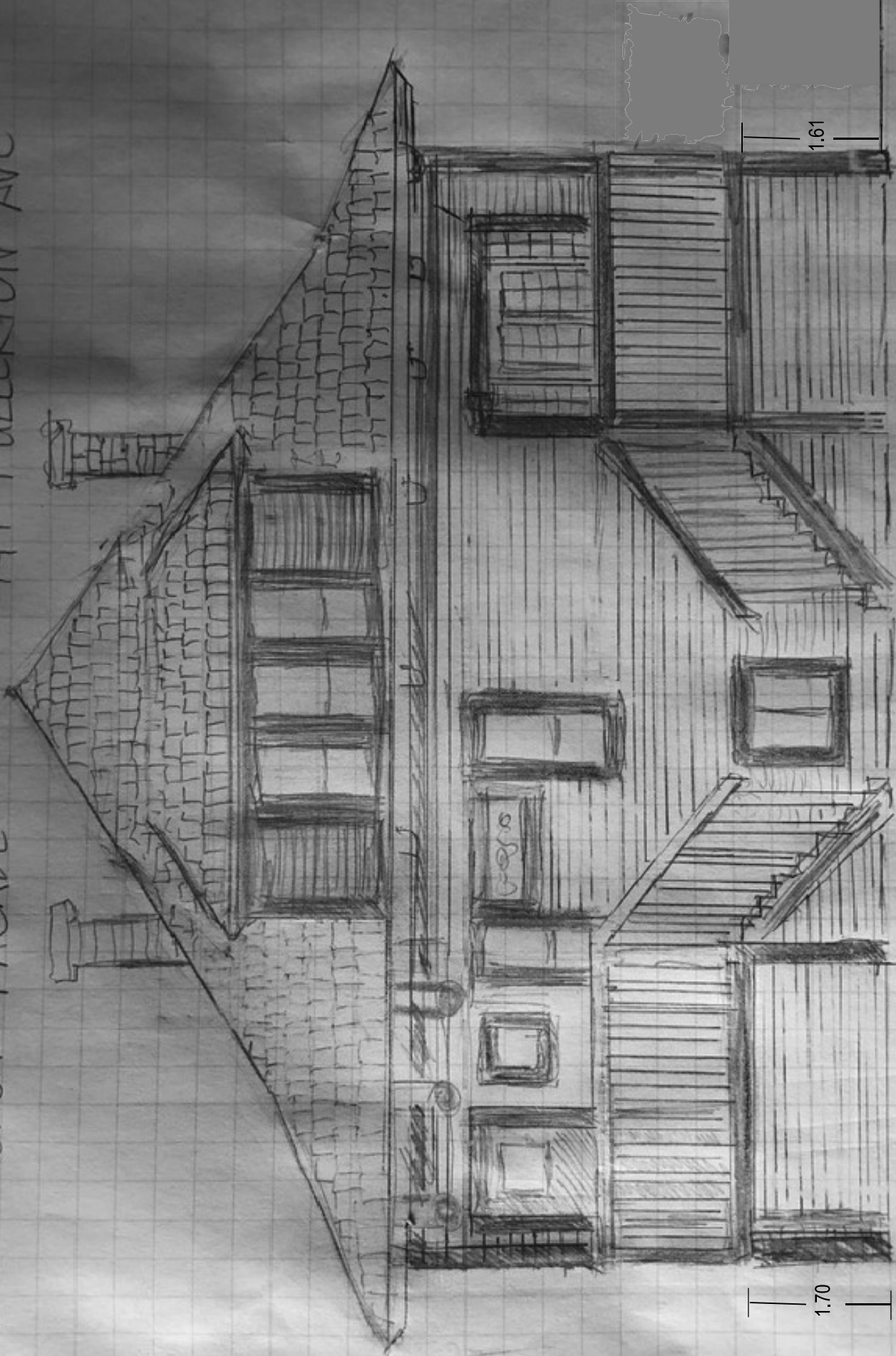


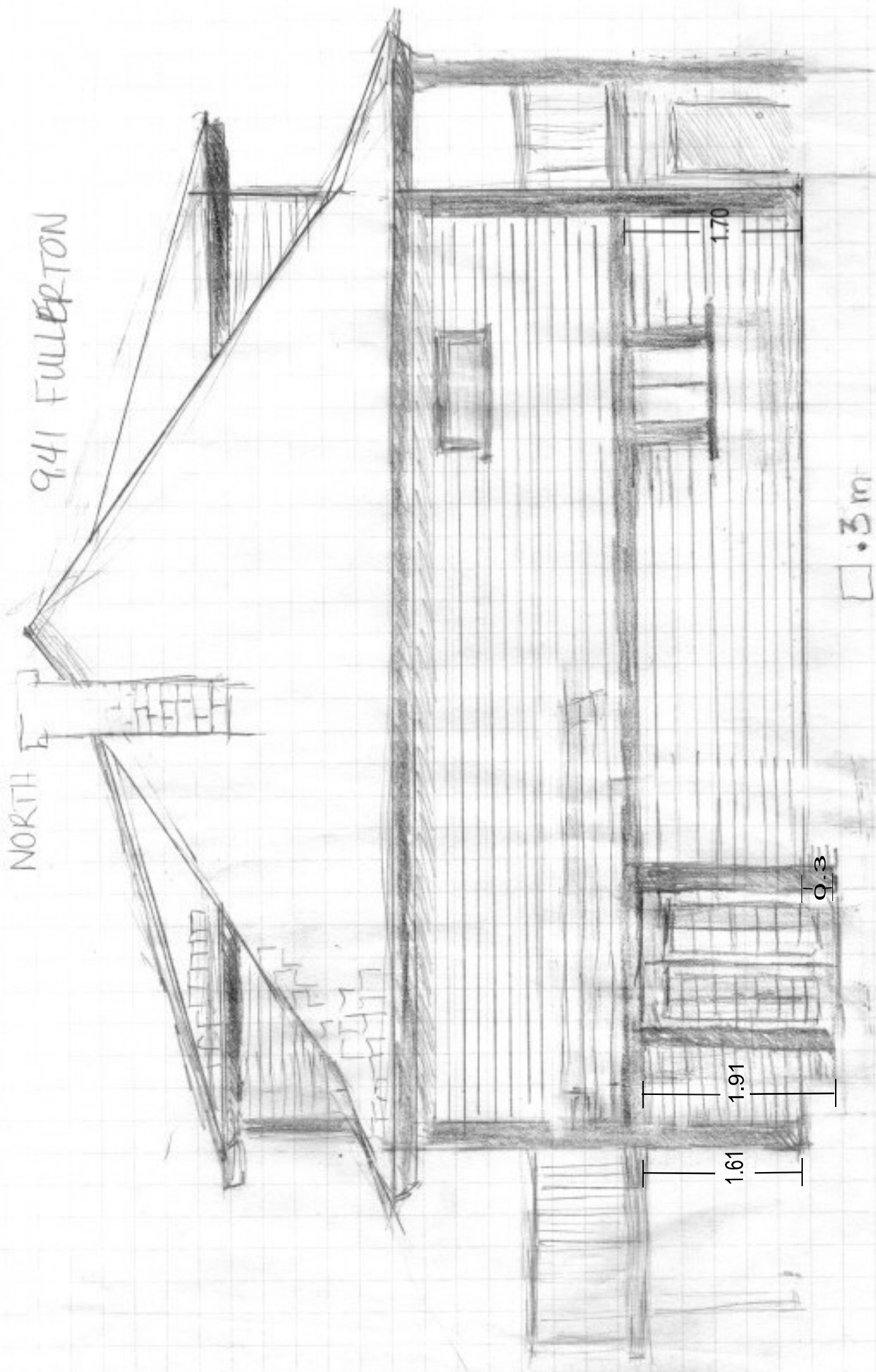
▼ 2nd Floor

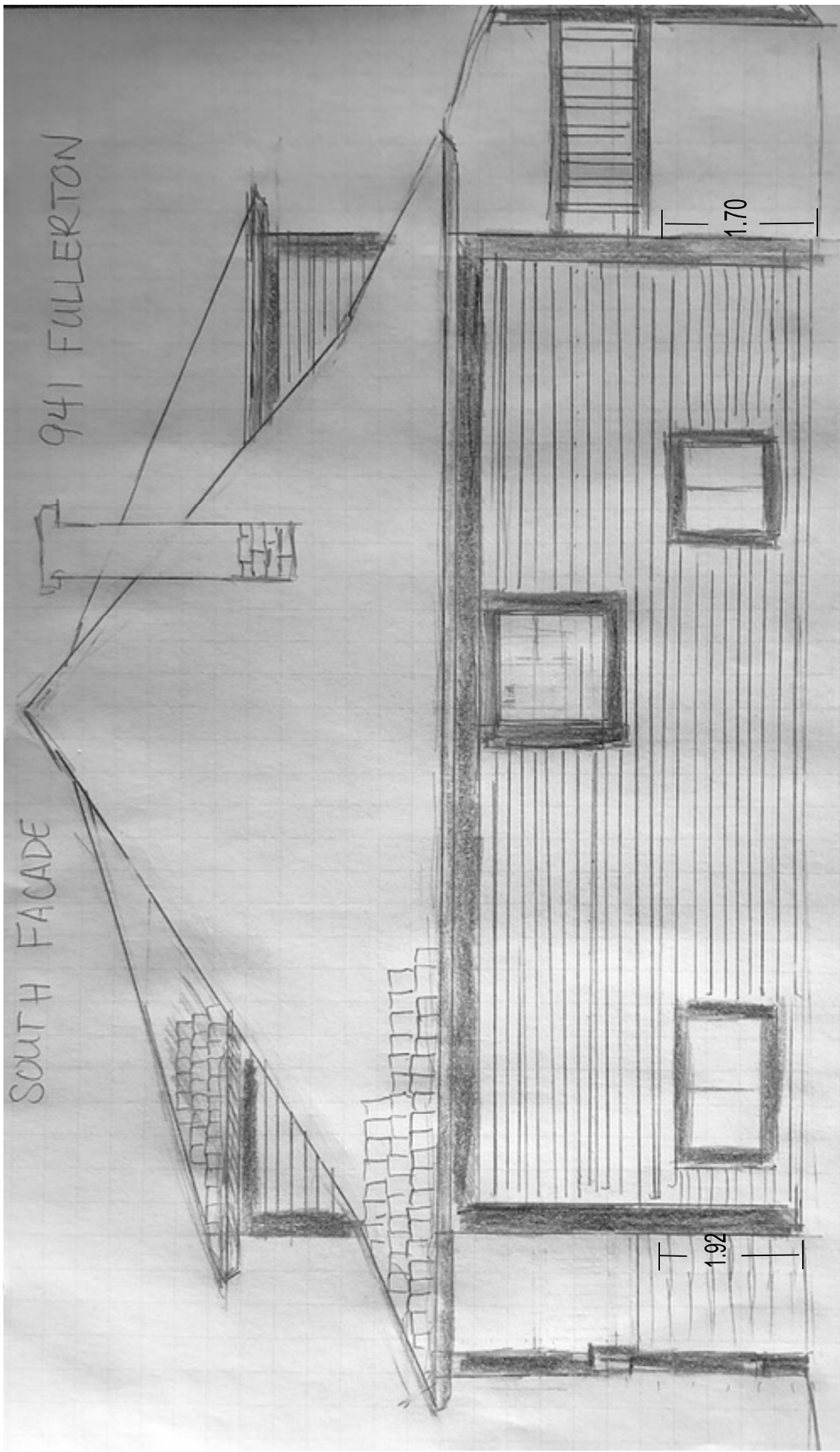
TOTAL AREA: 63.03 m² • LIVING AREA: 63.03 m² • ROOMS: 2



EAST FACADE 941 FULLERTON AVE

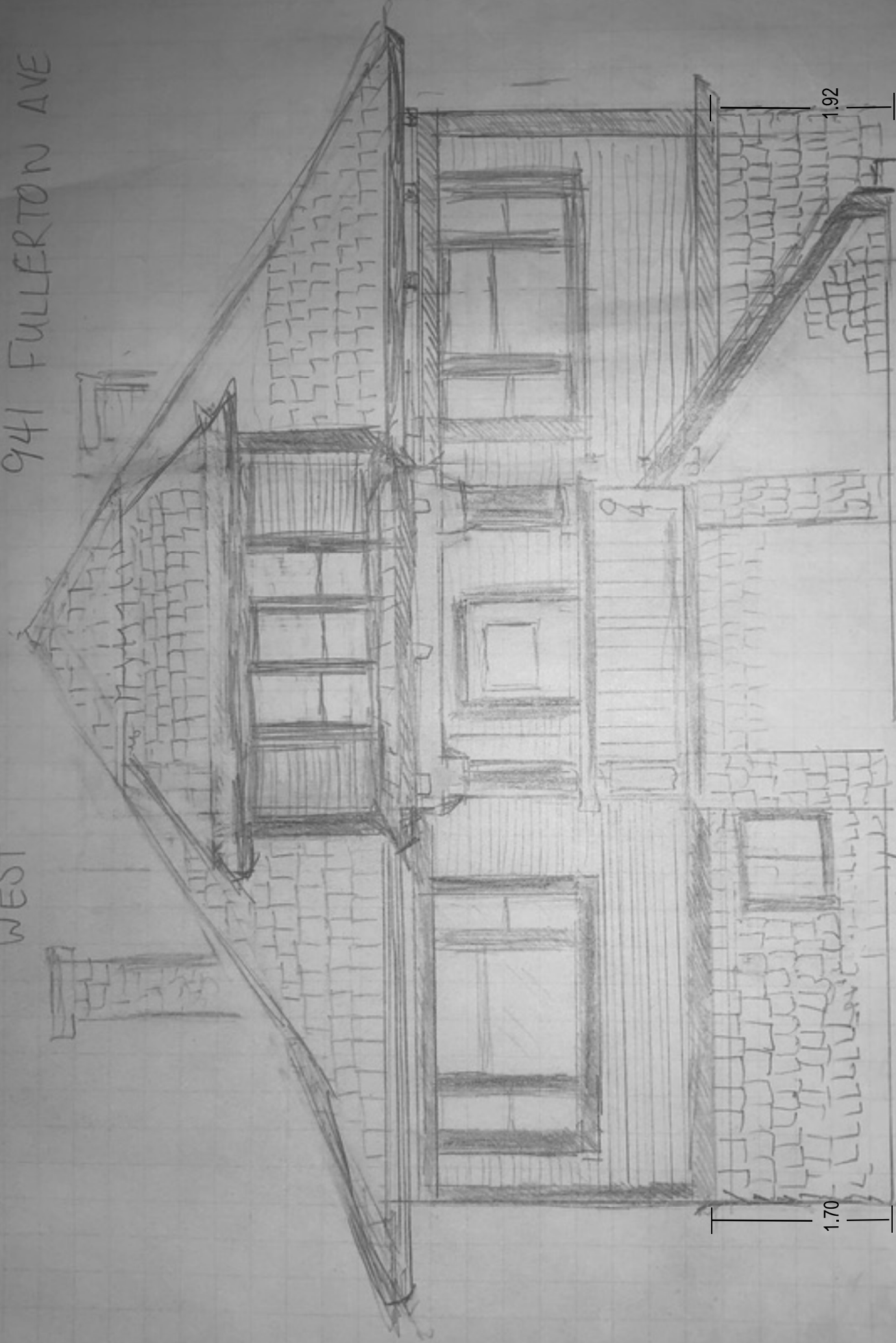






WEST

941 FULLERTON AVE



1.92

1.70

Average grade

calculation $1.61 + 1.70 + 1.92 + 1.70 / 4 = 1.73$

34.5 ft

10.52 M

Helen Rogers

Prepared by
Wendy

Created on
2020-11-11

Location
941 Fullerton Ave
Victoria
BC

Total area 271.43 m ²	Floors 3	Rooms 10	Bathrooms 3
--	--------------------	--------------------	-----------------------





Mayor and Council
 City of Victoria
 c/o developmentservices@victoria.ca

Your worship and councillors:

I am writing to seek your support for my proposal to change the zoning of my home at 941 Fullerton Avenue in VicWest from Small Lot to a spot zoning designation that allows a legalized secondary suite.

I am a senior who has been in my home for over 20 years. When I purchased the home, I was drawn to its heritage features and have maintained and enhanced those beautiful features throughout my time in my home. Because I am on a small pension income, in order to purchase and remain in my home, I have relied over the years on the financial support of a non-conforming suite on the ground level of my home. Last year I had a fire in my home and I am now seeking a zoning change in order to be able to legalize my suite when I rebuild.

Description of Proposal

My proposal would create a legal dwelling unit that would be a rental property. It would increase the density of the site through the addition of 20 percent more liveable space, using existing square footage in the basement.

Government Policies

My project supports a number of the objectives of in the City of Victoria Official Community Plan, including:

Urban Design and Heritage

8 (g) That a sense of place is developed and enhanced through urban design features.

The retention of this small lot home with an additional dwelling unit ensures the retention of this 1911 home with important heritage features. My home is not a designated heritage home but I have maintained, and will continue to maintain, all of its beautiful heritage features. The entrance to the proposed suite is on the side of the home and not visible from the street and so will have no impact on home's street view.

8 (j) That heritage property is conserved as resources with value for present and future generations.

The inclusion of a suite at this location ensures the viability of this property through the inclusion of a rental dwelling unit, thereby assisting retention of this structure, with important heritage values.

Housing

13(c) That the existing supply of rental housing is expanded through regeneration.

The project in question ensures the regeneration of a space that would otherwise not be used for housing, while maintaining neighbourhood character through the retention of heritage era housing stock.

13 (d) That a wide range of housing choice is available within neighbourhoods to support a diverse, inclusive and multigenerational community.

The project develops a unit available for rental that can facilitate the inclusion of an elderly occupant requiring a ground-oriented space.

The proposed action is consistent with the VicWest Neighbourhood Plan's suggested approach for development in the Northwest Sub-Area, which advocates for "gentle infill which respects the existing lot pattern and maintains tree planting sites on private property is encouraged.

This project is also supportive of the "Big Moves" in the VicWest Neighbourhood Plan, in that it:

4. Add(s) housing that fits in older residential areas

This proposal would add housing diversity by creating much needed rental accommodation, supporting the retention of a beautiful older heritage style home, and maintaining the character of the street.

5. Create(s) more places to live near existing transit and amenities.

My home is near the Craigflower transit corridor. There are commercial amenities nearby on Craigflower, and slightly further, at Westside Village. The VicWest Community Centre is proximate.

It is our understanding that the project will not require a change to the Official Community Plan.

Project Benefits and Amenities

The project has economic, environmental and social benefits for the City and the neighbourhood. Economic benefits result from the inclusion of an additional dwelling unit in the Craigflower Village area, thereby increasing the number of potential residents within a five-minute walk of retail services in the village. There will also be similar benefits to Westside Village. Environmental benefits result from the gentle infill that creates additional dwelling spaces that are in walking and biking distance of Downtown

Victoria. The project's social benefits result from the fact that the retention of this heritage structure and the sensitive adaptation of its existing use contributes to the continuation of the heritage feel of the Northwest Sub-area of the VicWest Neighbourhood.

There are no public amenities associated with this project.

Need and Demand

The Official Community Plan and a number of other reports and documents point to the ongoing need for additional housing in existing neighbourhoods in Victoria. This sensitive infill of additional density in an existing heritage property supports Victoria's housing and heritage retention goals.

Neighbourhood

The location is within 150 meters of Craigflower Village. Fullerton is a residential street with the exception of a church on the corner of Fullerton and Raynor, on the north side of my property. VicWest School is at the end of Fullerton. The VicWest Community Centre is nearby. There is a small park on Raynor that is accessible from the back of the property.

Impacts

The proposed development does not impact existing heritage values in the area and contributes to the long-term retention of this heritage home through the provision of additional gentle infill.

The rezoning of this Small Lot zoned site to allow for additional density is being pursued following a fire in the home, which impacted an existing non-conforming suite. This non-conforming suite was in-place for approximately twenty years, and over this time, there were no issues between suite tenants and neighbours. The VicWest Community Land Use Committee expressed no reservations about the proposed use at this location. I have sent a letter to my neighbours in anticipation of the zoning process and have received a number of responses, all of them supportive.

Design and Development Permit Guidelines

The project conforms with applicable design guidelines through the continued sensitive retention of the heritage values of this property.

Safety and Security

The suite contributes to Crime Prevention Through Environmental Design Values in that the suite entrance faces to the north and provides additional eyes on the adjacent

church to the north and to the Hudson Street entrance to the pocket park on Raynor Street.

Transportation

The property includes off street parking. There are generally no challenges with parking at this location and the policies of gentle infill for this area mean that the level of parking in the area will likely remain the same. The suite will have access to an area suitable for dry bicycle storage.

Heritage

As already discussed, this project contributes to the long-term viability of this older property and the heritage conservation and retention goals for the City of Victoria in Vic West's Northwest Sub-area.

Green Building Features

There are no green features associated with this project.

Infrastructure

This project, at this site, utilizes existing public infrastructure, including nearby shopping amenities, parks and recreation facilities.

In summary, I believe my proposal supports the heritage nature of the neighbourhood, addresses the need for increased rental housing in Victoria, supports neighbourhood businesses and does so without any negative impacts whatsoever. I ask you to make the zoning change that would allow this project.

If you have any questions about this proposal, I would ask that you address them to my son-in-law, Wayne Beggs, at 604-312-9352, as he is assisting me with the rezoning process. Of course, if you need to speak to me directly, I am happy to do so.

 Recoverable Signature

X 

Helen Rogers

Signed by: c51563e7-b0e2-4b10-9186-f46a93f5192a

Helen Rogers

521 Craigflower Rd. • Victoria, BC • V9A 6Z5
info@victoriawest.ca • www.victoriawest.ca • (250)-590-8922



February 23rd, 2021

Wayne Beggs

Re: Waiving of CALUC process for 941 Fullerton

Dear Wayne,

The Victoria West Community Association Land Use Committee has determined no concerns with your proposal for 941 Fullerton Street. This decision was based on the plans and drawings provided on November 22nd, 2020. As a result, we would like to waive the CALUC process for your proposal. We request that you notify us of any major developments or changes if they come up.

Thank you for including us in this process. We enjoy collaborating to create a vibrant and connected community.

Sincerely,

VWCA Land Use Committee
landuse@victoriawest.ca

Hello Mr. Angrove,

I am a neighbour of the above property, living and owning the house at 646 Langford Street. As a citizen, I am writing to indicate my support for the rezoning to enable a suite. This type of accommodation should be quickly and painlessly available to Vic West, particularly since it enables the retention of a character home on the street.

Could you please confirm receipt of this e-mail? Many thanks.

Sincerely,

Laura E. Tate, PhD
646 Langford Street
Victoria, BC
V9A 3C9

1

Rezoning Application for 941 Fullerton Avenue



1

Aerial View

2



2

Subject Site

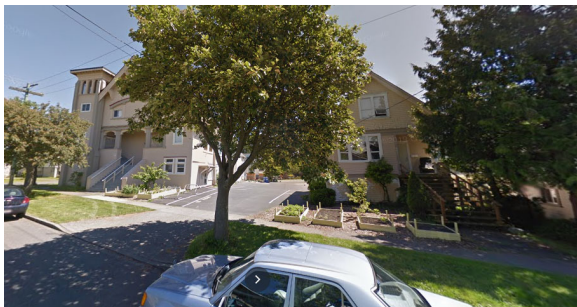
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Context

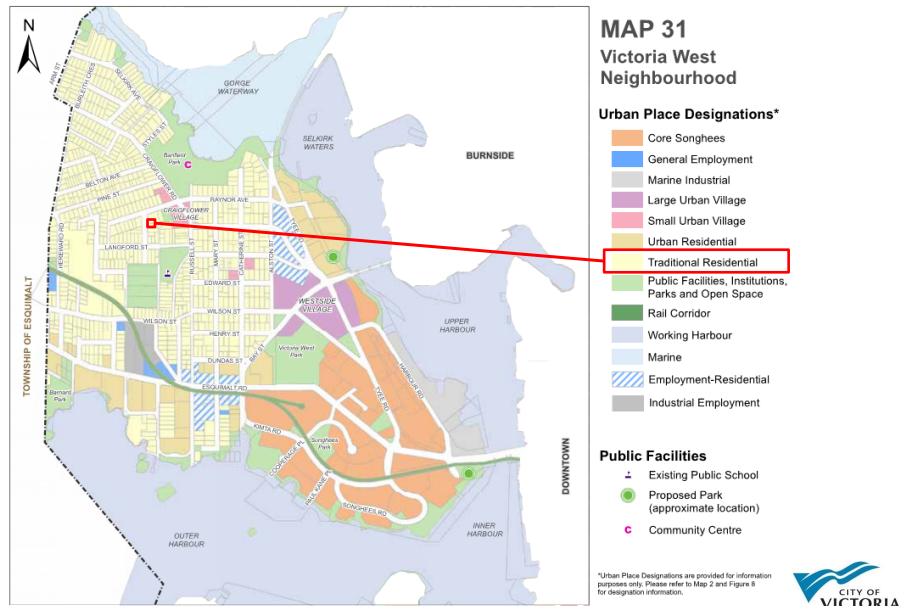
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Official Community Plan

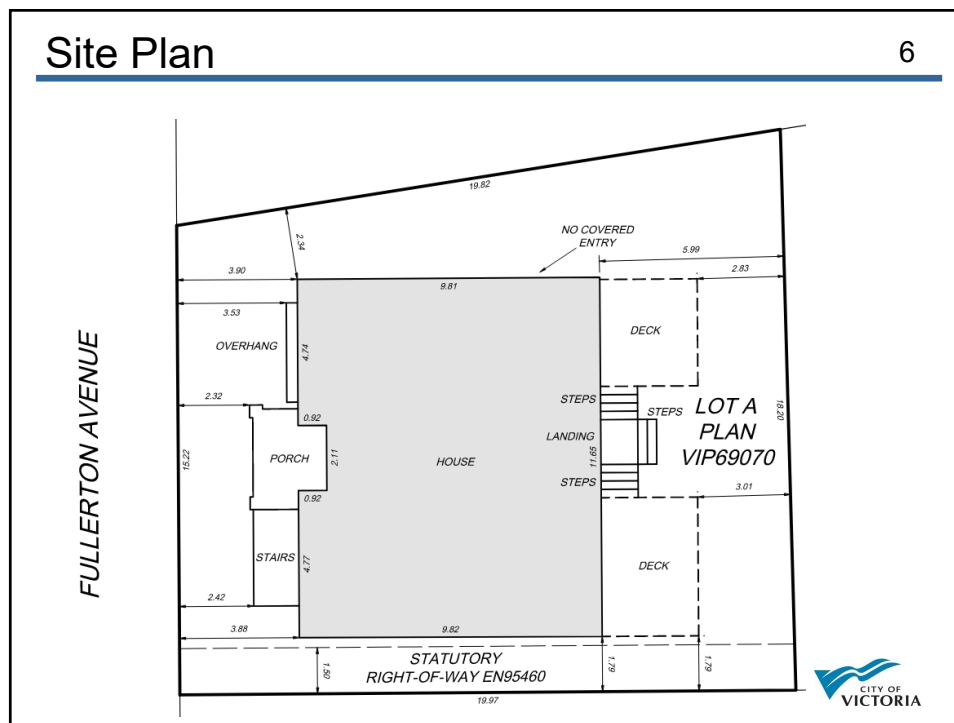
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Site Plan

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Elevations

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Floor Plans

8



8



Committee of the Whole Report

For the meeting of October 7, 2021

To: Committee of the Whole **Date:** October 1, 2021
From: Philip Bellefontaine, Director, Engineering & Public Works
Subject: CRD Regional Transportation Priorities

RECOMMENDATIONS

That Council:

1. Receive this report for information.
2. Endorse the creation of a CRD Transportation Advisory Committee (TAC) and;
3. Direct staff to work with municipal, electoral area, and agency partners through the TAC to advise on regional transportation matters requiring coordination and reporting through the CRD Transportation Committee.

EXECUTIVE SUMMARY

In July 2021, the Capital Regional District (CRD) Board endorsed several Regional Transportation Priority Areas to address three core issues directly related to mobility: congestion, mode share, and climate change. These priority areas were developed through an expedited process led by the CRD with input from municipalities and agency partners.

In addition to advocacy efforts at the local and regional levels, the establishment of a Transportation Advisory Committee (TAC) has been identified as an important next step to help formalize and coordinate efforts among municipal and agency partners.

The City of Victoria is a regional leader in delivering innovative transportation programs, policies, and projects. Staff see considerable value to the City in taking an active role in participating in the TAC to inform, shape and contribute to regional transportation priorities.

PURPOSE

The purpose of this report is to share information on the CRD's recently approved regional transportation priorities, the creation of a new regional Transportation Advisory Committee, and confirm the participation of the City of Victoria within this.

BACKGROUND

In December 2020, the CRD Board directed their staff to work with municipalities, electoral areas, and agency partners (BC Ferries, BC Transit, Island Corridor Foundation, Ministry of Transportation

& Infrastructure) on an expedited process to develop a list of regional transportation priorities, informed by the CRD's declaration of a climate emergency and the value of the region having greater alignment in order to more successfully secure transportation investments from higher levels of government. The CRD Board also directed staff to consider options to improve coordination and governance for transportation. Three core transportation issues (congestion, mode share, and climate change) were identified as the basis for gathering priority recommendations.

City staff made contributions to this process that were aligned with approved plans and policies such as the Official Community Plan and GO Victoria. They included RapidBus implementation, investments in active transportation (walking, rolling, and cycling), general public transit enhancements, transportation demand management, and road safety.

Victoria already has alignment with several of our municipal neighbours on mobility priorities including the expansion of the regional trail network, reduced speed limits on local roads and the advancement of RapidBus. Staff also agree on the value of having a formal structure to advance these priorities on a regional scale. This alignment has been helpful in facilitating both the nature of the municipal input on priorities and the future regional representation.

Recommendations from municipalities and agency partners were compiled by the CRD to identify priority areas, determine lead and supporting roles, and evaluate the impacts based on their performance in addressing congestion, mode shift, climate action and safety.

Through these discussions, it was confirmed that creation of a formalized regional structure would allow for similar collaboration and prioritization of regionally significant projects, which would align with other successful CRD structures such as the Inter-Municipal Climate Action Working Group, and the Solid Waste Advisory Committee.

In June 2021 the CRD Transportation Committee, a standing committee of the CRD Board with representation from two Victoria Directors, endorsed a draft set of Regional Transportation Priority Areas. In July 2021, the CRD Board formally adopted these Priority Areas (Appendix A) and communicated these to the Minister of Transportation & Infrastructure (Appendix B).

The CRD also responded positively to recommendations from the City of Victoria, District of Saanich and others to form a CRD Transportation Advisory Committee (TAC) with representation from municipal staff as well as agency partners such as the Ministry of Transportation & Infrastructure and BC Transit. This welcome approach is supported by staff to advise the CRD Transportation Committee on regional transportation priorities.

ISSUES & ANALYSIS

The City's Role in Regional Mobility

As home to 23% percent of the region's population and 42% of regional jobs, many trips start or end in Victoria. The City is a regional leader and innovator in both local and regional mobility whether through parking pricing, investments in complete streets, or the close integration of land use and transportation decisions. GO Victoria, adopted in 2019, identifies the City's values, policy positions, key initiatives, and strategies for supporting and shaping mobility in Victoria. While developed to shape local decisions, the strategy sets the stage for improvements to achieve road safety, climate action, equity, and affordability which can be applied with a regional lens.

Through consistent policy implementation and corresponding capital investment programs, the City has continued to see notable gains in mode share over the past decade with 49% of trips to work by transit, cycling and walking, just behind Vancouver at 50% and tied with Montreal (2016 Census). Region wide progress, however, has been limited with both traffic volumes and travel times continuing to increase. Sustainable mode share across the region has modestly increased from 22.4% in 2011 to 26.6% in 2017, but the pace of progress does not match ambitious regional climate and mode share targets adopted by the CRD and necessary to support a sustainable region.

By 2038, the Capital Region is projected to grow by approximately 86,000 people with 50,000 new jobs when compared to 2018. Moving people, goods and services while continuing to support new economic opportunities and traditional industries such as tourism, will become increasingly difficult unless continued investments are made in public transit, shared, and sustainable mobility to give residents and visitors options beyond the private motor vehicle. While investments will continue to be made in our road network for motor vehicles, more space over time will need to be dedicated to goods movement, transit, and shared vehicles to support a growing and vibrant community.

CRD Transportation Advisory Committee

To achieve the region's climate, transportation and livability targets, the CRD Board has committed to formal advocacy efforts and collaboration with senior levels of government on potential funding streams and implementation opportunities to advance these priorities. Within this context, one of the important first steps identified is the creation of a new governance structure developed around a Transportation Advisory Committee (TAC) to support the coordination required to progress work on:

- A regional approach to transportation demand management (TDM);
- A regional approach to safety policy; and
- Implementation of a connected and consistent active transportation network.

Other regions including the Lower Mainland (through Translink) and the Central Okanagan have similar structures to allow the exchange of information, draft policies and proposals, and receive municipal and agency perspective and advice. The TAC is welcomed by staff and will result in improved regional coordination and help ensure regional mobility priorities are consistently evaluated and advanced. Other CRD working groups such as the Inter-Municipal Climate Action Working Group and the Solid Waste Advisory Committee, have been successful in fostering collaborative working relationships and deliverables between municipal and regional staff, other organizations and key stakeholders.

The TAC will be established in Fall 2021 with senior staff representation from the CRD, municipalities, as well as electoral area, and agency partners. The City anticipates playing an active role in defining the terms of reference for the TAC and has identified several desired outcomes in preparation for its first meeting. Staff see several benefits to this model for enhancing collaboration on mobility and building momentum between jurisdictions.

Staff's support for the new TAC is also informed by other anticipated benefits including:

- An enhanced likelihood of securing funding commitments and schedules to deliver both the Transit Future Plan (including RapidBus implementation) as well as expanding local and regional active transportation infrastructure
- Municipal involvement in the operational review of the CRD Traffic Safety Commission and regional road safety policy

- The scope and speed of regional Transportation Demand Management efforts including the involvement from institutions and large employers, as well as addressing issues like parking pricing and supply
- An earlier understanding for any local resource “asks” towards regional projects for consideration by Council through the Financial Planning and budget process
- Enhanced planning, coordination and prioritization of City of Victoria capital programs and priorities which contribute to regional priorities.

CONCLUSIONS

The significant amount of work undertaken by CRD staff in developing the Regional Transportation Priorities and the responsiveness to recommendations from Victoria and others on establishing an appropriate governance structure are much welcomed. GO Victoria sets the stage for improvements to achieve road safety, climate action, equity, and affordability goals through local leadership and strong regional collaboration.

The approval of regional transportation priorities by the CRD Board along with formation of the TAC is an important structural step in supporting the advancement of several regional initiatives focused on reducing congestion, improving sustainable transportation mode share and addressing climate change.

Respectfully submitted,

Sarah Webb
Manager, Sustainable Transportation
Planning & Development

Ross Kenny
Assistant Director of Transportation

Philip Bellefontaine
Director, Engineering and Public
Works

Report accepted and recommended by the City Manager.

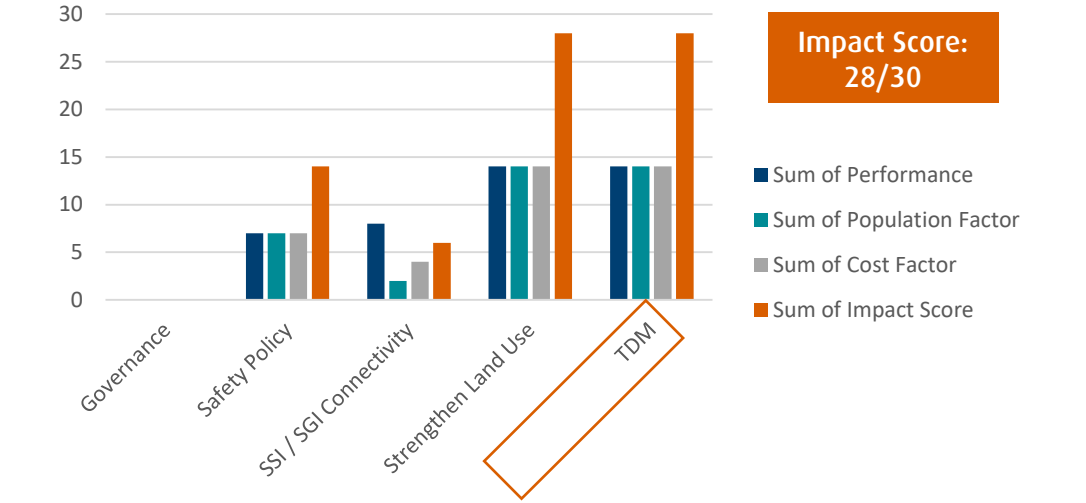
List of Attachments

Appendix A: CRD Action Priorities Summary Table
Appendix B: Letter to the Minister

Priority Area	Lead	CRD Implementation Role	CRD Implementation Actions
Transportation Demand Management (TDM)	No Regional Lead	ESTABLISH LEAD: Set clear mandate for regional action on TDM.	Take an active travel planning approach to TDM, working with key trip generators (e.g., DND, major retail centres, universities).
Safety Policy	No Regional Lead	ESTABLISH LEAD: Set clear mandate for regional approach to safety policy.	Complete an operational review of the Traffic Safety Commission to determine how it can support CRD staff with safety policy development.
Active Transportation	CRD Local Governments	IMPLEMENT: Complete a connected, consistent regional trail network and upgrade heavily used urban sections. ADVOCATE: Secure funding for local and regional infrastructure improvements.	Complete the E&N trail and upgrade heavily used urban sections. Advocate to the provincial and federal governments. Develop a policy framework and partnership agreements for the long-term build out of consistent, connected cycling facilities.
Governance	CRD	IMPLEMENT: Use a Transportation Advisory Committee (TAC) to provide a coordination mechanism.	Establish a TAC to advance regional TDM and safety policy and coordinate implementation of a complete, connected active transportation network.
Parking Upgrades	CRD / Province / Local Governments	IMPLEMENT: Upgrade parking at Regional Parks. ADVOCATE: Upgrade parking at Provincial Parks.	Undertake a parking and safety access study and identify possible funding sources.
Strengthen Land Use	Local Governments	COORDINATE: Through the Regional Growth Strategy (RGS), direct growth to centres and corridors along transportation network.	Seek opportunities for funding, incentives and pilot projects to implement the RGS land use concept.
SSI / SGI Connectivity	MoTI / BC Transit	ADVOCATE: Prioritize active travel modes in terminal design and ferry operations, active transportation in roadwork projects and accelerate BC Ferries fleet electrification.	Advocate to MoTI and BC Ferries. Provide data and technical expertise to projects. Administer transportation commissions.
General Transit Investments	BC Transit	ADVOCATE: Improve local transit service in suburban and rural areas, including provision of Park and Rides.	Advocate to BC Transit, MoTI and local governments. Provide data and technical expertise to projects.
Buss Mass Transit (RapidBus)	BC Transit	ADVOCATE: Accelerate implementation, link directly to growth centres, secure funding, locate density near nodes.	Advocate to BC Transit, MoTI and local governments. Leverage transit spending on regional trail improvements. Provide data and technical expertise to projects.
Multi-Modal and Safe Highways	MoTI	ADVOCATE: Prioritize safety and multi-modal improvements that will advance regional climate action and mode shift targets.	Advocate to BC Transit, MoTI and local governments. Leverage highway spending on regional trail improvements. Provide data and technical expertise to projects.
Westshore Passenger Ferry Feasibility Study	MoTI	ADVOCATE: Complete a feasibility study to plan for long-term transportation alternatives.	Advocate to BC Transit, BC Ferries and MoTI. Provide data and technical expertise.
E&N Corridor (Protect, Maintain and Upgrade)	MoTI	ADVOCATE: Invest in corridor upgrades and maintenance to preserve a rail-based transportation option in the long-term.	Advocate to MoTI and the Island Corridor Foundation. Provide data and technical expertise.

Transportation Demand Management (TDM)	
Priority Description	Confirm CRD as lead agency and develop TDM policy and planning
Level of Action	Regional Policy – Set shared direction and make aligned decisions
Level of Impact	CRD action makes the most impact to advance mode shift

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
No Lead Agency	A lead agency is needed to explore how to capture ongoing benefits from pandemic travel patterns and develop TDM options to incentivize active transportation, transit and high occupancy vehicle use and discourage single occupancy vehicle travel.
Local Governments (LGA, Climate Plans)	Provide various policy, regulatory and program streams (e.g., parking fees, street use policy, provision of bike parking).
Province / BC Transit (Operating mandate)	Provide various policy, regulatory and program streams (e.g., discounted fares, subsidized transit passes).
Employers / Businesses (Internal policy)	Mitigate need for travel through flexible workforce policies (e.g., work from home, flex days, virtual meetings, staggered work hours). Support mode choice for customers / employees through on-site investments (e.g., secure bike parking, change facilities, bus fare discount program).
CRD (LGA)	Provide active travel planning service for schools and school communities. Provide education and encouragement campaigns to support mode choice. Previously piloted successful active transportation encouragement initiatives.

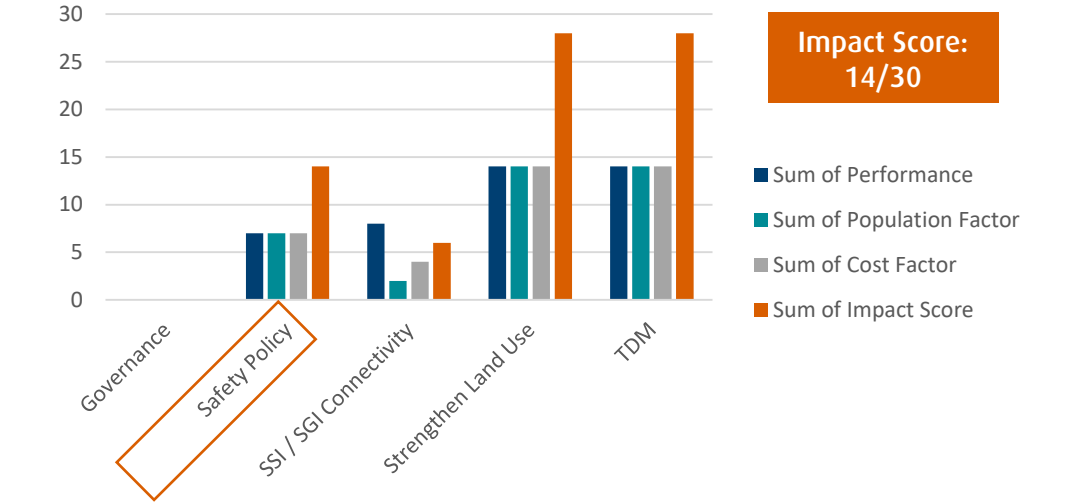


CRD Actions to Implement the Priority	
Action	Description
Establish Lead	CRD Board to give staff the mandate to work with municipal, electoral area and agency partners, reporting through a Transportation Advisory Committee (TAC), to develop TDM options that can be delivered within the scope of the CRD’s current authorities.
Develop & Implement (if directed)	Prepare a scope of work to develop TDM options. Pending input from the TAC, take an active travel planning approach to TDM, working with key trip generators (e.g., Department of National Defense, major retail centres and universities).

Transportation Demand Management (TDM)				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	Medium Potential: Focus on consistent, region-wide education, encouragement, policy and on-site improvements complements investment in active transportation infrastructure and can support people in choosing not to take trips or to make trips by active modes.	2/3	
Climate Action	Potential to decrease GHG emissions	High Potential: Many trip generators – businesses, institutions and employers – are committed to mitigating the effects of climate change. There is high potential to work with these groups to develop solutions to support people in choosing to make trips by active modes and to mitigate the need for trips.	3/3	
Congestion	Potential to reduce need for peak period travel	High Potential: Focus on flexible work and school arrangements offers greatest potential to mitigate the need for travel / trips, particularly during peak travel periods in the morning and afternoon.	3/3	
Safety	Potential to increase safety	High Potential: TDM measures are developed by trained experts prioritizing safety of all road users. Potential to remove vehicles from the road, reducing risk of injury. Potential to remove the need for trips thereby eliminating the chance of being involved in a crash.	3/3	
Affordability	% income spent on transportation	High Potential: Mitigating or minimizing the need for travel creates significant savings for users across all modes and shift to active modes offers less costly travel options.	3/3	
			Total Score	14/15
What is the scale of impact, based on population served and relative cost? (Multiplier of Base Score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Has potential to benefit all residents of the region.	1 = rgn .5 =sub-rgn .25 = EA	1 = rgn
Cost	Relative cost to deliver	Affordable options when compared to capital and operational costs of expanding roads and transit to accommodate demand for limited peak travel periods.	1 = low .5 = med .25 = high	1 = low
			Total Multiplier	2
			TOTAL SCORE WITH FACTORS	28/30
				63

Safety Policy	
Priority Description	Confirm CRD as lead agency and develop a “Vision Zero” policy approach that aims to keep all road users safe from risks of injury or death on the road
Level of Action	Regional Policy – Set shared direction and make aligned decisions
Level of Impact	CRD action makes the most impact to advance mode shift

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
No Lead Agency	A lead agency is needed to explore how municipal, electoral area and agency partners can consistently operationalize a Vision Zero approach to land use and infrastructure design.
Local Governments (LGA, Climate Plans)	Provide various safety-focused policy, regulatory and program streams.
Province / BC Transit (Operating mandate)	Provide various safety-focused policy, regulatory and program streams.
CRD (LGA)	Through the Traffic Safety Commission (TSC), develop education campaigns and support research to improve traffic safety. TSC has authority to bring forward policy recommendations.

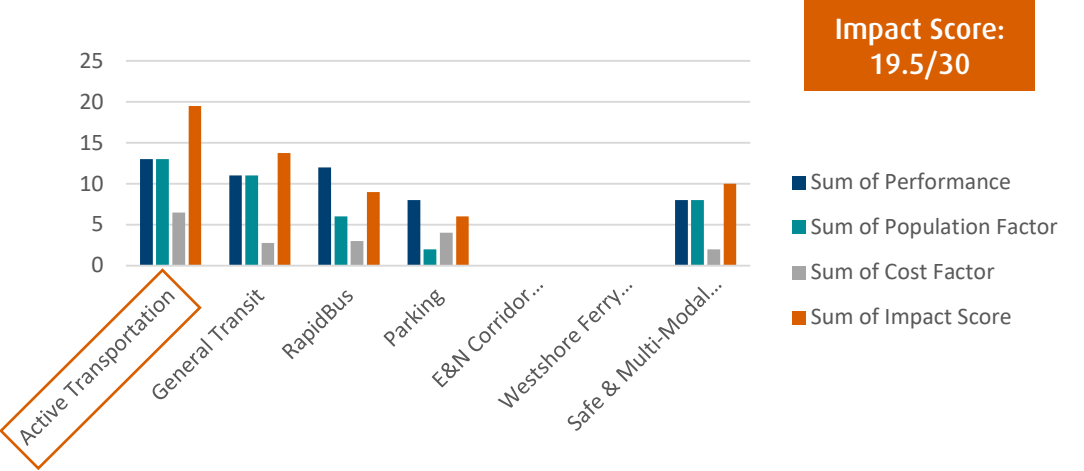


CRD Actions to Implement the Priority	
Action	Description
Establish Lead	CRD Board to give staff the mandate to work with municipal, electoral area and agency partners, reporting through a Transportation Advisory Committee (TAC), to develop safety policy options that can be delivered within the scope of the CRD’s current authorities.
Develop & Implement (if directed)	Prepare a scope of work to develop traffic safety options. Review the TSC operating model to determine how it can best support CRD staff with development of safety policy.

Safety Policy				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	High Potential: Sets the decision-making framework that prioritizes the creation of walking and cycling environments that support people choosing to use active modes. If consistently applied, has the potential to influence a large number of trip choices.	3/3	
Climate Action	Potential to decrease GHG emissions	N/A – GHG emission reductions is not the focus of this initiative. Emission reductions would be an indirect outcome of mode share changes.	0/3	
Congestion	Potential to reduce need for peak period travel	N/A – travel time reduction is not the focus of this initiative. Reduction in congestion would be an indirect outcome of mode share changes.	0/3	
Safety	Potential to increase safety	High Potential: Vulnerable road users (e.g., motorcyclists, pedestrians and cyclists) are at a higher risk of injury and death, particularly in mixed traffic situations. This measure prioritizes the needs of these road users in planning and design and has significant potential to increase safety.	3/3	
Affordability	% income spent on transportation	Low Potential: This measure would have limited impact on the user costs of transportation.	1/3	
Total Score				7/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Has potential to benefit all residents of the region.	1 = rgn .5 = sub-rgn .25 = EA	1 = rgn
Cost	Relative cost to deliver	Cost to prepare and support application of safety policy is relatively low. Implementation costs would be absorbed in development and infrastructure projections. The potential increase in costs are offset by the health and safety benefits realized by fewer accidents and deaths.	1 = low .5 = medium .25 = high	1 = low
Total Multiplier				2
TOTAL SCORE WITH FACTORS				14/30

Active Transportation	
Priority Description	Complete a connected, consistent regional trail network and seek dedicated funding for active transportation infrastructure
Level of Action	Infrastructure – Provide transportation options that support mode choice
Level of Impact	CRD action and advocacy makes the most impact to advance mode shift

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
LEAD: CRD (Regional Trails) (Agreements, Service Bylaws)	Provide policy, planning and design work to complete the E&N Rail Trail and to improve the Galloping Goose and Lochside trails. Trails provide both recreation and active transportation functions. There is opportunity to leverage planned highway and transit improvements adjacent to the regional trail corridors to fund some of this work. The CRD also provides data and technical expertise to support cycling improvements across the region.
LEAD: Local Governments (Local Roads) (LGA / Community Charter)	Lead for local active transportation projects. Plan for and complete a connected pedestrian and cycling network that provides a consistent walking and cycling experience for users. Plan for and implement land uses that are located in proximity to existing cycling facilities.
Provincial & Federal Governments (Operating mandate)	Provide funding for active transportation planning and infrastructure. Create and maintain policy frameworks that prioritize investments that shift from higher to lower emitting modes of transportation.

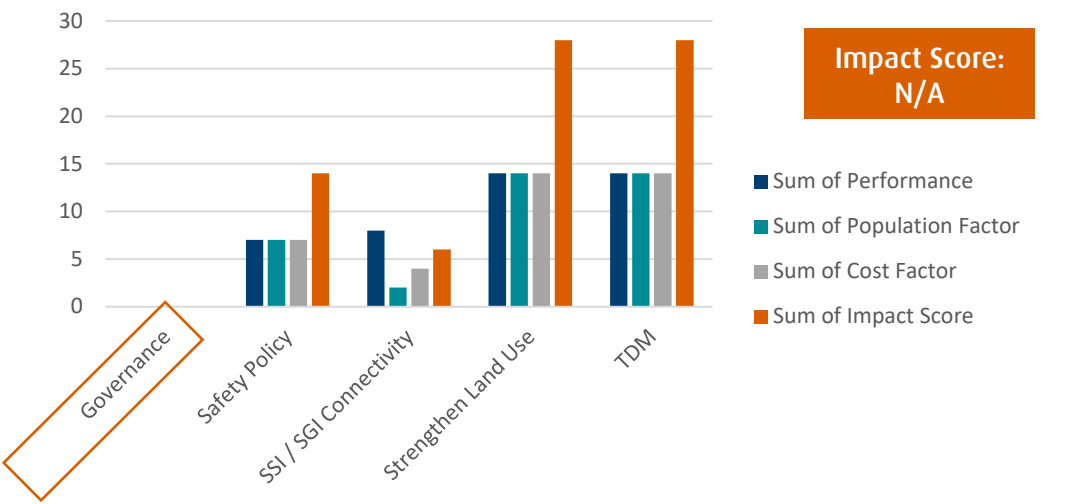


CRD Actions to Implement the Priority	
Action	Description
Build Infrastructure	Complete E&N Rail Trail and complete trail widening and lighting on designated sections of the Galloping Goose and Lochside trails. Look for opportunities to leverage highway and transit corridor projects for active transportation improvements. Plan, design and complete active transportation in collaboration with partners in the electoral areas (e.g., Mayne Island Demonstration Project).
Advocate	To the provincial and federal governments for dedicated and secure funding for local and regional active transportation infrastructure.
Plan & Coordinate	Continue to provide data and technical expertise to projects. Develop a policy framework and partnership agreements, through a Transportation Advisory Committee, for the long-term build out of a consistent, connected cycling network (e.g., standardized trail crossings, use conflict mitigation).

Active Transportation				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	High Potential: Dedicated, connected and convenient walking and cycling infrastructure appeals to non-captive users. The pool of potential new users continues to grow as new technologies make active modes more attractive.	3/3	
Climate Action	Potential to decrease GHG emissions	High Potential: Lowest emitting of all existing transportation options. Will help reduce the number of vehicle trips if the infrastructure improvements can successfully attract new users.	3/3	
Congestion	Potential to reduce need for peak period travel	Medium Potential: Reduce travel time for cyclists through connected infrastructure that prioritizes active modes. Improve travel time for goods and service movement if the infrastructure reduces the number of vehicle trips.	2/3	
Safety	Potential to increase safety	Medium Potential: Trail improvements and the build out of an all ages and ability cycling network will improve safety for users.	2/3	
Affordability	% income spent on transportation	High Potential: Offers the most affordable transportation option per trip when compared to other modes.	3/3	
			Total Score	13/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Has potential to benefit all residents of the region.	1 = rgn .5 = sub-rgn .25 = EA	1 = rgn
Cost	Relative cost to deliver	Capital and operational costs are significantly less expensive than transit and highways. Still requires significant annual capital and operational costs.	1 = low .5 = med .25 = high	.5 = med
			Total Multiplier	1.5
			TOTAL SCORE WITH FACTORS	19.5/30

Governance	
Priority Description	Consider the need for new or adjusted decision-making authorities to advance regional transportation priorities
Level of Action	Regional Policy – Set shared direction and make aligned decisions
Level of Impact	CRD action and advocacy plans for long-term regional needs

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
CO-LEAD: CRD (LGA)	<p>In relation to current regional transportation priorities, the governance gap is that there is no lead agency or Board-endorsed mandate to deliver region-wide transportation demand management (TDM) initiatives, safety policy or the implementation of a consistent, connected cycling network. A Transportation Advisory Committee (TAC) could address this immediate governance gap.</p> <p>Separate from the delivery of the transportation priorities, determine – if directed – whether there is a need to change who is responsible for making strategic and operational decisions about transportation in the region. Previous Board direction was to stop working on a new service authority.</p>
CO-LEAD: Local Governments (LGA / Community Charter)	<p>Local governments have the authority to make decisions about local roads and land use. A TAC would provide a collaborative approach to governance that maintains existing authorities.</p> <p>As the jurisdictional scan shows, the most successful governance structures consolidate authorities under one jurisdiction. Consolidation would require a change to local government authority.</p>
MoTI and BC Transit (Operating mandate, BC Transit Act)	MoTI funds transit infrastructure and funds and builds highway infrastructure in the service of people and goods movement. BC Transit operates transit service. Each is governed according to legislation.



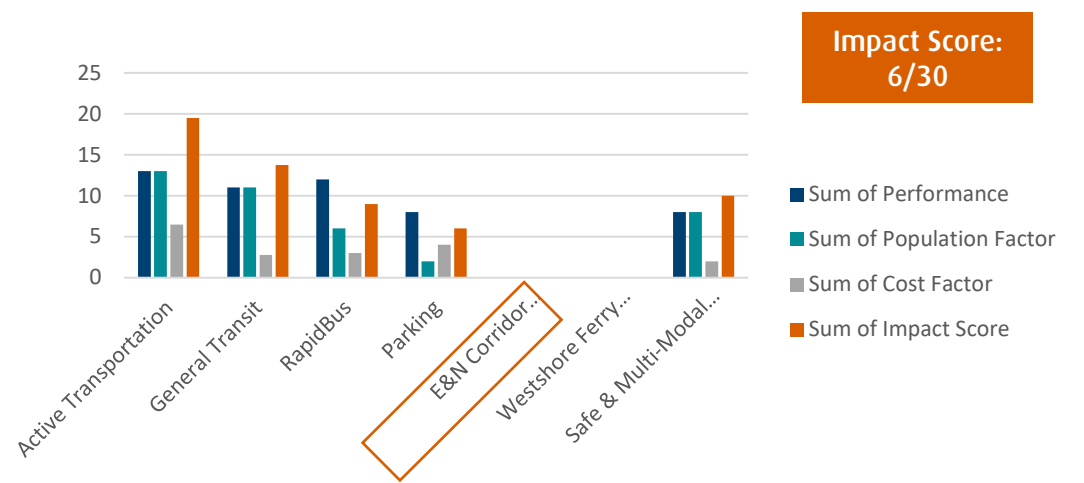
Note on Score: No score is available as this is a study for a long-term priority. No direct impacts can be attributed to the criteria in the short-term.

CRD Actions to Implement the Priority	
Action	Description
Establish a Transportation Advisory Committee	<p>Establish a TAC with the mandate to advise on matters requiring regional coordination.</p> <p>Based on the regional priorities, the initial TAC scope of work should focus on matters requiring immediate regional coordination relate to TDM, safety policy and connected, consistent cycling network.</p>
Problem Definition (long-term)	<p>Determine if there is a need to change the current multi-jurisdictional governance model and clearly identify which jurisdictions should be making strategic and operational decisions about the region’s transportation system and services. Current analysis shows that the existing governance framework allows for projects to progress in alignment with the objectives in the Regional Transportation Plan and could be augmented through the TAC.</p> <p>Prepare governance options, if directed.</p>

Governance				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	No direct impact	0/3	
Climate Action	Potential to decrease GHG emissions	No direct impact	0/3	
Congestion	Potential to reduce need for peak period travel	No direct impact	0/3	
Safety	Potential to increase safety	No direct impact	0/3	
Affordability	% income spent on transportation	No direct impact	0/3	
Total Score				0/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Any authority changes would impact all regional residents.	1 = rgn .5 = sub-rgn .25 = EA	1 = rgn
Cost	Relative cost to deliver	Cost would be determined by the scope of service. If the scope includes infrastructure, it has the potential to be significantly higher than if focussed on policy.	1 = low .5 = med .25 = high	.5 = med
Total Multiplier				1.5
TOTAL SCORE WITH FACTORS				0/30

Parking and Access Upgrades	
Priority Description	Improve parking and access at regional and provincial park locations to address safety and reduce congestion resulting from parking on roadway shoulders
Level of Action	Infrastructure – Provide transportation options that support mode choice
Level of Impact	CRD action and advocacy supports rural and remote needs

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
CO-LEAD: CRD (Service Bylaw)	CRD Regional Parks operates parks in many of the CRD’s smaller, more rural communities. Access to these areas is often only possible through vehicle travel and in some instances by bicycle. There is significant pressure on the small parking lots that provide park access. Often, available parking is full and users are forced to park on the edge of roads or highways that offer no pedestrian infrastructure creating safety and access issues. Parks staff are reviewing this issues as part of its revenue strategy review and strategic planning process.
CO-LEAD: Ministry of Environment (BC Parks mandate)	As with CRD Regional Parks, additional pressure on park access points is resulting in congestion and safety concerns on local roads.
Local Governments & EAs (LGA / Community Charter)	Participate in parking access study and contribute input on local impacts of vehicle parking and congestion on roads.

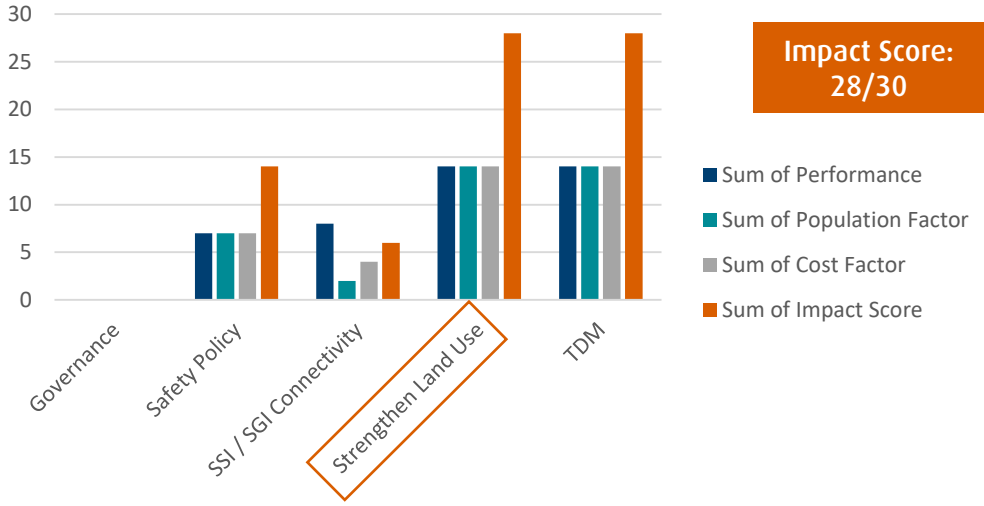


CRD Actions to Implement the Priority	
Action	Description
Parking Study	Undertake a parking and access study of regional parking and access points in conjunction with local governments and EAs. Once complete, initiate a capital planning process to prioritize expenditures based on safety and overflow.
Advocate	To BC Ministry of Environment – BC Parks to undertake a parking and access study of regional parks and invest in upgrades.

Parking and Access Upgrades				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	Low Potential: New Park and Ride station locations could result in localized transit trip increases. Upgraded parking at regional and provincial parks will not increase trips by walking, cycling or transit.	1/3	
Climate Action	Potential to decrease GHG emissions	Medium Potential: Park and Rides encourage use of transit and shorten and lessen average vehicle kilometres travelled. Park and rides may offer the only viable option for people in outlying areas to use transit. In some cases charging stations could be provided for electric vehicles particularly at Park and Rides.	2/3	
Congestion	Potential to reduce need for peak period travel	Medium Potential: Park and Rides offer a viable option to remove vehicles from the major road networks during peak periods.	2/3	
Safety	Potential to increase safety	Medium Potential: Improved parking at regional and provincial parks would remove the need for users to park on highway shoulders and arterials – decreasing likelihood of crashes and serious injury.	2/3	
Affordability	% income spent on transportation	Low Potential: While parking costs may be slightly offset, does not reduce the cost of owning and operating a personal motor vehicle.	1/3	
			Total Score	8/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Benefits people living outside of core population centres. Improves access to parks for all recreation users.	1 = rgn .5 = sub-rgn .25 = EA	.25 = EA /local
Cost	Relative cost to deliver	The costs for Park and Ride stations are considered as part of transit infrastructure improvements and are less costly than expanding road networks or operating transit service in less developed parts of the region. Parking and safety upgrades at targeted regional and provincial parks is more cost effective than providing dedicated transit to sparsely populated parts of the region.	1 = low .5 = med .25 = high	.5 = medium
			Total Multiplier	.75
			TOTAL SCORE WITH FACTORS	6/30

Strengthen Land Use	
Priority Description	Continue to implement the RGS settlement concept by directing growth to places that encourage walking, cycling and efficient use of public transit
Level of Action	Regional Policy – Set shared direction and make aligned decisions
Level of Impact	CRD advocacy makes the most impact to achieve mode shift

Region's readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
LEAD: Local Governments (LGA / Community Charter)	<p>Continue to align to the Regional Growth Strategy (RGS) vision by developing land use policy and plans that support transit oriented development.</p> <p>Achieve the RGS vision by approving development that locates new growth in areas that can be efficiently served by transit and active transportation.</p> <p>Leverage provincial and federal investments in housing and transportation to achieve land use objectives.</p>
CRD (LGA)	<p>Continue to monitor and report on RGS indicators.</p> <p>Identify opportunities to incent rapid implementation of the RGS, official community plans and context statements.</p> <p>Provide research, data and analysis that supports partners to develop settlement patterns that minimize the use of automobiles and encourage walking, cycling and the efficient use of public transit.</p>
MoTI and Ministry of Municipal Affairs (Operating mandate)	<p>Build local government capacity to implement land use policy and plans through funding and programming (e.g., UBCM conferences, grant programs, partnerships).</p> <p>Amend legislation to ensure outcomes are being met.</p>

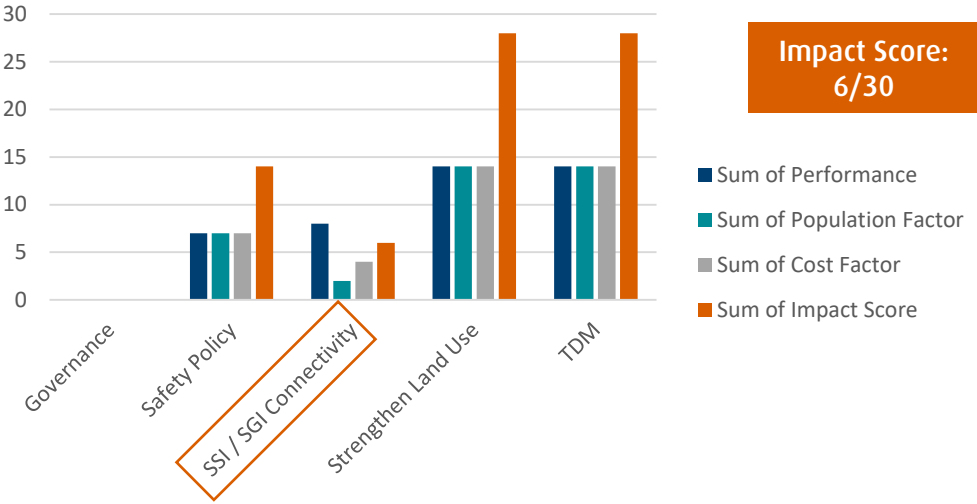


CRD Actions to Implement the Priority	
Action	Description
Seek Partnership Opportunities	Explore partnership opportunities to incent RGS implementation by working closely with provincial, local government and EA partners on land use and transportation projects, as appropriate.
Plan and Coordinate	<p>Continue to conduct research and analysis on RGS indicators and report on findings annually.</p> <p>Continue to respond to requests for support on RGS implementation and amendments, as needed.</p>

Strengthen Land Use				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	High Potential: Sets the decision-making framework that prioritizes the development of complete, connected communities that support people choosing to use active and public transit modes. If consistently applied and implemented, has the potential to influence a large number of trip choices.	3/3	
Climate Action	Potential to decrease GHG emissions	High Potential: RGS policies for climate action explicitly recognize the need to create low-carbon communities by planning for transportation systems and buildings that reduce reliance on high-emitting fuels.	3/3	
Congestion	Potential to reduce need for peak period travel	High Potential: RGS policies to direct new growth to areas that can be served by transit and active transportation can help mitigate potential congestion increases associated with population growth.	3/3	
Safety	Potential to increase safety	Medium: Integrated transportation and land use can enable specific attention to be centred on safety of all road users through design. Allows for shorter distances between home and services resulting in less vehicle kilometres travelled and therefore less opportunity for crashes and injury.	2/3	
Affordability	% income spent on transportation	High Potential: Land uses that place people in close proximity to services and employment can reduce costs associated with single occupancy vehicle ownership.	3/3	
Total Score				14/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Has potential to benefit all residents of the region.	1 = rgn .5 = sub-rgn .25 = EA	1 = rgn
Cost	Relative cost to deliver	This initiative is policy based and can be implemented relatively cost effectively. Integrated transportation and land use can result in significant infrastructure and ongoing service and maintenance savings.	1 = low .5 = med .25 = high	1 = low
Total Multiplier				2
TOTAL SCORE WITH FACTORS				28/30

SSI / SGI Connectivity	
Priority Description	Seek multi-modal safety improvements to enhance connectivity to Salt Spring Island (SSI) and the Southern Gulf Islands (SGI)
Level of Action	Regional Policy – Set shared direction and make aligned decisions
Level of Impact	CRD advocacy supports rural and remote needs

Region's readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
CO-LEAD: MoTI / BC Ferries (Operating Mandate and agreements)	MoTI mandates ferry service requirements and sets climate action objectives. MoTI also plans and maintains the road network and sets road-related infrastructure policies. BC Ferries sets operational policy to meet the scope of services set by the Province.
CO-Lead BC Transit (<i>BC Transit Act</i>)	Provides transit service on SSI.
CRD / Electoral Areas (<i>LGA</i>)	Plan, construct and maintain regional and local trails. Develop integrated transportation plans to identify and deliver transportation in partnership with key agencies. Seek funding for projects. Approve transit service and confirm local funding.
Islands Trust (<i>Islands Trust Act</i>)	Authority over land use policy direction under a provincial mandate of preserve and protect.

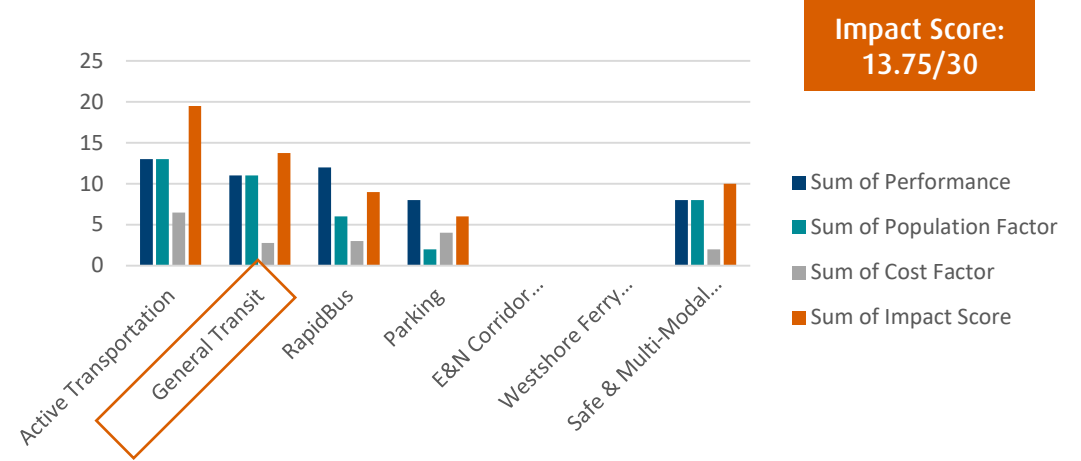


CRD Actions to Implement the Priority	
Action	Description
Advocate	To MoTI and BC Ferries to prioritize active travel modes in terminal design and ferry operations, adopt policy to include paved shoulder / bike lanes as part of roadwork projects, and accelerate BC Ferries fleet electrification.
Plan and Coordinate	Continue to provide data and technical expertise to projects. Report on lessons learned from Mayne Island regional trail network project and seek opportunities to replicate if successful. Consider how to leverage active travel tourism as an economic development opportunity.
Implement	Administer SSI Transportation Commission and any future transportation service on the SGI.

SSI / SGI Connectivity				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	Low: Infrastructure improvements to roadways and prioritizing active modes and transit to/from/on ferry service will help improve travel mode choices for SSI and SGI residents and visitors.	1/3	
Climate Action	Potential to decrease GHG emissions	Medium: Gradual shift to electric and hybrid fleets per the BC Ferries Clean Futures Plan. Transition to electric buses in line with BC Transit policy. Current focus is on vehicular movement with secondary focus on passengers.	2/3	
Congestion	Potential to reduce need for peak period travel	Low: Improved internet connectivity and remote work could reduce the need to commute for some island residents. Improving visitor travel mode choice could incrementally decrease travel times in busy periods. Removing the need for personal vehicles mitigates congestion on peak ferry trips.	1/3	
Safety	Potential to increase safety	High: Ferry and bus travel is a very safe mode and is facilitated by trained safety teams.	3/3	
Affordability	% income spent on transportation	Low: Ferry travel using a vehicle can be expensive.	1/3	
			Total Score	8/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Limited population reach. Ferry travel is an essential service linking residents to Vancouver Island.	1 = rgn .5 = sub-rgn .25 = EA	.25 = EA
Cost	Relative cost to deliver	High infrastructure delivery costs and ongoing permanent operational costs.	1 = low .5 = med .25 = high	.5 = med
			Total Multiplier	.75
			TOTAL SCORE WITH FACTORS	6/30
				75

General Transit Investment	
Priority Description	Improve local transit service in suburban and rural areas, including provision of Park and Rides
Level of Action	Infrastructure – Provide transportation options that support mode choice
Level of Impact	CRD advocacy supports rural and remote needs

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
LEAD: BC Transit <i>(BC Transit Act)</i>	Complete local area transit plans, adjust operations (e.g., adjusting hours of service, route planning), coordinate operating agreements and coordinate fleet replacement.
MoTI (Operational mandate)	Provide funding contribution. Approve new service hours. Set provincial policy framework (e.g., CleanBC)
CRD <i>(LGA)</i>	Provide data and technical expertise to planning projects.
Local Governments & EAs <i>(LGA / Community Charter)</i>	Provide local share of funding. Confirm desired routing and hours of service. Integrate transit in to land use and transportation plans.

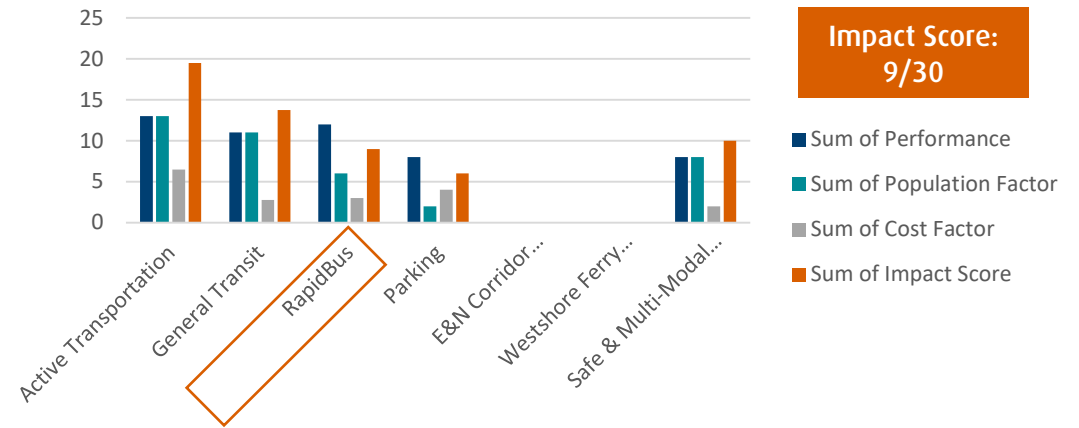


CRD Actions to Implement the Priority	
Action	Description
Advocate	To the BC Transit to ensure fleet greening program proceeds on schedule, adjust operations to implement recommendations of Local Area Transit Plans and consider active modes and accessibility in infrastructure projects.
	To the provincial and federal governments to access the region’s fair share of funding.
	To municipal governments to locate new housing developments in proximity to local-serving transit.
Plan / Coordinate	Continue to provide data and technical expertise to projects. Build support during local transit planning for consistency in span and frequency of services and park and rides. Explore partnership opportunities to leverage provincial spending to achieve Regional Growth Strategy objectives.
Amplify / Encourage	Consider how to encourage transit ridership in CRD education campaigns. 76

General Transit Investment				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	Medium Potential: Improved service will appeal to non-captive users (i.e., people who have capacity to choose other modes). Significant trip increases depend on attracting new transit users and regaining ridership lost through the pandemic.	2/3	
Climate Action	Potential to decrease GHG emissions	High Potential: 10 year plan to transition fleet per the Low Carbon Fleet Program. Reduce the number of trips taken by single occupancy vehicles. Success for this pathway depends on attracting new riders.	3/3	
Congestion	Potential to reduce need for peak period travel	Low Potential: Proposed improvements focus on off-peak travel times in lower density areas. Uses existing general purpose lanes meaning that it can only travel as fast as general purpose traffic moves.	1/3	
Safety	Potential to increase safety	High Potential: A very safe mode facilitated by trained safety teams.	3/3	
Affordability	% income spent on transportation	Medium Potential: Offers an affordable alternative when compared to single occupancy vehicles with limited requirement for dedicated infrastructure.	2/3	
			Total Score	11/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	General transit has the capacity to serve large tracts of the region far more than dedicated RapidBus, rail or ferries.	1 = rgn .5 = sub-rgn .25 = EA	1 = rgn
Cost	Relative cost to deliver	Capital costs are comparatively moderate but ongoing significant operational costs required to be met by both the Province and local tax base.	1 = low .5 = med .25 = high	.25 = high
			Total Multiplier	1.25
			TOTAL SCORE WITH FACTORS	13.75/30

Bus Mass Transit / RapidBus	
Priority Description	Accelerate RapidBus implementation
Level of Action	Infrastructure – Provide transportation options that support mode choice
Level of Impact	CRD advocacy makes the most impact to secure investment and implement service

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
LEAD: BC Transit <i>(BC Transit Act)</i>	As the lead agency, key actions include planning, engineering / design, seeking funding approvals and seeking confirmation of phased construction timing. RapidBus is a priority project for BC Transit and forms a component of their work plan. Fast tracking may require reallocation of resources from other projects.
MoTI (Ministerial mandate)	Provide funding through provincial transfers. Owns the key corridors.
Federal Government (Ministerial mandate)	Provide capital funding for transit projects.
CRD <i>(LGA, Bylaws, Agreements)</i>	Provide data and technical expertise to planning projects. Identify and plan for parallel improvements to the Regional Trail System that runs parallel to key corridors.
Local Governments <i>(LGA, Community Charter)</i>	Identify and plan for parallel improvements to the RapidBus corridors including Trail Systems, pedestrian infrastructure and local road connections. Plan for and implement high density land use in proximity to RapidBus stations.

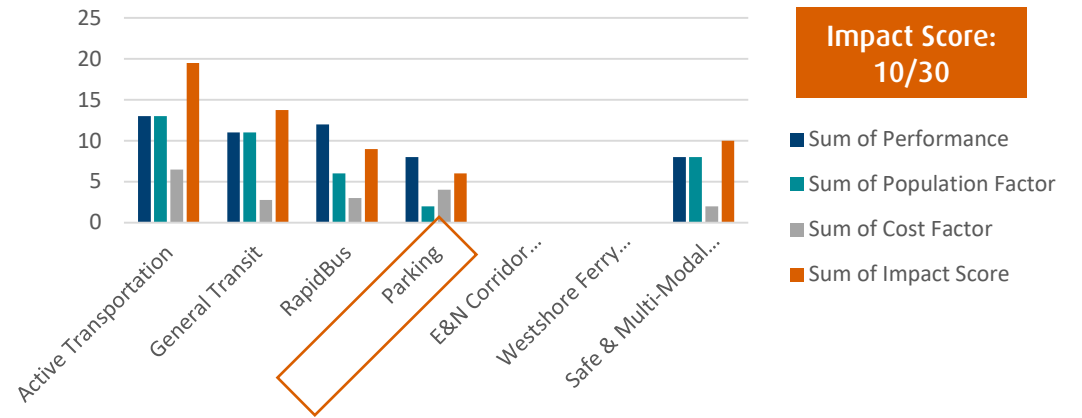


CRD Actions to Implement the Priority	
Action	Description
Advocate	<p>To the Victoria Regional Transit Commission to accelerate implementation, to the provincial and federal governments to access the region’s fair share of funding and with municipal governments to locate higher density housing in proximity to designated rapid transit nodes.</p> <p>Staff to develop materials and provide administrative support to advance advocacy with key audiences, and track and report on progress.</p>
Plan / Coordinate	Continue to provide data and technical expertise to projects. Prioritize planning and development of shovel-ready regional trail projects along the key corridors to leverage advancements for active transportation improvements.
Amplify / Encourage	Consider how to encourage transit ridership in CRD education campaigns.

Bus Mass Transit / RapidBus				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	Medium Potential: Improved speed, reliability and frequency appeals to non-captive users (i.e., people who have capacity to choose other modes). Significant trip increases depend on attracting new transit users, rather than transferring existing users to a new service format. Long-term impacts of pandemic ridership loss is a large unknown.	2/3	
Climate Action	Potential to decrease GHG emissions	High Potential: 10 year plan to transition fleet per the Low Carbon Fleet Program. Will help reduce the number of vehicle trips if the service improvements can successfully attract new riders.	3/3	
Congestion	Potential to reduce need for peak period travel	Medium Potential: Reduce travel time for transit users through improved trip speed, reliability and frequency. Improve travel time for goods and service movement if the service reduces the number of single occupancy vehicles.	2/3	
Safety	Potential to increase safety	High Potential: Removes single occupancy vehicles from road, by a very safe mode facilitated by trained safety teams.	3/3	
Affordability	% income spent on transportation	Medium Potential: Offers an affordable alternative when compared to single occupancy vehicles but high capital and operating costs to be met by local tax base and the Province. Could lead to increase in rents and purchase prices for real estate in close proximity to stations.	2/3	
			Total Score	12/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Incremental reach that focuses on growing population on the Westshore. Biggest benefit to people residing near RapidBus corridors.	1 = rgn .5 =sub-rgn .25 = EA	.5 =sub-rgn
Cost	Relative cost to deliver	High infrastructure costs and ongoing permanent operational costs.	1 = low .5 = med .25 = high	.25 = high
			Total Multiplier	.75
			TOTAL SCORE WITH FACTORS	79 9/30

Multi-Modal and Safe Highways	
Priority Description	Prioritize safety and multi-modal improvements that will advance regional climate action and mode shift targets.
Level of Action	Infrastructure – Provide transportation options that support mode choice
Level of Impact	CRD advocacy makes the most impact to secure investment and implement service

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
LEAD: MoTI (Ministerial mandate)	MoTI has identified potential highway upgrades through the South Island Transportation Strategy. MoTI has work plans which allocate resources for planning and design and makes budget requests for implementation of key projects.
BC Transit (<i>BC Transit Act</i>)	BC Transit works very closely with MoTI to develop and implement the phased expansion of RapidBus.
CRD (<i>LGA</i>)	Provide data and technical expertise to planning projects. Identify and plan for parallel improvements to the Regional Trail System that runs parallel to the highway corridors.
Local Governments (<i>LGA, Community Charter</i>)	Identify and plan for connections to the highway system.

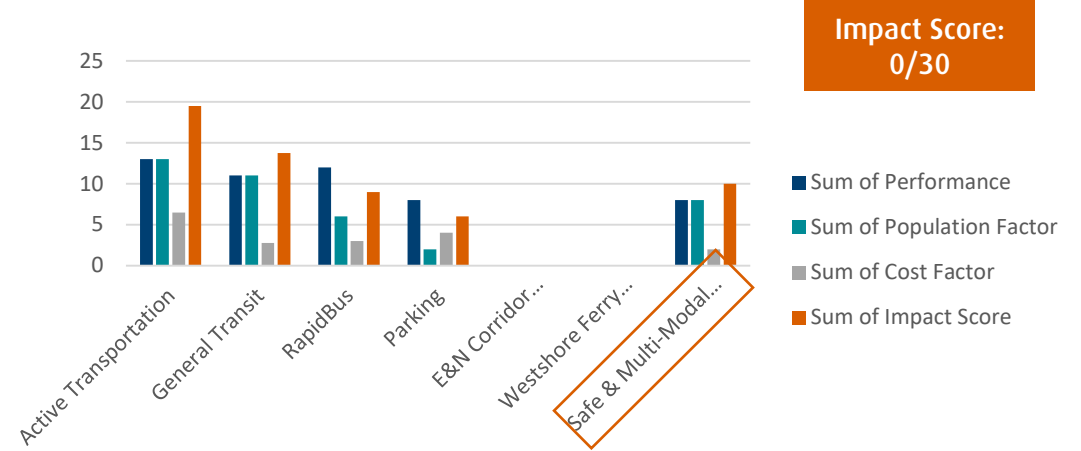


CRD Actions to Implement the Priority	
Action	Description
Advocate	To MoTI to ensure that all highway projects deliver multi-modal and safety improvements that will advance regional mode share and climate targets, to progress projects that in a timely manner and to prioritize projects that improve the Regional Multi-Modal Transportation Network. To gateway areas to build relationships that will support regional connectivity.
Plan / Coordinate	Continue to provide data and technical expertise to projects. Prioritize planning and development of shovel-ready regional trail projects along the key corridors in order to leverage spending on active transportation improvements.

Multi-Modal and Safe Highways				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	Medium Potential: Infrastructure improvements (e.g., pedestrian bridges, dedicated bus-only travel lanes) support the provision of multi-modal options. Increased focus on inclusion of transit and active transportation whenever making changes. Upgrades do not equate to new general purpose travel lanes. E.g., RapidBus is dependent on utilizing the highway system.	2/3	
Climate Action	Potential to decrease GHG emissions	Low Potential: Installation of electric vehicle charging stations at designated mobility hubs along highway corridors will support the gradual shift to zero-emission vehicles. The inclusion of dedicated transit and active transportation infrastructure on highways assists towards getting more people out of cars and decreasing the associated GHG.	1/3	
Congestion	Potential to reduce need for peak period travel	Medium Potential: Potential to reduce queuing / idling through improved traffic flow. Multi-modal infrastructure improvements reduce the number of single occupancy vehicles, improves travel time for goods and service movement.	2/3	
Safety	Potential to increase safety	Medium Potential: MoTI takes a Vision Zero approach to infrastructure planning and design. Provides a moderately safe mode or combination of modes of transportation. Focus on inclusion of active transportation and transit safety improvements when undertaking highway changes. Prioritizes safety improvements in high crash locations such as at busy intersections and along the Malahat.	2/3	
Affordability	% income spent on transportation	Low Potential: Does not change costs associated with vehicle ownership. May attract greater use of more affordable options such as transit and active transportation as multi-modal projects are built.	1/3	
			Total Score	8/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Reach of the highway system is expansive and complimented by structured network of connector roads.	1 = rgn .5 =sub-rgn .25 = EA	1 = rgn
Cost	Relative cost to deliver	Very high infrastructure costs and ongoing permanent operational costs.	1 = low .5 = med .25 = high	.25 = high
			Total Multiplier	1.25
			TOTAL SCORE WITH FACTORS	10/30
				81

Westshore Passenger Ferry Feasibility Study	
Priority Description	Complete a passenger ferry feasibility study to plan for long-term transportation alternatives
Level of Action	Infrastructure – Provide transportation options that support mode choice
Level of Impact	CRD advocacy plans for long-term regional needs

Region’s readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
LEAD: BC Ferries / MoTI (Operational mandate)	Undertake and fund a full feasibility study on a passenger ferry from Colwood to Downtown Victoria.
CRD / Local Governments (LGA)	<p>Seek dedicated ferry service between Royal Bay in Colwood and Downtown Victoria with a possible stop in Esquimalt. Royal Bay is a developing low to mid density suburban area on the western fringe of Colwood and adjoining rural lands in Metchosin.</p> <p>The long-term desired output is to provide an alternative transportation option that is not reliant on a congested and limited road network.</p> <p>In the short-term, the CRD Board and several local governments have indicated support for a full feasibility study identifying whether there is a business case for the project or not. It is acknowledged that any potential for introducing passenger ferry would be a longer term plan.</p>

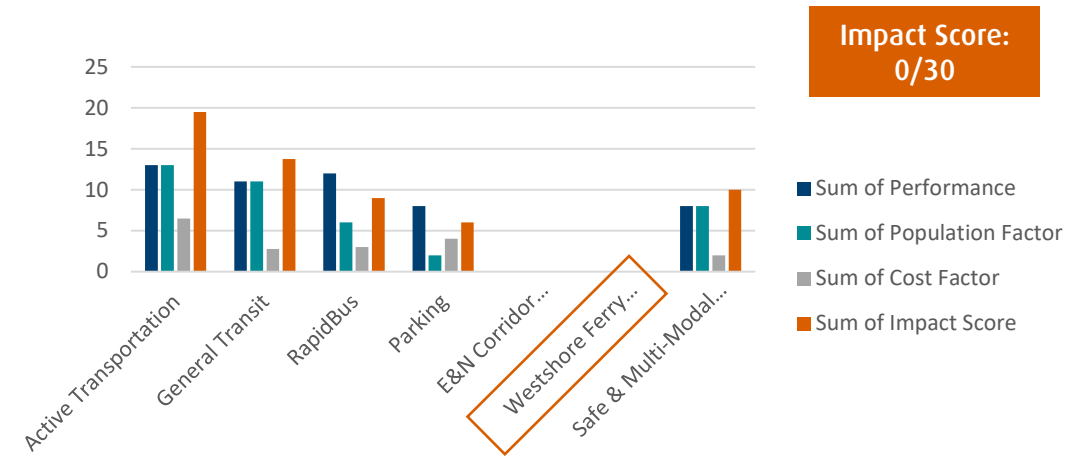


CRD Actions to Implement the Priority	
Action	Description
Advocate	To the BC Ferries and MoTI to undertake and fund a full feasibility study on a passenger ferry from Colwood to Downtown Victoria.
Plan / Coordinate	Provide data and technical expertise, if requested.

Westshore Passenger Ferry Feasibility Study				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	No short-term potential to impact mode shift. Priority relates to a feasibility study not implementation.	0/3	
Climate Action	Potential to decrease GHG emissions	No short-term potential to impact mode shift. Priority relates to a feasibility study not implementation.	0/3	
Congestion	Potential to reduce need for peak period travel	No short-term potential to impact mode shift. Priority relates to a feasibility study not implementation.	0/3	
Safety	Potential to increase safety	No short-term potential to impact mode shift. Priority relates to a feasibility study not implementation.	0/3	
Affordability	% income spent on transportation	No short-term potential to impact mode shift. Priority relates to a feasibility study not implementation.	0/3	
			Total Score	0/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Sub-Regional: Only two or possibly three stops in its entirety, serving the Westshore and downtown.	1 = rgn .5 =sub-rgn .25 = EA	.5 =sub-rgn
Cost	Relative cost to deliver	Relatively low cost to undertake study. No ongoing financial commitments.	1 = low .5 = med .25 = high	1 = low
			Total Multiplier	1.5
			TOTAL SCORE WITH FACTORS	0/30

E&N Corridor – Protect, Maintain, Upgrade	
Priority Description	Invest in corridor upgrades and maintenance to preserve a rail-based transportation option in the long-term
Level of Action	Infrastructure – Provide transportation options that support mode choice
Level of Impact	CRD advocacy plans for long-term regional needs

Region's readiness to deliver the priority	
Delivery Partner & Authority	Key Actions, Timing & Commitment
LEAD: Island Corridor Foundation (Operational mandate)	Work collaboratively with partners to maintain and upgrade the E&N corridor for future transportation use.
MoTI	Possible funding source for rail maintenance and upgrades.
CRD / Local Governments (LGA)	<p>Seek upgrades and maintenance to the E&N corridor to preserve the viability of the corridor as a long-term alternative transportation option that is not reliant on a congested and limited road network.</p> <p>In the short-term, the CRD Board and several local governments have indicated support for protecting the corridor through investments. It is acknowledged that any potential for introducing rail service – whether commuter rail or passenger rail – would be a longer term plan.</p>



CRD Actions to Implement the Priority	
Action	Description
Advocate	To the Island Corridor Foundation and MoTI to maintain and upgrade the corridor and enshrine the long-term protection of the corridor in planning and policy documents.
Plan / Coordinate	<p>Provide data and technical expertise, as needed.</p> <p>Protect the corridor for future use through planning and policy documents.</p>

E&N Corridor – Protect, Maintain, Upgrade				
How does the priority achieve regional outcomes?				
Criteria	Measure	Description	Score	
Mode Shift	Potential to increase # of trips by walking, cycling or transit	Policy based action not resulting in short-term transportation options.	0/3	
Climate Action	Potential to decrease GHG emissions	Policy based action not resulting in short-term transportation options.	0/3	
Congestion	Potential to reduce need for peak period travel	Policy based action not resulting in short-term transportation options.	0/3	
Safety	Potential to increase safety	Policy based action not resulting in short-term transportation options.	0/3	
Affordability	% income spent on transportation	Policy based action not resulting in short-term transportation options.	0/3	
			Total Score	0/15
What is the scale of impact, based on population served and relative cost? (Multiplier of base score)				
Factor	Measure	Description	Multiplier	Score
Population	Relative population reach	Future potential to serve defined population along a single corridor connecting the Westshore and Downtown.	1 = rgn .5 =sub-rgn .25 = EA	.5 =sub-rgn
Cost	Relative cost to deliver	Maintenance and upgrade costs to be determined but far below those of operational transit. Resources to maintain and upgrade may result in other projects not being funded.	1 = low .5 = med .25 = high	.5 med
			Total Multiplier	1
			TOTAL SCORE WITH FACTORS	0/30

June 2, 2021

File: 0400-20

Honourable Rob Fleming
Minister of Transportation and Infrastructure
Via email: Minister.Transportation@gov.bc.ca

Dear Minister Fleming:

RE: CAPITAL REGIONAL DISTRICT REGIONAL TRANSPORTATION PRIORITIES

I am pleased to inform you that on May 12, 2021 the Capital Regional District (CRD) Board approved a preliminary list of regional transportation priority areas through the following motions:

1. *That the categorized priority areas listed in Appendix A be confirmed as amended;*
2. *That the list of confirmed regional transportation priority areas be shared with the Minister of Transportation and Infrastructure, all CRD municipalities, CRD electoral areas and agency partners; and*
3. *That staff be directed to develop implementation strategies for each of the approved transportation priority areas and report back to the Committee on the findings, including a consideration of cooperation mechanisms.*

The priority areas build on the work initiated by the Province through the 2020 South Island Transportation Strategy (SITS) and were developed in partnership with municipal, electoral area and agency partners. These priority areas aim to address challenges related to climate action, mode shift, congestion, safety and affordability, while supporting varying transportation needs throughout the CRD.

The priority areas approved by the Board are attached, along with the staff report and appendices that informed the Board's decision; CRD staff are currently working on implementation plans for each of the priorities, some of which will require Ministry of Transportation and Infrastructure to maintain a leading role.

To achieve the region's climate, transportation and livability targets, the CRD Board has clearly signalled the need to transform the status-quo approach to our transportation network. By confirming these priorities, the Board seeks to:

1. Build collaborative partnerships to create a sustainable, accessible and connected regional multi-modal transportation network for all users; and
2. Begin a dialogue on potential funding streams or implementation opportunities to advance our priorities.

Two transportation priorities received particularly strong levels of regional support: BC Transit's Rapid Bus initiative and improvements for active transportation and regional trails. Additionally in the interest of planning for the future, the Board called for advocacy for a Westshore passenger ferry feasibility study in the short-term along with protection of the E and N corridor for future transportation use. This includes upgrades and maintenance to the corridor over time. The priorities are reflective of the unique urban, suburban, rural and remote make up of the region and include a combination of large scale region wide initiatives and smaller scale safety initiatives such as improved access and parking at regional and provincial parks and Southern Gulf Islands connectivity.

If you have any questions about the details of this letter, please contact Kevin Lorette, General Manager Planning and Protective Services at klorette@crd.bc.ca. I look forward to working collaboratively with the Province towards our shared vision of improving climate change, affordability, safety, congestion and mode shift in the region by advancing these transportation priorities.

Sincerely,



Colin Plant
Chair, Capital Regional District Board

Attachments: Regional Transportation Priority Areas
Staff Report Identification of Regional Transportation Priorities with Appendices

cc: Municipal Corporate Officers
Erinn Pinkerton, Chief Executive Officer, BC Transit
Mark Collins, Chief Executive Officer, BC Ferries
Larry Stevenson, Chief Executive Officer, Island Corridor Foundation
Mike Hicks, Juan De Fuca Electoral Area Director, CRD
Gary Holman, Salt Spring Island Electoria Area Director, CRD
David Howe, Southern Gulf Islands Area Director, CRD
Robert Lapham, Chief Administrative Officer, CRD
Kevin Lorette, General Manager, Planning and Protective Services, CRD



**Committee of the Whole Report
For the Meeting of October 14, 2021**

To: Committee of the Whole Date: October 7, 2021
From: Philip Bellefontaine, Director, Engineering and Public Works
Subject: Build Back Victoria Program Extension

RECOMMENDATION

That Council receive this report for information and:

- 1) That Council direct the City Solicitor to bring forward amendments to the Business Recovery from Pandemic Bylaw (#20-072) to extend its validity to June 1, 2022 with new applications being accepted until October 31, 2021 only and applications for extensions of existing permits being accepted until November 30, 2021 only.
- 2) Direct the Director of Engineering & Public Works, Director of Sustainable Planning and Community Development, and City Solicitor to bring forward interim changes to the Sidewalk Café Regulation Bylaw (#16-038) to incorporate lessons learned from Build Back Victoria.
- 3) Direct staff to prepare resource considerations to introduce a pilot and establish an on-going Mobile Vending Business Licence and associated permit program as part of the 2023 Financial Planning Process
- 4) That the above motions be forwarded to the daytime meeting of October 14, 2021 for ratification.

EXECUTIVE SUMMARY

1. The Business Recovery from Pandemic Bylaw is set to expire on October 31, 2021 and without an extension to the bylaw, the Build Back Victoria program will come to an end on this date. Staff are recommending an extension to the Bylaw, and the associated Build Back Victoria Program, until June 1, 2022 to be consistent with the Province of BC's pandemic response to support businesses with Temporary Extended Service Areas (TESA) for liquor licenses.
2. Restaurants and cafes who are interested in continuing outdoor dining options after June 01, 2022 may apply for an annual licence for use of public space through the existing Sidewalk Café Regulation Bylaw. Staff are recommending bringing back interim updates to this Bylaw prior to June 2022, to better regulate a number of aspects such as safety, accessibility, and fees. These updates would seek to provide the appropriate balance between recognizing the commercial aspirations of private enterprises to operate in the public right of way while ensuring that the other core public uses of the highway are reflected

and protected.

3. Following the expiry of the Recovery from Pandemic Bylaw, mobile vending such as food trucks will only be able to operate under permitted Special Events, Park Use Permits, or on private property. Staff are recommending that resources to develop a mobile vending pilot and on-going licensing and permitting program are identified as a part of the 2023 Financial Planning Process.
4. The daily time-based pedestrian priority zone on Government Street has been a success through the summer of 2021 with broad support from both businesses and the public. Staff will continue to work with businesses, stakeholders, and the public on the future design and function of Government Street and in the meantime, the current traffic regulations and general layout will be maintained through the Winter of 2021/2022. The time-based closure provides for increased public space through the afternoon and evening when pedestrian volumes are the highest while allowing commercial deliveries and through-traffic each morning.
5. Under a future, separate staff report, staff will be bringing forward bylaw changes to achieve pedestrian priority treatments through travel lane and road closure treatments on Gladstone Avenue and Broad Street as previously directed by Council.

PURPOSE

The purpose of this report seeks Council's approval to extend the Build Back Victoria Program and outdoor commercial uses on private property until June 01, 2022 through the Business Recovery from Pandemic Bylaw. The report also recommends that staff bring forward interim changes to the Sidewalk Café Regulation Bylaw and shares information about plans to continue the Government Street Pedestrian Priority initiatives into 2022 and the status of Broad Street and Gladstone Avenue pedestrian priority changes. This report also seeks direction from Council on the future of mobile vending.

BACKGROUND

The Build Back Victoria (BBV) program and associated Business Recovery from Pandemic Bylaw (#20-072) was introduced in June 2020. The program allowed businesses to temporarily expand their commercial activities into public spaces such as parks, sidewalks, streets, and boulevards to respond to public health requirements associated with COVID-19. The Bylaw also allowed staff to grant delegated development permits to expedite temporary outdoor commercial uses on private property.

In April 2021, staff provided Council with an update on the BBV program and shared outcomes of the public feedback process. More than 780 online surveys were completed and 80% of respondents indicated they were satisfied with the BBV program. Council directed staff to return prior to October 31, 2021, with recommendations to extend the Bylaw in order to support continued economic recovery.

The goal of the BBV Program has been to provide a nimble, affordable, and flexible permitting process to support economic recovery for businesses by allowing them to operate in public spaces across the City. There are currently 87 permits that have been granted for mobile vending, flex zones, loading zones, as well as outdoor patios on both public and private land. At its peak, the Bylaw and associated programs supported approximately 140 Permits across the municipality.

The BBV program was implemented to respond to the COVID-19 pandemic very quickly, offering a “bureaucracy-lite” approach to meet the diverse needs for businesses to operate under changing public health guidance. While this approach was broadly successful and much welcomed by businesses, it also resulted in inconsistencies in areas such as design aesthetics and the amount of public space allocated to commercial use. Further, in the absence of any dedicated budget or staff resources, the program has relied heavily on responsible stewardship by individual business participants. While the majority have embraced this approach, there has been minimal ability for staff to conduct on-going inspections which has resulted in some cases of unauthorized encroachments and expansions of space, inconsistent accessibility features or reliance on public garbage and recycling receptacles for private waste. As it stands, the current bylaw is set to expire on October 31, 2021.

Staff have also prepared regulatory approaches to advance the long-term closure of Broad Street and reduction of a travel lane on Gladstone Avenue as per Council’s direction. The extension of the Business Recovery from Pandemic Bylaw will allow for continued BBV permits on these streets until such time that staff bring forward motions for Council’s consideration before the end of 2021.

ISSUES & ANALYSIS

1. Recovery from Pandemic Recovery Extension:

The Business Recovery from Pandemic Bylaw (#20-072) and associated Build Back Victoria (BBV) program were introduced in June 2020. The program was created to allow businesses to expand their operating capacity quickly and temporarily into public spaces such as parks, sidewalks, streets, and boulevards to respond to public health requirements associated with COVID-19. The BBV program includes flex spaces, mobile vending permits, specialty loading zones, and outdoor patios on public space. There are currently 76 permits granted under the BBV program. The bylaw also gave authorization to staff to delegate development permits to expedite temporary outdoor commercial uses on private property, for which there are currently 11 sites currently granted. The expansion of outdoor patios was supported by the provincial Liquor and Cannabis Regulation Branch’s Temporary Expansion Services Area (TESA) program which granted expedited approval for temporary expansions to licenced service areas during the pandemic.

With the creation of the Recovery from Pandemic Bylaw, several related bylaws (such as the Business License Bylaw, Land Use Procedure Bylaw, Parks Regulation Bylaw, Streets and Traffic Bylaw) were superseded. Fees were not assessed as a part of BBV as businesses were impacted from the ongoing public health orders with, for example, internal occupancies being restricted. Those businesses already regulated under the Sidewalk Café Bylaw have continued to pay occupancy fees throughout the life of the BBV program. Because the program was designed to be temporary and the Community Charter prohibits assistance to businesses, the City will be required to end this program in its current form.

In June 2021 the Province confirmed a final extension of the TESA program until June 1, 2022. On that date, the licence for the service of alcohol in expanded areas will expire. This extension provides licensees time to wind down their expanded service areas or apply to LCRB to make the expansion area permanent.

Under a revised bylaw all BBV permits would expire on the same date of June 1, 2022. No new applications for any program under BBV (or development permits granted by the Director of Planning for extended commercial operations on private land) would be accepted past October 31, 2021. This aligns with LCRB policy that new TESA applications will not be accepted after October 31, 2021.

All current BBV permit holders wishing to operate until June 1, 2022 would be required to re-apply for a BBV extension by November 30, 2021 with requirements for safety, accessibility and corporate stewardship remaining in place.

In September 2021 staff sent an email to all BBV permit holders and a letter to development permit holders to give them advance notice that an extension was to be considered by Council. For restaurants and cafes wanting to continue operating in expanded public areas past June 01, 2022, staff indicated that they would need to apply to the already established Sidewalk Café program.

With respect to the LCRB process, those establishments that would like to retain licenced service areas operating under BBV and TESA approvals beyond June 1, 2022, will also need to apply to LCRB for a permanent change to their liquor license. The LCRB has signaled expectations for high application volumes which may result in longer than usual wait times. This anticipated volume of applications will also have an impact on the city, as many of these applications to LCRB for permanent changes will also be referred to local government for staff review and Council resolutions.

Should Council approve the extension to the bylaw, staff will immediately contact all permit holders to provide them an update and offer guidance on other options beyond June 01, 2022 such as Street Occupancy Permits, Mobile Bicycle Vending Permits, Park Use Permits, Special Event Permits and Sidewalk Café Licences. Staff will support interested businesses through the transition period (October 2021 to June 2022) from BBV into other programs.

2. Interim Updates to Sidewalk Café Regulations Bylaw:

The specific details of approval for individual businesses to operate under BBV will not automatically continue under the Sidewalk Café Bylaw. Some of the existing spaces, structures, and features that are currently seen under BBV may not be approved or will require further modifications under the Sidewalk Café Program.

Although staff worked directly with many businesses, due to the nature and speed of the pandemic response and the high volume of applications, some patios were permitted which utilize unsustainable amounts of space in areas where there are other competing and legitimate demands for curb use, or in areas which may impact longer-term roadway operations. A more considered review of all future sidewalk café applications will assess these broader needs and curb management principles identified within GO Victoria.

Through the BBV program, several important insights and principles have emerged related to outdoor dining and patios, including:

- The expansion of outdoor patios has broadly had a positive impact on the economic well-being of many businesses and on the life of the city;
- A diversity of patio uses and sizes is an important outcome to any program so that businesses, large and small, can participate and enrich the life of the city;
- Fee structures should encourage this broad diversity of participants and reflect the value of both the city land being occupied and the economic value of use of the public space to the individual business; and
- Timeliness and efficiency of the application review and approval process is important, but standards, quality, safety and accessibility should not be compromised.

These principles will inform the development of both interim and future updates to the Sidewalk Café Bylaw and application and review process. As part of the 2022 Financial Plan, Council will be considering supplemental staffing requests to help support these on-going updates and management of the commercial use of public space.

In the absence of current resources to support either an interim or a full update and modernization to the Sidewalk Café Regulation Bylaw (#16-038) staff propose to bring forward interim, shorter-term updates prior to June 2022. These changes focus on areas including accessibility, safety (heating, lighting, and roof structures), and fee equity.

A more comprehensive review of the Bylaw further refining approval processes, design requirements, fee structures and associated rates, and permitted uses would be undertaken in the future subject to available staffing resources. Any future process would also include formal engagement and consultation with businesses, industry associations, and interest groups.

3. Mobile Vending:

In 2016 Council directed staff to establish a pilot program for mobile bicycle vending, which led to the development of a Mobile Bicycle Vending Bylaw and Permit Program in 2017. Unlike other urban cities, Victoria has never had a system to license mobile vendors, such as food trucks, to operate on public roads or plazas. While the City allows mobile vendors to obtain a business license, they can only operate through Special Event permits, under a Park Permit, or on private property.

With the onset of the pandemic, festivals and events were not occurring in Victoria and a mobile vending option under BBV was introduced. Permits were made available for mobile vendors (including food trucks, but also other businesses such as mobile massage therapists or dentists) to operate free of charge in 15 pre-selected locations for two-week periods. There are an estimated 70 - 90 mobile vendors in the Capital Region.

The City continues to receive some interest in allowing such vendors to operate on City streets and plazas, however, is not currently resourced to review regulations, engage the community, or establish new permitting programs.

4. Government Street Winter 2021/22:

Pedestrian-priority treatments introduced in June 2021 were designed to balance the needs of the public and businesses and improve the quality and layout of the street furnishings, while supporting servicing and maintenance requirements. The daily time-based closures and streetscape features between Humboldt Street and View Street have resulted in:

- Expanded pedestrian zones and public seating areas for residents and visitors
- A new venue for special events and street performers
- Continuation of commercial and passenger deliveries
- Available public space for BBV permit holders to access
- Ability for through-traffic to travel on Government Street between 10pm and noon the next day

Staff are planning to retain the daily timed car free areas through the winter of 2021/2022 and are already working with organizers of the Santa Clause Parade to accommodate the parade in the current street layout, along with other seasonal events. Seasonal decorating of Government Street is also planned for the winter months.

One of the major successes of the Government Street Pedestrian Priority initiative was staff's ability to make streetscape and curbside modifications to respond to business and public feedback. These modifications, however, took considerable resources to plan and implement and which impacted

the delivery of other services and programs. Staff will continue to communicate and work with stakeholders on minor adaptations as required over the winter season. Additional planning and assessment is also underway for the future return of cruise ship bus stops on and adjacent to the corridor. A more comprehensive update on the Government Street Refresh Project will be the subject of a future staff report.

5. Broad Street and Gladstone Avenue Pedestrian Priority:

In March 2021, Council passed a motion directing staff to continue the pedestrianization of the 1000 block of Broad Street as part of the continuation of the Build Back Victoria program and to include this zone in future work plans to prioritize pedestrian activity and animation, while ensuring access to loading and accessible parking on and adjacent to the block.

In July 2021, Council directed staff to bring forward processes for facilitating permanent closures of travel lanes and/or full roadways to facilitate increased public space and/or areas for permitted commercial use, beginning with 1300 Block on Gladstone Avenue from Fernwood Street to Stanley Avenue.

Under a separate staff report, anticipated before the end of 2021, staff will be bringing forward bylaw changes to support pedestrian priority treatments through both lane and road closure treatments on both these roads. It should be noted that proposed changes to these streets will not automatically translate to the exclusive commercial use of these public streets. Approved licences through Sidewalk Café Regulation Bylaw or other city permits will still be required.

OPTIONS AND IMPACTS

BBV Program:

Option 1: That Council direct the City Solicitor to bring forward amendments to the Business Recovery from Pandemic Bylaw (#20-072) to extend its validity to June 1, 2022 with new applications being accepted until October 31, 2021 only and applications for extensions of existing permits being accepted until November 30, 2021 only. (RECOMMENDED)

Under this option, the Bylaw will be extended to align with Provincial deadlines and expire on June 01, 2022. This approach provides a transition for BBV permit holders to take advantage of continued access to public space for the next eight months. Businesses can also consider next steps and other available permitting or licensing options available from the city.

Option 2: Allow for the expiration of the Business Recovery from Pandemic Bylaw (#20-072) on October 31, 2021.

Under this option, all BBV permits will conclude on October 31, 2021. Any permits granted by the Director of Sustainable Planning and Community Development for outdoor space on private land will be required to restore the property to current conditions per existing bylaw and Letters of Undertaking.

Interim Updates to Sidewalk Café Regulation Bylaw:

Option 1: Direct the Director of Engineering & Public Works, Director of Sustainable Planning and Community Development, and City Solicitor to bring forward interim changes to the Sidewalk Café Regulation Bylaw (#16-038) to incorporate lessons learned from Build Back Victoria (RECOMMENDED)

Under this option, a number of shorter-term amendments to the Sidewalk Café Bylaw associated with accessibility, safety and establishing fee equity would be brought forward for Council's review and approval prior to June 2022. Should additional staffing be available beyond this timeline, a more comprehensive review and update of this Bylaw would be undertaken.

Option 2: Maintain the Bylaw as is and pending allocation of resources in the 2022 Financial Plan, direct staff to undertake a comprehensive update to the Sidewalk Café Regulation Bylaw (#16-038).

Under this option, no interim changes would be made and instead a comprehensive process to modernize the Sidewalk Café Regulation Bylaw would be undertaken in 2022/2023. This is not recommended as staff anticipate that several BBV permit holders will have an interest in applying for Sidewalk Café Licenses and current requirements are not fully consistent with broader objectives on accessibility, design and safety.

Mobile Vending:

Option 1: Direct staff to prepare resource considerations to introduce a pilot and establish an on-going Mobile Vending Business Licence and associated permit program as part of the 2023 Financial Planning Process (RECOMMENDED)

Under this option, staff would develop resourcing requirements to develop and establish a pilot program and new mobile vending business licencing bylaw for consideration as a part of the 2023 financial planning processes. Should resources be approved as a part of that process, a new regulation could be introduced to support the ongoing operation of mobile vendors such as food trucks in approved locations.

Option 2: Status Quo

Under this option, Food Trucks or other mobile vendors will be limited to special events, park use permits, or operations on private land. Mobile bicycle vending may continue under its current separate bylaw.

Accessibility Statement

The BBV Program includes mandatory accessible design features, such as accessible ramps and patio widths, cane detectable physical barriers on sidewalk edge, contrasting colours of materials, and firm, stable and slip-resistant surfaces. Staff also continue to recommend that businesses speak with their patrons who have a disability and disability service organizations to see what other accommodations might be suitable for their specific location and business service. In the absence of staff resources, the current program is heavily reliant on individual permit holders to comply.

The Government Street pedestrian-priority initiative along with travel lane and road closures on Gladstone Avenue and Broad Street will continue to provide access to outdoor public space while maintaining passenger loading and accessible parking both on and/or adjacent to the corridor.

2019-2022 Strategic Plan

In July 2021, Council passed a motion to "extend and optimize the 'Build Back Victoria' patio program" as a 2021 Strategic Plan action item and "Make the Build Back Victoria patio program permanent" as a 2022 Strategic Plan action item.

Impacts to Financial Plan

The BBV program has been designed, implemented and managed using existing staff and budget. Per Council's updated Strategic Plan, recommendations for new resources to support on-going delivery of programs which deliver streetscape animation and regulate the corporate use of public space will be included for Council's consideration in the 2022 Financial Planning Process. In the interim, management of the program(s) will continue to have a direct impact on the delivery of other service areas and programs.

CONCLUSIONS

The Build Back Victoria Program and Business Recovery from Pandemic Bylaw has played an important role in supporting local economic recovery and contributing to an active and vibrant downtown core and village centres. The extension of the Bylaw and associated BBV program until June 1, 2022 provides opportunity for businesses to continue to use public space and private land and to prepare for the transition to other established city programs.

With lessons learned from BBV, interim changes to the Sidewalk Café Regulation Bylaw will be brought forward in advance of June 2022 associated with areas including accessibility and safety as well as to address equity of fees between permit holders.

The City continues to deliver pedestrian priority initiatives on Government Street, Broad Street and Gladstone Avenue while supporting broader objectives related to economic activity, innovative curb management and expanded public space.

With consideration of new resources as part of the 2023 Financial Planning process, the City could expand mobile vending options into public roads and plazas through a new Bylaw and permitting programs.

Respectfully submitted,

Sarah Webb
Manager, Sustainable Transportation
Planning & Development

Ross Kenny
Assistant Director of Transportation

Philip Bellefontaine
Director, Engineering and Public
Works

Report accepted and recommended by the City Manager.



Build Back Victoria Program Update

Committee of the Whole
October 14, 2021



1

Purpose

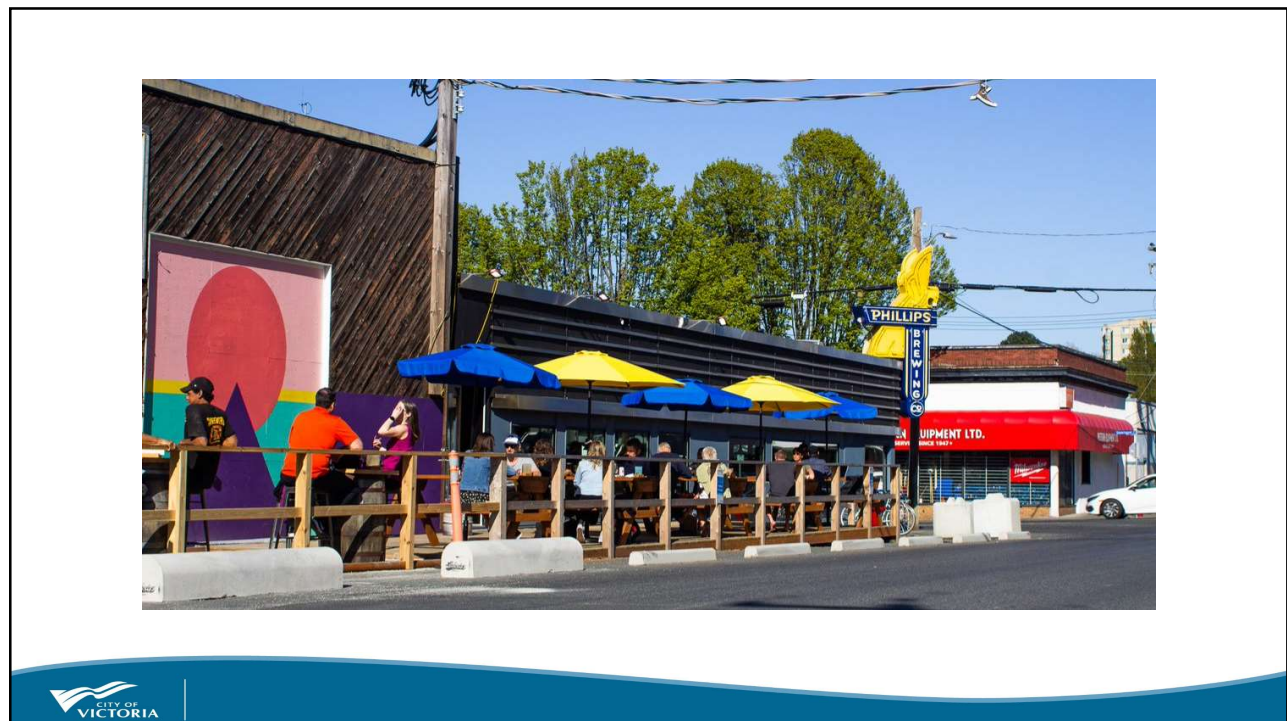
- Share updated information and seek Council approval to extend the *Business Recovery from Pandemic Bylaw* until June 1, 2022
- Seek Council direction to bring forward recommended interim changes to the *Sidewalk Café Bylaw* prior to June 1, 2022 applying lessons learned from BBV Victoria
- Confirm Council direction on the future of Mobile Vending
- Provide update on Government Street, Broad Street, and Gladstone Avenue pedestrian priority projects



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10

Build Back Victoria Program

- Developed in late April 2020
- Bylaw approval and program launch at beginning of June 2020
- Bylaw extension in October 2020 for one year to align with Province of BC
 - New accessibility requirements, winterization details, & updated application
- Public engagement January – March 2021
 - 80% of public survey respondents were satisfied with the BBV program
 - Overall positive contribution to community
 - Some concerns with “overreach” of corporate use of public space, accessibility, noise levels, and stewardship practices
- Last update to Council in April 2021



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BBV Participants

	Current Permits*	Estimated Program High
Private land patio	11	11
Temporary Loading Zone	7	19
Outdoor Patio	42	53
Flex Zone	28	37
Mobile Vending	0	16
Park use	7	17
TOTALS	95	153

* As of 10-8-2021



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BBV Program Successes

- Rapid support for businesses in time of uncertainty
 - Diverse business types and locations
- “Bureaucracy light” -- but not “regulation light”
- Ability to trial, test and innovate and adapt as required
- Demonstrated staff’s ability to respond / pivot
- Helped to identify enhancements / gaps for current bylaws and programs



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BBV Program Learning

- Approvals handled quickly – rapid response by nature
 - Staff were not able to undertake a deep design / policy analysis
- Resource intensive
 - Efforts to support successful applications
 - Deferral of other projects and priorities
- Corporate use of public space will always require a fine balance
 - We have not yet found the “sweet spot”
- On-going resource constraints for staff to effectively monitor, administer, assess and improve both the BBV program and other existing programs



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BBV Program Conclusion

- Bylaw and program expires October 31, 2021
- Extension of BBV bylaw until June 1, 2022
 - Aligns with Provincial Temporary Liquor Licensing
 - Provides certainty to participating businesses
 - No new BBV permits accepted after October 31, 2021
 - Current permit holders must re-apply by November 30, 2021



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Sidewalk Café Bylaw

- Bylaw last updated in 2018
- Significant expansion of patios and associated learning through implementation of BBV to inform interim updates
 - Outdoor patios and cafes can have positive impact on city life
 - A diversity of patios and business types is desirable
 - Need for on-going inspections and annual oversight of license holders / installations
 - Future fee structures should be fair, reflect value of city land, and the economic value to the business
 - Timely service and approvals are important, but standards, quality, safety or accessibility should not be compromised



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Sidewalk Café Bylaw

- Recommended interim updates in 2022 including:
 - Safety (heaters, railings, lighting, wind protection)
 - Accessibility (ramps, furniture, navigation space)
 - Fees (equity among permit holders)
- Changes would apply to new and existing licenses
- Future year Bylaw modernization
 - Comprehensive engagement process
 - Rates and fee structures
 - Business types
 - Seasonal participation
 - and more!



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Mobile Vendors

- City has no system to license mobile vendors to operate on public roads / plazas.
- BBV introduced additional options for Mobile Vending to support recovery associated with cancelled events and festivals.
 - Pre-approved sites with rotating permits
 - Some sights very successful; others limited success
- After BBV expires, mobile vendors will continue to be able to operate through special event permits, park use permits or on private land
- Staff resourcing priorities focused transition of patios / updating Sidewalk Café Bylaw in 2022
 - Consideration of resource requirements in 2023 Financial Planning process



18

Street & Travel Lane Closures

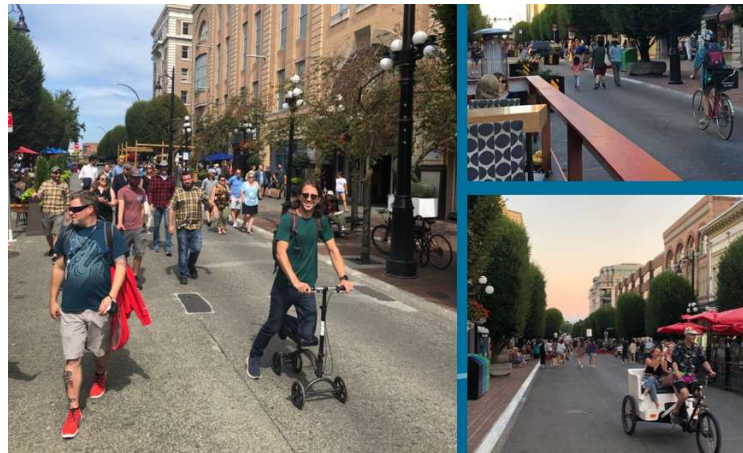


Gladstone Avenue & Broad Street



19

Government Street Pedestrian Priority



20

Next steps

- Share information with BBV permit holders immediately
 - Support businesses in winding down or transitioning to other programs
- Report back to Council with bylaw changes on road/lane closures
 - Before end of 2021
- Report back to Council with interim updates to sidewalk café bylaw
 - Before June 2022
- Council consideration of Supplemental Requests - 2022 Financial Plan
 - Business relations, inspections / assessments, further modernization of bylaws and expansion of streetscape programs integrating lessons learned from BBV and Council feedback



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Recommendations

1. That Council direct the City Solicitor to bring forward amendments to the Business Recovery from Pandemic Bylaw (#20-072) to extend its validity to June 1, 2022 with new applications being accepted until October 31, 2021 only and applications for extensions of existing permits being accepted until November 30, 2021 only.
2. Direct the Director of Engineering & Public Works, Director of Sustainable Planning & Community Development, and City Solicitor to bring forward interim changes to the Sidewalk Café Regulation Bylaw (#16-038) to incorporate lessons learned from Build Back Victoria.
3. Direct staff to prepare resource considerations to introduce a pilot and establish an on-going Mobile Vending Business Licence and associated permit program as part of the 2023 Financial Planning Process
4. That the above motions be forwarded to the daytime meeting of October 14, 2021 for ratification.



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Committee of the Whole Report For the Meeting of October 14, 2021

To: Committee of the Whole **Date:** October 1, 2021
From: Curt Kingsley, City Clerk
Subject: 2022 Committee and Council Meeting Schedule

RECOMMENDATION

That Council approve the 2022 Committee of the Whole and Council meeting schedule attached to this report and make it available to the public as required under Section 127 of the *Community Charter*.

EXECUTIVE SUMMARY

The purpose of this report is to seek Council approval of the 2022 Committee of the Whole and Council meeting schedule. Typically, Committee of the Whole meetings are held on the first four Thursdays of the month and Council meetings are held the second and fourth Thursdays of the month. Exceptions to the schedule include:

- June:
 - In June, the schedule proposes that Committee of the Whole meetings are held on the second through fifth Thursdays, as the first Thursday of the month is tentatively scheduled the Federation of Canadian Municipalities (FCM) conference.
- September:
 - In September, the schedule proposes that Committee of the Whole meetings are held on the first, second, fourth, and fifth Thursdays and Council meetings are held on the second and fifth Thursdays, as the Union of British Columbia Municipalities convention is scheduled during the third week of September, which many Council members may wish to attend.
- October:
 - In October, the schedule proposes only one Committee of the Whole meeting and one Council meeting on the first Thursday in order to accommodate the Municipal Election scheduled for October 15.
- November:
 - In November, the schedule proposes that the first Council meeting be the Inaugural Meeting.
- Summer and Winter holidays:

- August 11 - 25, 2022
- December 15 - 29, 2022
- Conferences that Council members may choose to attend:
 - Association of Vancouver Island and Coastal Communities: April 1-2, 2022 – Victoria, BC (doesn't impact Council meetings)
 - Federation of Canadian Municipalities: June 2-5, 2022 – Regina, SK
 - Union of BC Municipalities: September 12-16, 2022 - Whistler, BC

The proposed 2022 schedule of Committee of the Whole and Council Meetings is attached as Attachment A for Council's consideration.

Alternatively, Council may wish to discuss the meeting schedule and direct staff to revise the meeting dates.

Respectfully submitted,

Curt Kingsley
City Clerk

Susanne Thompson
Deputy City Manager

Report accepted and recommended by the City Manager.

Attachment A: 2022 Committee and Council Meeting Dates



2022 COMMITTEE AND COUNCIL MEETING SCHEDULE
All Meetings held in Council Chambers
City Hall 1 Centennial Square

	Committee of the Whole (COTW) 9:00 a.m.	(Closed) Council Meeting After COTW meetings as required	Council Meeting 6:30 p.m.
January	6 th , 13 th , 20 st , & 27 th	6 th , 13 th , 20 st , & 27 th	13 th & 27 th
February	3 rd , 10 th , 17 th , & 24 th	3 rd , 10 th , 17 th , & 24 th	10 th & 24 th
March	3 rd , 10 th , 17 th , & 24 th	3 rd , 10 th , 17 th , & 24 th	10 th & 24 th
April	7 th , 14 th , 21 st , & 28 th	7 th , 14 th , 21 st , & 28 th	14 th & 28 th
May	5 th , 12 th , 19 th , & 26 th	5 th , 12 th , 19 th , & 26 th	12 th & 26 th
June	9 th , 16 th , 23 rd , & 30 th	9 th , 16 th , 23 rd , & 30 th	9 th & 23 rd
July	7 th , 14 th , 21 st , & 28 th	7 th , 14 th , 21 st , & 28 th	14 th & 28 th
August	4 th	4 th	4 th
September	1 st , 8 th , 22 nd , & 29 th	1 st , 8 th , 22 nd , & 29 th	8 th & 22 nd
October	6 th	6 th	6 th
October	October 15 th – General Local Election		
November	November 3 rd - Inaugural Council Meeting		
November	10 th , 17 th & 24 th	10 th , 17 th & 24 th	10 th & 24 th
December	1 st & 8 th	1 st & 8 th	8 th



Committee of the Whole Report For the Meeting of October 14, 2021

To: Committee of the Whole
From: Curt Kingsley, City Clerk
Date: October 14, 2021
Subject: Rising Economy Week – November 22nd – 25th

RECOMMENDATION

That the *Rising Economy Week* Proclamation be forwarded to the October 28, 2021 Council meeting for Council's consideration.

EXECUTIVE SUMMARY

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

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

A list of 2020 Proclamations is provided as Appendix B in accordance with the policy. Consistent with City Policy, Proclamations issued are established as fulfilling a request and does not represent an endorsement of the content of the Proclamation.

Respectfully submitted,

Curt Kingsley
City Clerk

List of Attachments

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



CITY OF VICTORIA

PROCLAMATION

“RISING ECONOMY WEEK 2021”

WHEREAS *A regional, united approach is vital to strengthening Southern Vancouver Island’s economic future, Rising Economy Week is a key British Columbia event in drawing us together to collaborate and RISE (Resilient, Innovative, Sustainable and Equitable) as a region on our path to economic and social prosperity; and*

WHEREAS *Rising Economy Week 2021 (November 22-25) is designed as an informative, inspiring, and purpose-driven way to unite our region in the face of the ongoing economic challenges to create the conditions for long-term prosperity; and*

WHEREAS *The not-for-profit South Island Prosperity Partnership — an alliance of 10 local governments, 9 First Nations, 3 post-secondary institutions, 9 industry associations and non-profits, 5 Chambers of Commerce and over 30 major employers — will bring together regional audiences with thought leaders and participants from BC, Canada and the world to tackle some of the key challenges and opportunities of our time, such as the pandemic, climate change and the race to net zero, housing affordability, the indigenous economy, the blue economy, the war for talent, educational reform and innovation.*

NOW, THEREFORE *I do hereby proclaim the week of November 22nd – 25th as “**RISING ECONOMY WEEK**” on the HOMELANDS of the Lekwungen speaking **SONGHEES AND ESQUIMALT PEOPLE** in the **CITY OF VICTORIA, CAPITAL CITY** of the **PROVINCE of BRITISH COLUMBIA**.*

IN WITNESS WHEREOF, *I hereunto set my hand this 28th day of October, Two Thousand and Twenty-One.*

LISA HELPS
MAYOR
CITY OF VICTORIA
BRITISH COLUMBIA

Sponsored By:
South Island Prosperity Partnership

Appendix B

Council Meetings	Proclamations
9-Jan-20	Crime Stoppers Month - January 2020
23-Jan-20	International Day of Zero Tolerance for Female Genital Mutilation - February 6, 2020 Eating Disorder Awareness Week - February 1 to 7, 2020
13-Feb-20	Heritage Week 2020 - February 17 to 23, 2020 British Isles Historic Festival Day - February 22, 2020 Chamber of Commerce Week - February 17 to 21, 2020
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25-Jun-20	Pride Week - June 28 to July 5, 2020 Parachute National Injury Prevention Day - Jul 6, 2020
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6-Aug-20	National Polycystic Kidney Disease Awareness Day - September 4, 2020 Mitochondrial Disease Awareness Week – September 13 to 19, 2020 International Overdose Awareness Day – August 31, 2020
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3-Dec-20	National Day of Remembrance and Action on Violence Against Women - December 6, 2020



Committee of the Whole Report For the Meeting of October 14, 2021

To: Committee of the Whole
From: Curt Kingsley, City Clerk
Date: October 1, 2021
Subject: Respiratory Therapy Week – October 24th – October 30th, 2021

RECOMMENDATION

That the *Respiratory Therapy Week* Proclamation be forwarded to the October 14, 2021 Council meeting for Council's consideration.

EXECUTIVE SUMMARY

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

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

A list of 2020 Proclamations is provided as Appendix B in accordance with the policy. Consistent with City Policy, Proclamations issued are established as fulfilling a request and does not represent an endorsement of the content of the Proclamation.

Respectfully submitted,

Curt Kingsley
City Clerk

List of Attachments

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



CITY OF VICTORIA

PROCLAMATION

“RESPIRATORY THERAPY WEEK”

WHEREAS *Respiratory Therapists are highly trained professionals providing care in the hospital and community and;*

WHEREAS *Respiratory Therapists use their expertise in the assessment and management of respiratory diseases to help members of the community breathe easier and;*

WHEREAS *Respiratory Therapists have provided care on the front lines of the pandemic and been instrumental in managing supplies and protocol for COVID 19.*

NOW, THEREFORE *I do hereby proclaim the week of October 24th – October 30th, 2021 as “RESPIRATORY THERAPY WEEK” on the HOMELANDS of the Lekwungen speaking SONGHEES AND ESQUIMALT PEOPLE in the CITY OF VICTORIA, CAPITAL CITY of the PROVINCE of BRITISH COLUMBIA.*

IN WITNESS WHEREOF, *I hereunto set my hand this 14th day of October, Two Thousand and Twenty-One.*

LISA HELPS
MAYOR
CITY OF VICTORIA
BRITISH COLUMBIA

Sponsored By:
Michelle Conville
Cansleep Services



Committee of the Whole Report For the Meeting of October 14, 2021

To: Committee of the Whole
From: Curt Kingsley, City Clerk
Date: October 14, 2021
Subject: Color the World Orange Day – November 1, 2021

RECOMMENDATION

That the *Color the World Orange Day* Proclamation be forwarded to the October 28, 2021 Council meeting for Council's consideration.

EXECUTIVE SUMMARY

Attached as Appendix A is the requested *Color the World Orange Day* Proclamation. Council has established a policy addressing Proclamation requests. The policy provides for:

- A staff report to Committee of the Whole.
- Each Proclamation request requiring a motion approved at Committee of the Whole prior to forwarding it to Council for their consideration.
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Respectfully submitted,

Curt Kingsley
City Clerk

List of Attachments

- Appendix A: Proclamation "Color the World Orange Day"
- Appendix B: List of Previously Approved Proclamations



CITY OF VICTORIA

PROCLAMATION

“COLOR THE WORLD ORANGE DAY”

WHEREAS *Color The World Orange is an annual event held the first Monday of November to spread awareness of CRPS/RSD, a debilitating nerve condition characterized by continuous, intense, burning pain that is out of proportion to the severity of the original injury. It ranks as the most painful condition on the McGill Pain Index. There is no cure; and*

WHEREAS *Complex Regional Pain Syndrome (CRPS) also known as Reflex Sympathetic Dystrophy (RSD) is a nerve disorder that causes chronic pain; and*

WHEREAS *The symptoms CRPS/RSD are often described as burning that is out of proportion to the severity of the initial injury and can include swelling and extreme sensitivity to touch; and*

WHEREAS *Members of the CRPS/RSD community will spread awareness of this condition in November during CRPS/RSD Awareness Month; and*

WHEREAS *On November 1, 2021 members of the CRPS/RSD a community will celebrate the Eighth Annual Color The World Orange day to shine a light on this poorly understood pain disorder.*

NOW, THEREFORE *I do hereby proclaim November 1st, 2021 as “**COLOR THE WORLD ORANGE DAY**” on the HOMELANDS of the Lekwungen speaking **SONGHEES AND ESQUIMALT PEOPLE** in the **CITY OF VICTORIA, CAPITAL CITY** of the **PROVINCE of BRITISH COLUMBIA**.*

IN WITNESS WHEREOF, *I hereunto set my hand this 28th day of October, Two Thousand and Twenty-One.*

LISA HELPS
MAYOR
CITY OF VICTORIA
BRITISH COLUMBIA

Sponsored By:
Trudy Winder, CRPS Community

Appendix B

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3-Dec-20	National Day of Remembrance and Action on Violence Against Women - December 6, 2020



Committee of the Whole Report For the Meeting of October 14, 2021

To: Committee of the Whole
From: Curt Kingsley, City Clerk
Date: October 8, 2021
Subject: Indigenous Disability Awareness Month – November 2021

RECOMMENDATION

That the *Indigenous Disability Awareness Month* Proclamation be forwarded to the October 28, 2021 Council meeting for Council's consideration.

EXECUTIVE SUMMARY

Attached as Appendix A is the requested *Indigenous Disability Awareness Month* Proclamation. Council has established a policy addressing Proclamation requests. The policy provides for:

- A staff report to Committee of the Whole.
- Each Proclamation request requiring a motion approved at Committee of the Whole prior to forwarding it to Council for their consideration.
- Staff providing Council with a list of Proclamations made in the previous year.
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A list of 2020 Proclamations is provided as Appendix B in accordance with the policy. Consistent with City Policy, Proclamations issued are established as fulfilling a request and does not represent an endorsement of the content of the Proclamation.

Respectfully submitted,

Curt Kingsley
City Clerk

List of Attachments

- Appendix A: Proclamation "Indigenous Disability Awareness Month"
- Appendix B: List of Previously Approved Proclamations



CITY OF VICTORIA

PROCLAMATION

“INDIGENOUS DISABILITY AWARENESS MONTH”

WHEREAS *The City of Victoria is committed to the ideal of an inclusive society based on respect and understanding where Indigenous (First Nation, Inuit Métis) peoples living with disabilities and the significant contributions they provide are celebrated and valued; and*

WHEREAS *Indigenous peoples across British Columbia and Canada experience a disability rate higher than Canada's non-Indigenous population and often face unique barriers and discrimination that impacts their ability to fully participate in the social and economic opportunities available within our city and province; and*

WHEREAS *The City of Victoria is committed to upholding and safeguarding the principles outlined in the United Nations Convention on the Rights of Persons with Disabilities (CRPD) and the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), including full and effective participation and inclusion in Society and equality of opportunity; and*

WHEREAS *By proclaiming the month of November as Indigenous Disability Awareness Month (IDAM), the City of Victoria wishes to join urban and rural Indigenous and non-Indigenous communities, provinces, disability organizations, individuals living with disabilities and their families across British Columbia and Canada, in recognizing and celebrating this diverse and important segment of our society.*

NOW, THEREFORE *I do hereby proclaim November 1st to November 30th, 2021, as “INDIGENOUS DISABILITY AWARENESS MONTH” on the HOMELANDS of the Lekwungen speaking **SONGHEES AND ESQUIMALT PEOPLE** in the **CITY OF VICTORIA, CAPITAL CITY** of the **PROVINCE** of **BRITISH COLUMBIA**.*

IN WITNESS WHEREOF, *I hereunto set my hand this 28th day of October, Two Thousand and Twenty-One.*

LISA HELPS
MAYOR
CITY OF VICTORIA
BRITISH COLUMBIA

Sponsored By:
Neil Belanger
Indigenous Disability Canada
B.C. Aboriginal Network on Disability Society

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