



REVISED AGENDA - VICTORIA CITY COUNCIL

Thursday, December 8, 2022

COUNCIL CHAMBERS - 1 CENTENNIAL SQUARE, VICTORIA BC

To be held immediately following the Committee of the Whole Meeting

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

Pages

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B. APPROVAL OF AGENDA

C. READING OF MINUTES

D. REQUESTS TO ADDRESS COUNCIL

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G.1 Rise and Report

G.1.a From the Closed Meeting held December 1, 2022

Rise and Report: Missing Middle Housing Initiative

That Council continue the process commenced before the election and, once all new Council members receive the report on the public hearing, proceed with the Missing Middle Housing Initiative project as if current Council members heard the public hearing.

H. REPORTS OF COMMITTEE

H.1 Committee of the Whole

H.1.a Report from the November 24, 2022 COTW Meeting 17

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H.1.a.a Victoria Police Department - Q3 Update

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H.1.c.a Proposed Components to Inform New Patio Bylaw

H.1.c.b Housing Briefing

I. NOTICE OF MOTIONS

J. BYLAWS

***J.1 Referred to January 2023**

~~Bylaw for Single Use Items Reduction~~

~~A report recommending:~~

- ~~• 1st, 2nd and 3rd readings of:~~
- ~~• Single Use Items Reduction Bylaw No. 22-095~~
- ~~• **Seek approval from the Minister responsible for the Environment Management Act**~~

~~The purposes of this bylaw are to protect the natural environment by imposing regulations and requirements to reduce the distribution and waste of single use items and require the use of reusable service ware for on-site dining.~~

J.2 Bylaws for Utility Fees

J.2.a Bylaw for Sanitary Sewer and Stormwater Utilities

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- **Adoption of:**
 - Sanitary Sewer and Stormwater Utilities Bylaw, Amendment Bylaw (No. 10) No. 22-096

The purpose of this Bylaw is to increase the stormwater user fee factor rates, CRD sewer consumption charge payable, connection fees, dye tests fees, and special fees and considerations payable under the Sanitary Sewer and Stormwater Utilities Bylaw 14-071.

J.2.b Bylaw for Solid Waste Utilities

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- **Adoption of:**
 - Solid Waste Bylaw, Amendment Bylaw (No. 12) No. 22-097

The purpose of this Bylaw is to amend the Solid Waste Bylaw No.12-086 to increase the fees for the collection of solid waste.

J.2.c Bylaw for Waterworks Utilities

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- **Adoption of:**
 - Waterworks Bylaw, Amendment Bylaw (No. 17) No.

The purpose of this Bylaw is to increase the connection fees, special fees and consumption charges payable under the Waterworks Bylaw No. 07-030.

K. CORRESPONDENCE

L. NEW BUSINESS

L.1 Late Items

- L.1.a Council Member Motion: Reconsideration of the resolution passed on December 1, 2022 regarding the Missing Middle Housing Initiative

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Addendum: New Item

A Council Member Motion regarding the potential reconsideration of the resolution passed on December 1, 2022 regarding the various options for proceeding with the Missing Middle Housing Initiative.

M. CLOSED MEETING

N. APPROVAL OF CLOSED AGENDA

O. READING OF CLOSED MINUTES

P. UNFINISHED BUSINESS

Q. CORRESPONDENCE

R. NEW BUSINESS

- R.1 Negotiations and Related Discussions - Community Charter Section 90(1)(k)

- *R.2 Legal Advice - Community Charter Section 90(1)(i)

Addendum: New Item

- R.3 Appointment - Community Charter Section 90(1)(a)

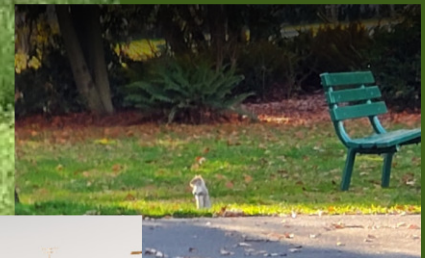
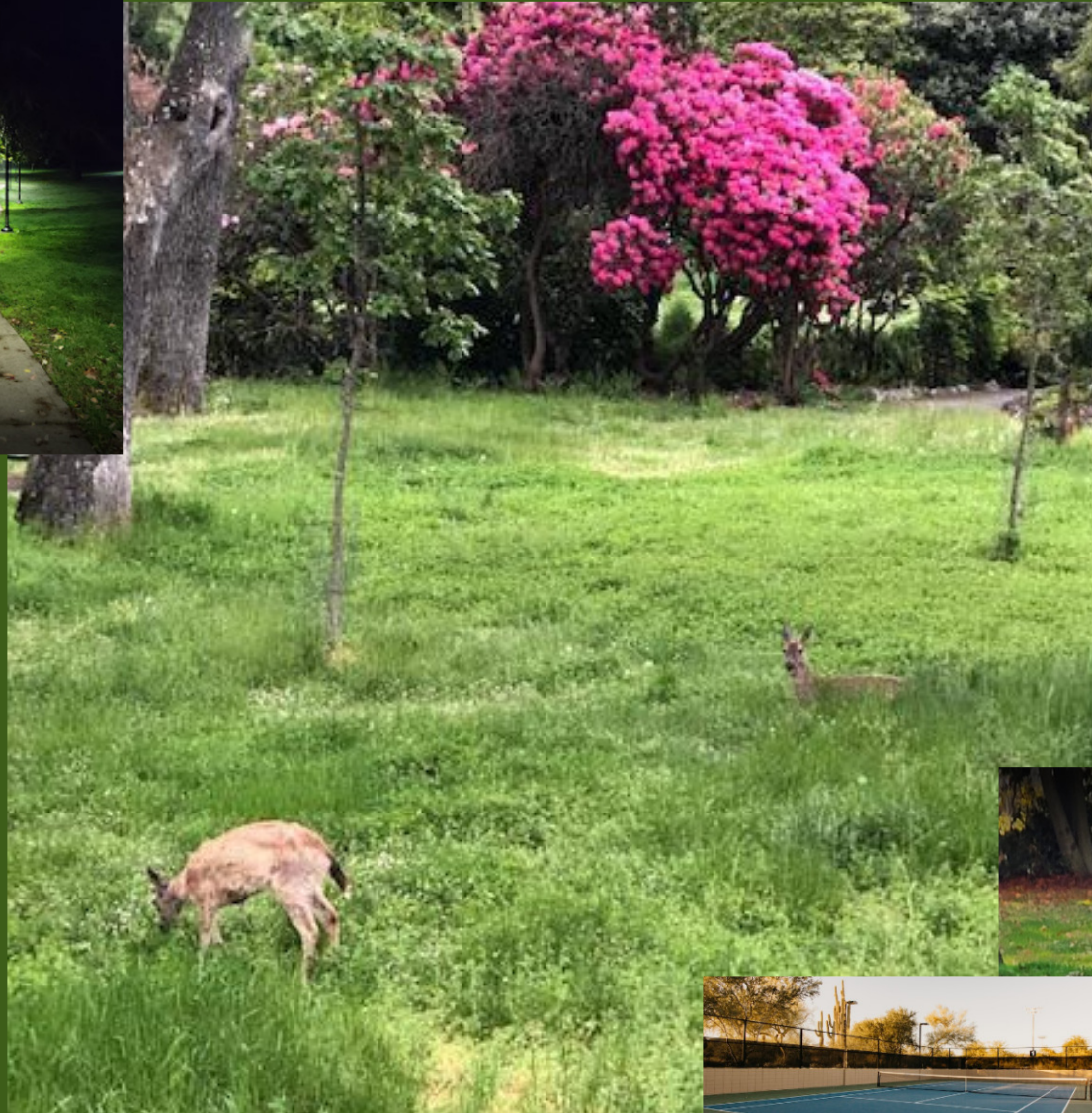
- R.4 Legal Advice - Community Charter Section 90(1)(i)

- *R.5 Legal Advice - Community Charter Section 90(1)(i)

S. CONSIDERATION TO RISE & REPORT

T. ADJOURNMENT

U. QUESTION PERIOD





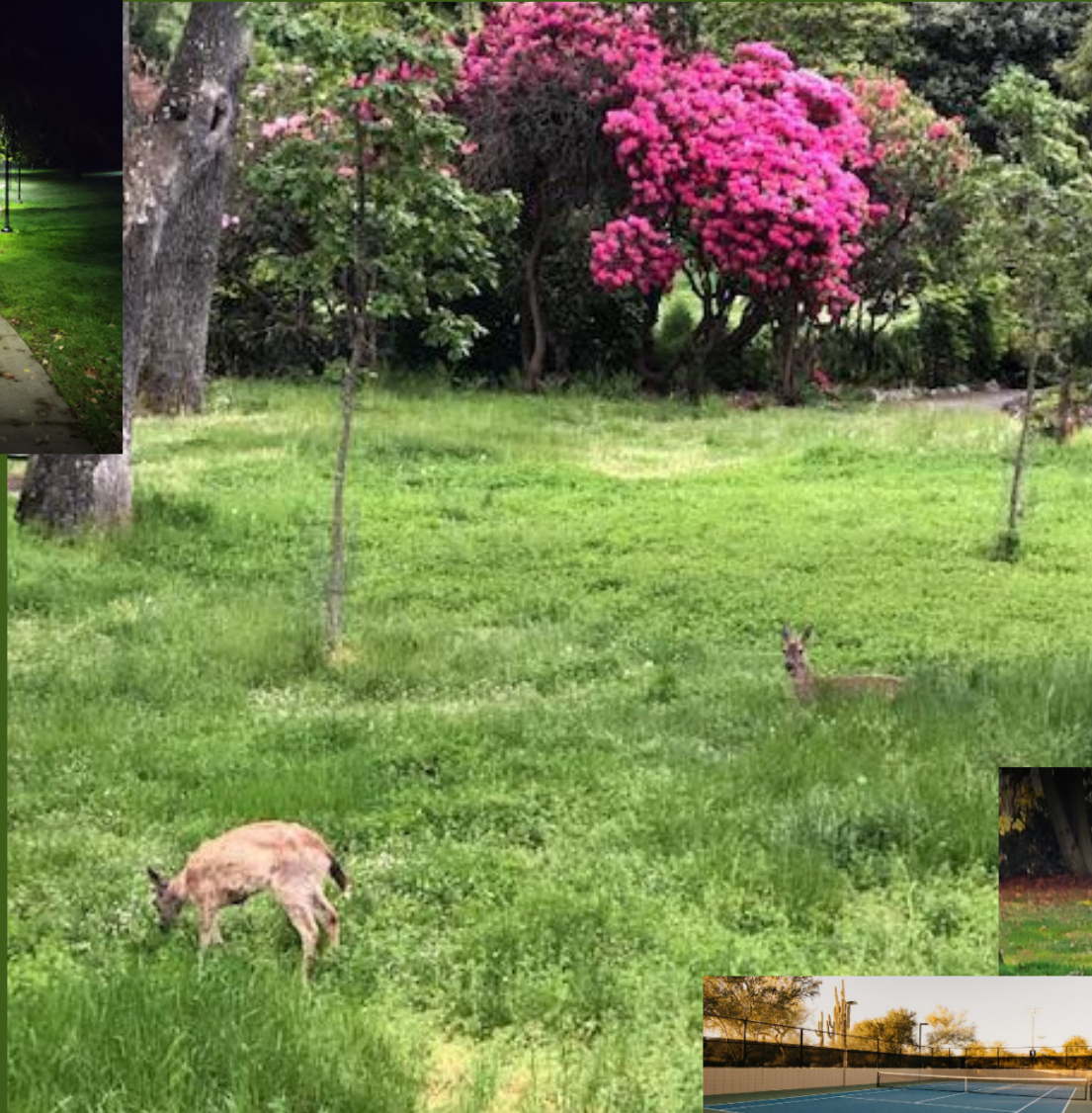
Sensitive Ecosystem Inventory

Much of Stadacona Park is within a provincially designated Sensitive Ecosystem Inventory (SEI) area. The designation occurred in 1993 as part of the first SEI to occur in British Columbia. The original SEI mapping systematically identified the ecologically significant and sensitive terrestrial ecosystems remaining in the area. The study was designed to support sustainable land use decisions and to encourage wildlife conservation.









December 8, 2022

Request to Address Council,

I am a senior with severe osteoarthritis resulting in 2 hip replacements and knee stem cell surgery in order to relieve on-going high level pain. Stress situations and lack of sleep greatly affect the symptoms of this disease.

I live at the corner of Dallas Road and Huron Street and for my first year of residing at this address, I have endured intolerable noise and pollution levels from cruise ship scheduling and land transportation operations. For seven months from early morning to midnight, one to three mammoth ships of the 320 total for 2022 moor in the harbour discharging constant clouds of greenhouse gases. In the meantime, 780,000 passengers are transported to downtown via huge, double-decker, highway coach buses and countless taxis. I can attest to the extreme level of noise that these buses make as they travel within 20 feet of my bedroom window. I hardly hear the city buses or the hop on buses; there is no comparison as the cruise buses are by far the most intrusive! I understand that passengers are charged \$60 for this service with all profits going to GVHA and the bus company.

The negative impact of this overtourism for me is no open windows or settling down to sleep before midnight. Temperatures in my condo reach over 80 degrees and I am stressed due to the "rush hour on Douglas" level of traffic. The end result is constant flare-ups of arthritis pain which should be the opposite in warm weather. For James Bay residents, it is road maintenance, health and environmental costs.

The attached correspondence relates my efforts in seeking relief prior for the 2023 season in light of the GVHA's announcement of an increase to one million passengers. To date, I have received no indication that there are any changes to be implemented.

I am not on my own with these reasonable requests. The James Bay Neighbourhood Association submitted 2 comprehensive/definitive reports over the past 10 years with clear actions for real change to affect quality of life improvements for James Bay residents. The 2022 cruise ship bus route was changed from all buses travelling along the Dallas ocean route to the Erie route with homes on both sides of the road due to resident complaints related to the constant levels of noise and pollution.

I believe that the following specific actions for the upcoming season, assuming that Council and taxpayers have jurisdiction over our roadways, are fair and reasonable in light of most, if not all, residents' requests for changes have been denied over the past 10 years!

I am not advocating that "the baby be thrown out with the bath water" but I am appealing to Council that the following cruise ship scheduling and land transport operation changes be implemented for the upcoming season.

The last bus leaves downtown at 10:00 pm. Many cruise ships arrive in port at 8:30 in the evening and stores are closed by the time passengers are downtown. Earlier ship scheduling would be more beneficial to downtown business.

Returning evening bus trips are made along the Dallas ocean route. This allows for less impact on residents' homes on both sides of the road on the Erie route.

Double decker buses run only when passenger number reaches 75% for each trip. This management action would greatly lessen the noise and pollution for our community.

These few and modest actions needed for change if approved would, perhaps, provide residents with the hope that this Council will spearhead the creation of a Victoria-First approach to responsible cruise practices. In the near future, implementation of all of the quality of life improvements related in Fair Sailing: Changes to Cruise Ship Scheduling and Changes to Land Transportation Operations would greatly reduce the negative impacts of the cruise industry on the James Bay neighbourhood.

Thank you for your service on behalf of our City and your attention to this request; I look forward to your reply.

Sincerely, Elizabeth Kozak, James Bay Resident.

A handwritten signature in blue ink that reads "Elizabeth Kozak". The signature is written in a cursive style with a large, stylized 'E' at the beginning.

November 9, 2022

Dear GVHA Board Chair Willow,

After retiring to live in James Bay 18 years ago, I recently moved to a condo one block north of the cruise ship docking area. Up until this point, I had no idea of the extent of negative environmental and noise impact that this industry has on our community.

The attached documents relate my rational and recommendations to initiate action for necessary changes to be implemented prior to the 2023 cruise industry season. In light of the further increase of one million passengers, this request is more than reasonable in order to provide relief from noise and green gas emissions for the small James Bay community which bears the most, if not all, of the negative impact on land of this industry.

I believe that it is up to our generation and those who have the power to lead by example if we want our off springs' children to be able to see our Southern resident whale population thrive. We affect their survival by allowing increasing nos. of ships, ill equipped to prevent polluting our coastal waters, to dock. Currently this "canary in the coal mine" as per the recent attached article is not doing well!

Upon your and the Board's address of my specific concerns, I would appreciate receiving results on the following actions:

evening bus transport being changed to Dallas along the ocean as the Erie St. route was endured for the 2022 season

all of the actions listed in the Fair Sailing, Changes to Cruise Ship Scheduling suggest in the Fair Sailing, Changes to Land Operations that Victoria, GVHA and bus company enter into an agreement to purchase and transition to electric buses within 3-4 years; buses could be used by the City during off season.

Moving forward, it is my hope that James Bay residents, GVHA, and the newly elected Victoria Council can create a model for responsible cruise travel practices that prioritize the interests of our future generations, James Bay residents, the environment of Victoria, and local businesses. I request that this correspondence pleased be shared with new CEO and Board members.

Sincerely, Elizabeth Kozak, 630-21 Dallas Road, Victoria, [REDACTED]

Cc CEO Robertson (CEO has received copies of attachments at Oct. coffee meeting)



Nov. 10, 2022

After thoughts following Nov. GVHA coffee meeting for attachment to Board Chair correspondence,

I am most appreciative of the opportunity provided for residents to meet with CEO Robertson and Manager Garcia; however, I am not comfortable with procedures, as directed by management, to affect results re residents' concerns.

At the October coffee meeting, I related concerns re the double decker buses running until 11:30pm, as opposed to a more reasonable hour of 10:00pm, and on the most enclosed route on Dallas as opposed to the ocean route. Obviously, this is a very serious problem for the hundreds of constituents who reside on Dallas Road as the route was changed in 2022 due to complaints as well.

I was directed to call the bus operations manager to explain my concerns. She explained that it is the GVHA that does all of the scheduling of cruise arrivals and departures so no action on this issue was taken.

At the November coffee meeting, I am directed to contact the City of Victoria engineering department to relate my concern with the late evening routing of buses being continued along the most enclosed route of Dallas Road for the 2023 season. I believe that this practice leaves me caught in the middle with the result being no action on these serious concerns.

Please believe me that you would not want to have these huge buses travelling, in a steady stream, within 20 ft. of your bedroom window until 11:30pm for 6 months of the year! It is my hope that a unified approach, as opposed to department silos, will address these problems and provide much needed relief prior to the 2023 season.

Thank you for your time and attention with regard to these concerns and I look forward to your thoughtful resolution.

Discussion points for telephone meeting August 26th with Councillor Alto:

Double decker buses that transport a possible 780,000 cruise ship passengers run directly by my home until 11:30pm. The noise pollution is double that of the regular city bus. This means that I cannot get to sleep until after midnight which is detrimental to my health as a 75 year old senior.

1. I note that there does not seem to be any schedule in the management of their operation as buses are running ,at times, less than a dozen passengers and many times less than a third full. As well, at times they run 4 buses within a 10 minute time frame.
2. My home is on the corner between Shoal Point and the Reef complexes and as those huge buses turn the corner, they gun their accelerators which makes the noise even louder. I am aware and supportive of the "Fair Sailing Actions Needed Document "but the requests I am making are ones that can be implemented immediately to be fair to James Bay constituents who shoulder the daily negative impact due to the tourist industry.
3. Including my complex and others in the proximity of this corner, there are easily over 200 home owners ergo to provide relief, I make the following recommendations to be fair to the homeowners who do deal with this problem for 6 months of the year:

Double decker buses run only when passenger number reaches 75% for each run. The last bus leaves from downtown at 10:00pm. Walking or taxis are passenger alternatives after that time or if they do not wait for a bus before the 10:00pm.

Evening bus runs are made along the Dallas ocean route which allows for less impact on residents who live immediately next to the road.

Some of the bus runs should include city bus routes such as Government, Oswego and Menzies to take some of the pressure off residents that live on the only 1 present route.

To slow down traffic coming off Erie street around the corner to Dallas Road and to make pedestrian egress safer:

Establish a wide and raised crosswalk on the corner between Shoal Point and The Reef complexes

Establish secondary speed bumps on Dallas Road close to the intersections at Ontario and Simcoe Streets; this will continue to reduce speeds and accelerator noise

Establish a solar powered proactive speed sign that indicates to drivers when they are exceeding the speed limit (Very much needed due many drivers of high powered vehicles with loud mufflers going well over the speed limit as soon as they turn this corner.)

I realize that the last 3 requests are budget items and take time as well as funds. In the meantime, please pass along my appreciation to Mayor Helps and Council for the recent reduction of residential speed limits to 30km/ h .

James Bay Residents' Recommendations Ignored

1999 cruise ship numbers have increased from 34 with 40,000 passengers to the all time high of 350 with 780,000 passengers in 2022.

James Bay residents and our marine life bear the burden of most, if not all, of the noise, greenhouse gas emissions and large volumes of acidic wastewater from the cruise ship industry. They sail along BC's west coast for 2 or 3 days leaving behind a trail of toxic waste. Billions of litres of sewage, sulphur/nitrogen oxide gases, and heavy bunker oil create a lethal cocktail of chemicals which are dumped into the ocean, ergo the "toilet bowl" label for Victoria by the Guardian Newsletter.

These cruise ships only dock in Victoria for a few hours upon their return to Seattle, and while moored James Bay residents are subjected to increased noise/pollution levels that far exceed World Health Guidelines. "Rush hour" passenger traffic from multiple taxi cabs and huge highway double decker buses continue to circle Dallas Road, at times less than 25% full, blanketing the community with vehicle/cruise ship emissions until 11:30 at night. This ever-increasing level of tourism more than doubles transportation noise/pollution each day over the 6 month cruise season.

The negative impact for taxpayers is eventual higher health care costs and the damages associated with ignoring sustainable climate protection measures.

A 2019 report found that cruise ship passengers accounted for 12% of tourist visitors to the city, but they spent less than 2% of tourism dollars. Non-cruise tourism created 30 times more jobs in greater Victoria than cruise tourism while generating 20 times more tax dollars than cruise operations.

Over the past 10 years James Bay constituents have submitted well researched reports (www.jbna.org and www.fair-sailing.com) to the Greater Victoria Harbour Board. These documents request very clear actions for real change to affect quality of life improvements for residents and marine inhabitants due to the intolerable strain that this level of tourism has imposed on our small community. To date, very few, if any, of these recommendations have been implemented.

James Bay Residents' Recommendations Ignored

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These cruise ships only dock in Victoria for a few hours upon their return to Seattle, and while moored, for the most part from 8:30pm to 11:30pm, James Bay residents are subjected to increased noise/pollution levels that far exceed World Health Guidelines. "Rush hour" passenger traffic from multiple taxi cabs and huge highway double decker buses continue to circle Dallas Road, at times less than 25% full, blanketing the community with vehicle/cruise ship emissions. This ever-increasing level of tourism more than doubles transportation noise/pollution each day over the 6 month cruise season. The negative impact for taxpayers is eventual higher health care costs and, of course, the damages associated with ignoring sustainable climate protection measures.

The significant costs that burden residents and taxpayers exceed the benefits enjoyed by the Seattle-based companies, a small portion of the local business community and the GVHA. A 2019 report found that cruise ship passengers accounted for 12% of tourist visitors to the city, but they spent less than 2% of tourism dollars. The same analysis found non-cruise tourism created 30 times more jobs in greater Victoria than cruise tourism while generating 20 times more tax dollars than cruise operations. Focusing on increasing over-night tourism would maximize local economic benefits and minimize the negative environmental impacts of the cruise ship industry.

The James Bay Community needs to be involved in the development of an action plan for implementation that places the constituents and coastal water inhabitants first as well as the cruise ship industry in a more positive way going forward.

Fair Sailing is an initiative by the James Bay Neighbourhood Association (JBNA) to advocate for responsible cruise travel practices that prioritize the interests of residents, local businesses and the environment of Victoria. The impacts of the cruise industry in our neighbourhood include overtourism, air pollution, the import of foreign garbage and threats to public health. www.fair-sailing.com

"Actions needed" were developed to address the negative impacts of cruise operations on our neighbourhood. With ship & passenger limits, 'quiet' times & days, and transportation improvements, residents' use and enjoyment of their own town would be enhanced. These quality of life improvements would also be shared by stay-over visitors.

Overtourism – Do No Harm & Prioritize Local Population Quality of Life

Changes to Cruise Ship Scheduling

- Maximum two ships in port at one time
- Limits of 7000 passengers per day and three ships per day
- Staggered arrivals and departures: only one ship arrival or departure within an hour
- All ships must arrive after 7:30 am and depart by 10 pm
- No ships on Sunday and Monday, providing "quiet local days"

Changes to Land Transportation Operations

- No highway buses for cruise passenger transportation through James Bay
- Tour buses to/from Ogden Point begin transition to electric in 2022; complete by 2025
- 'handyDart' type buses for passengers who must use transit to downtown
- No taxi permits from Ogden Point until a speed management system is in place

Air Pollution – Stop Polluting the Air

Transition to 100% Electric Shore Power

- Begin transition to shore power in 2022
- Mandatory for all ships no later than 2024
- Funded without taxpayer subsidy

Use lowest-sulphur fuels possible to reduce pollutants

- when entering port and maneuvering

Foreign Garbage – No More Foreign Garbage

No more garbage, recycling, solid or liquid waste materials

- Cease landing of cruise ship garbage and recycling in Victoria (except for goods locally sourced)
- Return all solid and liquid garbage, waste, and recycling, including hazardous materials, scrubber wash-water/wastes, to port of origin.

Public Health – Safeguard Public Health

Follow the directives of the Office of the Provincial Health Officer

- Restart cruising only with complete passenger and crew vaccinations for Covid-19.
- Require each cruise ship operator to post a surety bond or other financial instrument to cover all local accommodation, quarantine, and medical treatment costs for passengers and crew who may be evacuated due to infection and/or exposure.

Southern resident killer whale population falls to 73

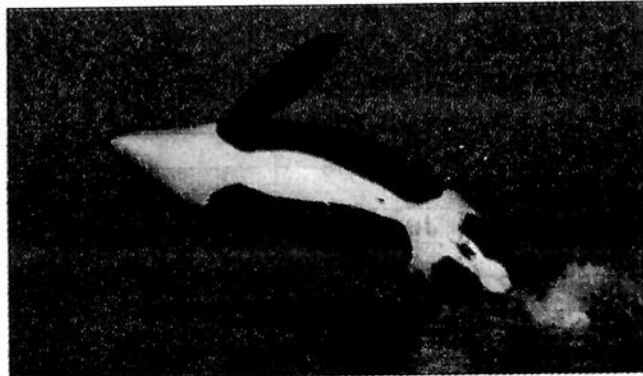
Jake Romphf
News Staff

A new report out of the United States offers bad news for the endangered southern resident killer whale population.

Washington state's Centre for Whale Research found the number of remaining orcas dropped by one since last summer. The southern residents now include 73 individuals, according to the centre's annual whale census, compared to 74 that were tracked as of July 2021.

Three whales – K21, K44 and L89 – died between last summer and July 1 of this year. The centre said K21 was severely emaciated when he was last seen in July 2021. He was declared dead after not being observed alongside his usual group.

K44 was alive as of April but wasn't seen in subsequent encounters with his family. The Centre for Whale Research said a whale matching his size and markings was consistent with a southern resident found entangled off the Oregon coast in June, but a lack of photo-



Southern resident killer whale L89 has been pronounced dead after not being seen at all in 2022. The male is seen here in a photograph taken in 2020. (Courtesy of the Centre for Whale Research)

graphs and biological samples meant they couldn't confirm the match.

L89 has not been seen at all in 2022 despite repeated sightings of his mother and social group.

The southern resident killer whale declines were almost balanced by new births. A J-pod whale gave birth to her second offspring, a female, in February and a K-pod member also had her second newborn this spring. The sex of that K-pod whale is currently unknown, the research centre said.

The centre said throughout the 1960s and early 1970s, the

population of the three southern resident pods was significantly reduced due to whale captures for marine park exhibitions.

Today, the endangered whales face a myriad of threats, including declining stocks of their meal of choice – chinook salmon – along with boat noise, pollution and oil spills, acidifying oceans and the warming climate shifting normal snow-melt patterns.

The Centre for Whale Research's annual whale census is compiled for the National Marine Fisheries Service.



CITY OF VICTORIA

PROCLAMATION

“NATIONAL MEMORIAL DAY FOR PERSONS EXPERIENCING HOMELESSNESS”

- WHEREAS** *In Article 25(1) of its Universal Declaration of Human Rights, the United Nations has affirmed that housing is a human right; and*
- WHEREAS** *June 21, 2019 Bill C-97 containing the federal right to housing legislation, was signed into Canadian law; and*
- WHEREAS** *homelessness and inadequate housing pose severe hardship for women, men, people of all gender identities, youth and children living in Victoria; and*
- WHEREAS** *in the 2020 Point In Time Count 35% of persons experiencing homelessness in the Capital Region identified as Indigenous; and*
- WHEREAS** *people who experience homelessness and inadequate housing have poorer health, shorter life expectancy and often lack access to basic health, mental health and addiction services; and*
- WHEREAS** *in remembering those who have died on the streets and in inadequate housing of Greater Victoria, the cause of ending homelessness is kept urgent, as is the City of Victoria's collective commitment to preventing such deaths in the future; and*
- WHEREAS** *December 21st is the first day of winter and the longest night of the year, and has been designated National Homeless Persons' Memorial Day by cities around the world; and*
- WHEREAS** *in recognition of the people who have died unhoused and underhoused in Greater Victoria, Victoria City Council asks all our residents to take a moment of silence in remembrance on December 21st; and*
- WHEREAS** *Victoria City Council encourages our residents to support and participate in all local efforts to eliminate homelessness and inadequate housing in our community.*

NOW, THEREFORE *I do hereby proclaim Wednesday December 21st, 2022, as “NATIONAL MEMORIAL DAY FOR PERSONS EXPERIENCING HOMELESSNESS ” 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 8th day of December, Two Thousand and Twenty-Two.*

MARIANNE ALTO
MAYOR
CITY OF VICTORIA
BRITISH COLUMBIA

Sponsored by:
Alliance to End Homelessness
in the Capital Region

COMMITTEE OF THE WHOLE REPORT
FROM THE MEETING HELD NOVEMBER 24, 2022

For the Council meeting of December 8, 2022, the Committee recommends the following:

D. Presentations

D.1 Victoria Police Department - Q3 Update

That the Victoria Police Department Quarter 3 update be received for information.

G. STAFF REPORTS

G.1 Topaz Park Improvements - Proposed Phase 2 Conceptual Plan

That Council approve the concept design for the Topaz Park Improvement Plan: Phase 2 project, as shown in Attachment A.

COMMITTEE OF THE WHOLE REPORT
FROM THE MEETING HELD DECEMBER 1, 2022

For the Council meeting of December 8, 2022, the Committee recommends the following:

F. STAFF REPORTS

F.1 2023 Acting Mayor Rotation Schedule

That Council approve the Acting Mayor schedule for the 2023-2026 calendar years as outlined in Attachment A.

H. NEW BUSINESS

H.1 Council Member Motion: Council Appointments to External/Internal Committees

That Councillors Caradonna, Coleman, Hammond and Kim be appointed to the CRD Regional Water Supply Commission for the period December 1, 2022 until December 31, 2024.

SANITARY SEWER AND STORMWATER UTILITIES BYLAW, AMENDMENT BYLAW (NO. 10)

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to increase the stormwater user fee factor rates, CRD sewer consumption charge payable, connection fees, dye tests fees, and special fees and considerations payable under the *Sanitary Sewer and Stormwater Utilities Bylaw 14-071*.

Contents

- 1 Title
- 2 Section 27A
- 3 Schedule “A”
- 4 Effective date

Under its statutory powers, including section 194 of the *Community Charter*, the Council of the City of Victoria enacts the following provisions:

Title

- 1 This Bylaw may be cited as the "SANITARY SEWER AND STORMWATER UTILITIES BYLAW, AMENDMENT BYLAW NO. 10)".

Section 27A

- 2 Section 27A to the Sanitary Sewer and Stormwater Utilities Bylaw 14-071 is amended by repealing the existing Section 27A and replacing it with the updated Section 27A to this bylaw amendment.

Schedule “A”

- 3 Schedule “A” to the Sanitary Sewer and Stormwater Utilities Bylaw 14-071 is amended by repealing the existing Schedule “A” and replacing it with the updated Schedule “A” to this bylaw amendment.

Effective date

- 4 This Bylaw comes into force on January 1, 2023.

READ A FIRST TIME the	1 st	day of	December	2022
READ A SECOND TIME the	1 st	day of	December	2022
READ A THIRD TIME the	1 st	day of	December	2022
ADOPTED on the		day of		2022

CITY CLERK

MAYOR

27A. CRD Sewer Consumption Charge

- (1) Pursuant to the powers of the City under the Additional Powers Regulation, B.C. Reg. 236/2002, a rate of \$3.81 for the months of June through September and a rate of \$5.45 for all other months multiplied by the number of units of water used at the owner's premises must be paid by each owner in respect of a portion of the annual operating costs and debt costs of the Capital Regional District Liquid Waste Management Core Area and Western Communities Service that are payable by the City.

SCHEDULE "A"
FEES AND CHARGES

1. Sanitary Sewer Use Charge

1 The sanitary sewer use charge for each unit of water used for the months of June through September is \$1.83 and for all other months is \$2.62.

2. Sanitary Sewer Service and Stormwater Service Connection Fees

1 – 100 mm	\$8800
2 – 100 mm (in same trench)	\$11800
1 – 150 mm	at cost
2 – 150 mm (in same trench)	at cost
1 – 200 mm	at cost
1 – 150 / 1 - 200 mm (in same trench)	at cost
1 – 150 / 1 – 100 mm (in same trench)	at cost
1 – 250 mm	at cost
2 – 200 mm	at cost

3. Hub Connection Fees

\$1000 / hub connection

4. Dye Tests

\$200 for one visit to a single location or site, to a maximum of one hour

5. Sewer Service Connection Test for Reuse or Abandonment

4 service connections or fewer	\$250/visit/site
Each additional service connection	\$100/visit/site

6. Sewer Service Connection Rehabilitation

1 – 100 mm	\$ 3500
1 – 150 mm	\$ 4000

7. Sealing a Discontinued Sewer Service Connection

\$1000 per service

8. Special Fees and Considerations

All connection fees are for an application for a service connection to a single property unless otherwise stated. Service connection configurations not covered in this Schedule are subject to the Director's approval, and will be charged for "at cost".

Service connection fees under section 3 of this Schedule A include rock removal up to a depth of 1.0 m. All additional rock removal costs shall be paid by the applicant at cost.

At cost service connections must pay for all rock removal on an at cost basis. The estimated cost of rock removal shall be determined at the time rock is encountered. These costs must be paid by the applicant prior to the City continuing the installation.

All service connections larger than 100 mm, and all connections installed on Arterial Roads or within the Downtown Core: at cost

All service connections that are requested to be installed outside normal working hours, where approved by the Director will be billed for at cost.

If the applicant is performing their own restoration on their property frontage in the area of a new service installation, at their cost, the Director will allow a rebate of \$200 per service trench.

9. Contaminated Soil

Where the removal of contaminated soil is required it shall be done at cost.

10. Archaeological Site

Costs associated with working in vicinity of an archaeological site shall be done at cost.

11. Administrative Charges

Where work is performed at cost an administrative charge of 18% must be calculated and added to the "at cost" total.

12. Stormwater User Fees

The stormwater user fee payable by an owner shall be determined by applying and totaling the four factors in the Stormwater User Fee Calculation Table below.

Stormwater User Fee Calculation Table

STORMWATER USER FEE CALCULATION TABLE

1.A IMPERVIOUS SURFACES FACTOR

	Fee (per sq meter)
	\$0.7597

2.A STREET/SIDEWALK CLEANING FACTOR

	Fee (per meter)
Local	\$1.90
Collector	\$4.04
Arterial	\$4.56
Downtown	\$45.50

2.B INTENSITY CODE FACTOR

	Fee (per property)
Low Density Residential	\$0.00
Multi Family Residential	\$84.73
Civic/Institutional	\$75.04
Commercial/Industrial	\$155.20

2.C CODES OF PRACTICE FACTOR

	Fee (per property)
Required to register under Stormwater Code of Practice Schedule E	\$172.55

11. Rainwater Management Credit Program

(a) Educational Programs

Except for a property that is used as a school, in order to qualify for a rainwater management credit an educational program for a Civic/Institutional or Commercial/Industrial property must relate to, describe and inform either the owner's employees or members of the public about a stormwater management facility that has been approved under the Rainwater Management Credit Program, that is located on the property, and that is functional and in good working condition. A qualifying educational program may include or consist of signs, brochures, or other graphic or printed information that is located in a prominent location on the property.

For a property that is used as a school, in order to qualify for a rainwater management credit an educational program must be included in the regular curriculum and form part of the regular teaching program for the school.

(b) Calculation of Credits

Where the owner of premises applies for participation in the rainwater management credit program, and the application is approved by the Director, a percentage credit for each approved credit type will be applied to the stormwater user fee in the amount(s) set out in the following tables.

Rainwater Management Credit Table – Low Density Residential Properties

Rainwater Best Management Practice (BMP)	Minimum Size	Min. Roof Area (m ²) directed to BMP	Ongoing Credit
Cistern	1200L	25	10%
Infiltration Chamber		25	10%
Rain Garden		25	10%
Bioswale		25	10%
Permeable paving - no infiltration trench/piping	10 m ²		10%
Permeable paving - infiltration trench/piping		25	10%

Rainwater Management Credit Table – Multi-Family Residential, Civic/Institutional and Commercial/Industrial Properties

	Minimum Impervious Area Treated (%)	Credit (%)
Infiltration Chamber / Rain Garden / Bioswale/ Permeable Pavement / Cisterns Plumbed for Indoors / Intensive Green Roofs	10	4
	15	7
	20	9
	25	11
	30	13
	35	16
	40	18
	45	20
	50	22
	55	24
	60	27
	65	29
	70	31
	75	33
	80	36
	85	38
	90	40
	Minimum Impervious Area Treated (%)	Credit (%)
Cisterns- Hand Use	10	2
	15	3
	20	4
	25	6
	30	7
	35	8
	40	9
	45	10
	50	11
	55	12
	60	13
	65	14
	70	16
	75	17
	80	18
	85	19
	90	20

	Minimum Impervious Area Treated (%)	Credit (%)
Cisterns - Irrigation System/ Extensive Green Roof	10	3
	15	5
	20	7
	25	8
	30	10
	35	12
	40	13
	45	15
	50	17
	55	18
	60	20
	65	22
	70	23
	75	25
	80	27
	85	28
	90	30

(c) **BMP (Design and Construction Requirements) Table**

The following table sets out additional requirements for the design and construction of stormwater retention and water quality facilities.

BMP	DIY Build	Tier A Contractor Build	Tier B, C & D Contractor Build
Rain Barrel	1	1	N/A
Cisterns - at grade	1	1	2
Cisterns - below grade	3	3	3
Cisterns - above grade	3	3	3
Rain Gardens	1	1	2
Bio Swales	1	1	2
Green Roof	N/A	3	3
Permeable Paving without Infiltration Trench/piping	1	1	2
Permeable Paving with Infiltration Trench/piping	2	1	3
Infiltration Chamber	3	3	3

1 Design and construction must follow City standards and specifications.
Design and construction must follow City standards and specifications.

2 Must be designed and installed under the supervision of a Qualified Designer.

3 Design and construction must follow City standards and specifications.
Must be designed and installed under the supervision of a Qualified Professional.
Green Roofs must be designed by and installed under the supervision of a Qualified Professional who is a professional architect or structural engineer

Inspections as required at specified intervals.

DIY Build - Owner is responsible for construction methods and adhering to design.
Failure to do so may result in rejection at owner's expense. City assumes no responsibility for rejection or liability for damages.

In the table above:

- (a) "Tier A", "Tier B", "Tier C" and "Tier D" mean, respectively, properties that are classified under section 28(4) of this bylaw as Low Density Residential, Multi-Family Residential, Civic/Industrial and Commercial/Industrial.
- (b) "DIY Build" means that the owner of Low Density Residential property constructs or installs the stormwater retention and water quality facility themselves, without the assistance of a contractor.

SOLID WASTE BYLAW, AMENDMENT BYLAW (NO. 12)

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the *Solid Waste Bylaw No. 12-086* to increase the fees for the collection of solid waste.

Contents

- 1 Title
- 2 Schedule “A”
- 3 Effective date

Under its statutory powers, including section 194 of the *Community Charter* and the *Local Government Act Additional Powers Regulation*, the Council of the City of Victoria in an open meeting assembled enacts the following provisions:

Title

- 1 This Bylaw may be cited as the "SOLID WASTE BYLAW, AMENDMENT BYLAW (NO. 12)".

Schedule “A”

- 2 Bylaw No. 12-086, the Solid Waste Bylaw, is amended by repealing Schedule “A” and replacing it with the updated Schedule “A” to this bylaw amendment.

Effective date

- 3 This Bylaw comes into force on January 1, 2023.

READ A FIRST TIME the	1 st	day of	December	2022
READ A SECOND TIME the	1 st	day of	December	2022
READ A THIRD TIME the	1 st	day of	December	2022
ADOPTED on the		day of		2022

CITY CLERK

MAYOR

Schedule 1**Schedule “A”****Solid Waste Bylaw**

The fees for the collection of solid waste from each residential unit by size of bin under Section 16 are:

Size	Annual Fee
80 Litre Bin	\$212.58
120 Litre Bin	\$243.30
180 Litre Bin	\$289.38

WATERWORKS BYLAW, AMENDMENT BYLAW (NO. 17)

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to increase the connection fees, special fees and consumption charges payable under the *Waterworks Bylaw No. 07-030*.

Contents

- 1 Title
- 2 Schedule “A”
- 3 Effective date

Under its statutory powers, including section 194 of the *Community Charter* and the *Local Government Act Additional Powers Regulation*, the Council of the City of Victoria in an open meeting assembled enacts the following provisions:

Title

- 1 This Bylaw may be cited as the "WATERWORKS BYLAW, AMENDMENT BYLAW (NO. 17)".

Schedule “A”

- 2 Schedule “A” to the Waterworks Bylaw No. 07-030 is amended by repealing the existing Schedule “A” and replacing it with the updated Schedule “A” to this bylaw amendment.

Effective date

- 3 This Bylaw comes into force on January 1, 2023.

READ A FIRST TIME the	1 st	day of	December	2022
READ A SECOND TIME the	1 st	day of	December	2022
READ A THIRD TIME the	1 st	day of	December	2022
ADOPTED on the		day of		2022

CITY CLERK

MAYOR

Schedule A**Fees**1. Connection fee for any water service, other than a fire line:

<u>Size of Connection or Meter</u>	<u>Connection Charge</u>
18 mm	\$ 6,300.00
25 mm	6,500.00
40 mm	at cost
50 mm	at cost
75 mm	at cost
100 mm	at cost
150 mm	at cost
200 mm and greater	at cost
For duplexes only, 2-18mm (in the same trench)	at cost
For duplexes only, 2-25 mm (in the same trench)	at cost
Cap water service, 12mm to 25 mm	at cost
Cap water service, 40mm and greater	at cost

Special fees:

- (a) To upgrade a meter, outlet pipe, and accessories under s. 8(4) of the Waterworks Bylaw: \$500.00
- (b) Service pipe installations on Arterial Roads or within the Downtown Area: an additional at cost per trench.
- (c) Service Pipe that is requested to be installed outside normal working hours, where approved by the Director: at cost.
- (d) Temporary water connection: \$400.00.
- (e) Fire hydrant connection fee: \$100.00 per fire hydrant per day.
- (f) New fire hydrants that are installed at the request of an applicant: at cost.

2. Connection fee for a fire line:

<u>Size of Connection or Meter</u>	<u>Connection Charge</u>
100 mm	at cost
150 mm	at cost
200 mm and greater	at cost

3. Consumption charge

Consumption charge for each unit of water used: \$4.87

4. Service charge

(a) 4-month service charge:

<u>Size of Connection</u>	<u>Service Charge</u>
12 mm	\$34.57
18 mm	\$39.23
25 mm	\$57.50
40 mm	\$71.88
50 mm	\$114.60
75 mm	\$215.52
100 mm	\$344.43
150 mm	\$644.18
200 mm	\$1,431.05

5. Fire Hydrant charge

(a) Esquimalt: \$4.00 monthly for each hydrant

(b) Non-municipal purposes: \$4.00 monthly for each hydrant.

6. Administrative Charges

Where work is performed "at cost" an administrative charge of 18% must be calculated and added to the "at cost" total.

7. Water Meter Activation/Deactivation Fee

To have an authorized person attend at a water meter pursuant to section 7A (5): \$40.



**Council Member Motion
For the Council Meeting of December 8, 2022**

To: Council **Date:** December 7, 2022
From: Councillor Hammond
Subject: Reconsideration of the resolution passed on December 1, 2022 regarding the Missing Middle Housing Initiative

LATE RATIONALE

The late motion rationale is that a motion to reconsider can only be done at the next Council meeting and therefore this matter is time sensitive.

BACKGROUND

We discussed the various options about going forward with the MMHI. Our options, our reasoning and our vote should be in the open, for purposes of full transparency.

RECOMMENDATION

That Council reconsider the resolution passed on December 1, 2022 regarding the Missing Middle Housing Initiative as noted in the Rise and Report on the Council Agenda for December 8, 2022.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Stephen Hammond".

Councillor Hammond