



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C. V9A 3P1
Telephone (250) 414-7100 Fax (250) 414-7111

File 0550-06

April 19, 2012

NOTICE

**A REGULAR MEETING OF COMMITTEE OF THE WHOLE
WILL BE HELD ON MONDAY, APRIL 23, 2012, AT 7:00
P.M., IN THE COUNCIL CHAMBERS, ESQUIMALT
MUNICIPAL HALL, 1229 ESQUIMALT ROAD.**

**ANJA NURVO
CORPORATE OFFICER**



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

A G E N D A **COMMITTEE OF THE WHOLE**

Monday, April 23, 2012
7:00 p.m.
Esquimalt Council Chambers

1. CALL TO ORDER

2. LATE ITEMS

3. APPROVAL OF THE AGENDA

4. MINUTES

- (1) Minutes of the Regular Committee of the Whole, February 13, 2012 Pg. 1 – 5
- (2) Minutes of the Special Committee of the Whole, February 15, 2012 Pg. 6 – 9

5. PRESENTATION

- (1) Ray Parks, President, 2014 Juno Bid Pg. 10 – 41

6. STAFF REPORTS

Development Services

- (1) Response to Request for On-Street Parking Permit Restrictions for Future Owners of Units at 521 – 529 Comerford Street, Staff Report No. DEV-12-020 Pg. 42 – 51

RECOMMENDATION:

That staff be directed to implement a post occupancy monitoring program for the proposed development at 521 – 529 Comerford Street in order to ascertain whether or not parking management strategies should be implemented in order to control on-street parking.

Finance

- (2) Computer Hardware and Lifecycle Strategy, Staff Report No. FIN-12-005 Pg. 52 – 55

RECOMMENDATION:

That Council receive Staff Report No. FIN-12-005 for information.

7. PUBLIC QUESTION AND COMMENT PERIOD

*Excluding items which are or have been the subject of a Public Hearing.
Limit of two minutes per speaker.*

8. ADJOURNMENT



Corporation of the Township of Esquimalt

COMMITTEE OF THE WHOLE

Monday, February 13, 2012

Esquimalt Municipal Hall – Council Chambers

7:02 p.m.

MINUTES

PRESENT: Mayor Barbara Desjardins (Chair), Councillor Meagan Brame, Councillor Lynda Hundleby, Councillor Robert McKie, Councillor Tim Morrison, Councillor David Schinbein

REGRETS: Councillor Dave Hodgins

STAFF: Laurie Hurst, Chief Administrative Officer
Barb Snyder, Director of Development Services
Fire Chief David Ward, Fire Rescue
Anja Nurvo, Manager of Corporate Services
Louise Payne, Recording Secretary

1. CALL TO ORDER

Mayor Desjardins called the meeting to order at 7:02 p.m.

2. LATE ITEMS

There were no late items.

3. APPROVAL OF THE AGENDA

MOTION: Moved by Councillor Schinbein/Councillor Morrison:
That the Agenda be approved as circulated.

CARRIED UNANIMOUSLY.

4. MINUTES

MOTION: Moved by Councillor McKie/Councillor Brame:
That the following minutes be adopted as circulated:

- (1) Minutes of the Regular Committee of the Whole, January 9, 2012
- (2) Minutes of the Special Committee of the Whole, January 16, 2012

CARRIED UNANIMOUSLY.

MOTION: Moved by Councillor McKie/Councillor Brame:

That the minutes of the Special Committee of the Whole, January 23, 2012 be adopted as amended, with the following comment added prior to the motion to receive the 2011 Departmental Third Period Reports:

Council expressed their appreciation to staff for their Departmental reports and for helping to keep Council informed and accountable.

CARRIED UNANIMOUSLY.

5. STAFF REPORTS

Administration

(1) Posting of Agendas on Website, Staff Report No. ADM-12-012

MOTION: Moved by Councillor Morrison/Councillor Brame:

This Committee recommends to Council that staff continue with their current practice of posting complete agenda packages for Council and Committee of the Whole meetings on the Township's website, severing personal information as appropriate in compliance with the *Freedom of Information and Protection of Privacy Act*.

Council comments:

- Concern expressed that with adoption of (new) Council Procedure Bylaw, 2009, No. 2715 in early 2010, complete Council Agenda packages could have been made available to the public; however the public was denied access to this information;
- Openness is part of Council's Strategic Plan.

MOTION: Moved by Councillor Morrison/Councillor Schinbein:

That the motion be amended to include the following: In addition to posting the full agenda packages online prior to meetings, this Committee recommends to Council to direct staff to also provide options for the videotaping of full Council and Committee of the Whole meetings for the purpose of allowing for meetings to be viewed by the general public online.

Council comments:

- Motion has budget impacts and Council should know those impacts prior to going forward with consideration of the amendment.

The mover and seconder agreed to withdraw the motion. Discussion ensued on the original motion.

Council comments (*Staff response in italics*):

- Concern expressed for individual's right to privacy; *Information posted with Council Agenda package is public information;*
- How long are Agenda packages kept up on the website, as other communities leave them up for as little as one month?

MOTION: Moved by Councillor Hundleby/Councillor McKie:

That the motion be amended to add that Agenda packages be available online for one month from the date of the meeting.

DEFEATED (Mayor Desjardins, Councillors McKie and Hundleby in favour).

The question was called on the original motion, and declared **CARRIED**, with Councillor Hundleby opposed.

MOTION: Moved by Councillor Morrison/Councillor Schinbein:

This Committee recommends to Council that in addition to posting the full agenda packages online prior to meetings, Council direct staff to also provide options for the videotaping of full Council and Committee of the Whole meetings for the purpose of allowing for meetings to be viewed by the general public online.

CARRIED UNANIMOUSLY.

- (2) Tabled Item: Limiting Certain Types of Commercial Businesses –
Cheque Cashing Facilities, Staff Report No. ADM-12-013

MOTION: Moved by Councillor Morrison/Councillor McKie:

That the tabled motion be considered, with the amendment to change the words “commercial core” to “commercial nodes”.

CARRIED (Councillor Brame opposed).

MOTION: Moved by Councillor Morrison/Councillor McKie:

This Committee recommends to Council that Council direct staff to prepare the bylaws necessary to amend Zoning Bylaw No. 2050 to define “commercial use”, “cheque cashing facility”, and “financial institution” so as to prohibit additional cheque cashing businesses from locating in Esquimalt’s commercial nodes.

Council comments:

- Concern expressed that if limit these businesses, other businesses can’t locate in Esquimalt;
- Not an attack on business – Council deciding what the community will look like;
- Should let market decide what businesses come to the community;
- Chamber of Commerce stated that these businesses should not be limited in the community;
- Some communities promote and plan their main streets in the downtown – Esquimalt has not done this – Council needs more information on plans being used in other communities to revitalize their commercial areas;
- Concern expressed that Esquimalt was the only urban community to have a population decrease in 2011 (census information);
- Suggestion to get these businesses more involved with the community.

DEFEATED, with Councillor Morrison voting in favour.

Fire Rescue

- (3) Fire Services Mutual Aid Agreement with DND, Staff Report No. FIRE-12-003

MOTION: Moved by Councillor Brame/Councillor McKie:

This Committee recommends to Council that Council approve entering into a Memorandum of Understanding (MOU) between the Department of National Defence (as represented by Canadian Forces Base Esquimalt) and the Township of Esquimalt, and authorizes the execution of the MOU substantially in the form attached to Staff Report No. FIRE-11-009

CARRIED UNANIMOUSLY.

Development Services

- (4) Amendment to Subdivision and Development Control Bylaw No. 2175,
Staff Report No. DEV-12-008

MOTION: Moved by Councillor Hundleby/Councillor Brame:

This Committee recommends to Council:

1. That Bylaw 2175 cited as ‘Subdivision and Development Control Bylaw 1997’ be amended by the addition of the following words and figures in Part 4 – Approvals:

"7.04 Each application for Subdivision shall include Civil Engineering drawings showing the proposed location of any required works and services and demonstrating that the servicing can be achieved in accordance with the Municipality's standards. This requirement for Civil Engineering drawings also applies to building permit applications where any new works and services are required."

2. That staff be directed to prepare the necessary amending bylaw, information brochure and policy document described on page 2.

CARRIED UNANIMOUSLY.

- (5) Development Permit, 521 – 529 Comerford Street [Lot 266, Suburban Lot 40, Esquimalt District, Plan 2854], [Lot 267, Suburban Lot 40, Esquimalt District, Plan 2854], Staff Report No. DEV-12-012

The applicant and his architect made a PowerPoint presentation to Council providing an overview of the changes to the Development Permit application.

Council comments:

- Attractive development, providing options for home ownership;
- Concern expressed for parking for workers during the construction phase;
- Approve of accessibility aspect of the development, and that it will be prewired for solar power;
- Timeframe (completion by summer, 2013) is important.

MOTION: Moved by Councillor Schinbein/Councillor Brame:

This Committee recommends to Council that the application for a Development Permit limiting the form and character of development to that shown on architectural plans provided by Vic Davies Architect stamped "Received January 10, 2012", and sited as detailed on the survey plan prepared by Powell and Associates, BC Land Surveyors, stamped "Received December 2, 2011", and including the following relaxations to Zoning Bylaw, 1992, No. 2050 and Parking Bylaw, 1992, No. 2011, for the proposed development located at Lot 266, Suburban Lot 40, Esquimalt District, Plan 2854 and Lot 267, Suburban Lot 40, Esquimalt District, Plan 2854 [521-529 Comerford Street], be forwarded to Council with a **recommendation of approval** subject to appropriate notification being completed, a Variance Hearing being held, and a Development Permit being returned to Council for consideration.

Zoning Bylaw, 1992, No. 2050, Section 24 (1) – Visibility at Intersections – an exemption from the requirement that there shall be no obstruction to the line of vision by Buildings, Structures or vegetation between the heights of 1 metre and 3 metres above the established grade of streets within an area bounded by the centre lines of intersecting streets and a line joining a point on each of the centre lines 25 metres from their intersection.

Parking Bylaw, 1992, No. 2011, Section 11(1) – Visitor Parking – a reduction in the required number of dedicated visitor parking spaces from 1 of every 4 to 1 of every 8 [i.e. from a total of 12 visitor spaces to 6 visitor spaces]

Parking Bylaw, 1992, No. 2011, Section 13(1)(a)(v) – Number Of Off-Street Parking Spaces – a reduction in the required number of parking spaces from 1.3 spaces per dwelling unit to 0.64 spaces per dwelling unit [i.e. from a total of 45 spaces to 22 spaces].

CARRIED UNANIMOUSLY.

- (6) Esquimalt Village Plan – Discussion of Option for Sale or Retention, Staff Report No. DEV-12-013

A discussion ensued regarding the options for developing the Esquimalt Village Plan, noting that more information needed to be provided to Council on each option.

MOTION: Moved by Councillor Schinbein/Councillor McKie:

That further consideration of Staff Report No. DEV-12-013 **be tabled** until more detailed information is brought back to Council on each option for the development of the Esquimalt Village Plan.

CARRIED UNANIMOUSLY.

6. **PUBLIC QUESTION AND COMMENT PERIOD**

Muriel Dunn, resident, expressed her concern with Council's decision not to limit additional cheque cashing businesses from locating in Esquimalt. She expressed her support for the Development Permit application for 521-529 Comerford Street, noting that the proposed development would attract young people to the community. She clarified a comment made regarding the community's concern with the McDonald's restaurant development, pointing out that it was her understanding that residents were unhappy with the sale of the municipal lands to McDonalds. She also clarified, regarding comments by Council on the latest census figures, that in the past, army families lived in Esquimalt; however only the naval base remains and their numbers have decreased.

7. **ADJOURNMENT**

MOTION: Moved by Councillor Hundleby/Councillor Brame:

That the Committee of the Whole Meeting of February 13, 2012 be adjourned at 9:11 p.m.

CARRIED UNANIMOUSLY.

MAYOR OF THE CORPORATION
OF THE TOWNSHIP OF ESQUIMALT
THIS DAY OF , 2012

CERTIFIED CORRECT:

ANJA NURVO
CORPORATE OFFICER



Corporation of the Township of Esquimalt

SPECIAL COMMITTEE OF THE WHOLE

Wednesday, February 15, 2012

Esquimalt Municipal Hall – Council Chambers

5:45 p.m.

MINUTES

PRESENT: Acting Mayor Meagan Brame (Chair), Councillor Lynda Hundleby, Councillor Dave Hodgins, Councillor Robert McKie, Councillor Tim Morrison, Councillor David Schinbein (7:33 p.m.)

STAFF: Laurie Hurst, Chief Administrative Officer
Barb Snyder, Director of Development Services
Jeff Miller, Director of Engineering and Public Works
Scott Hartman, Director of Parks and Recreation
Fire Chief David Ward, Fire Rescue
Mary Turner, Deputy Director of Financial Services
Anja Nurvo, Manager of Corporate Services [Recording Secretary]

REGRETS: Mayor Barbara Desjardins

1. CALL TO ORDER

Acting Mayor Brame called the meeting to order at 5:45 p.m.

2. LATE ITEMS

There were no late items.

3. APPROVAL OF THE AGENDA

MOTION: Moved by Councillor McKie/Councillor Morrison:
That the Agenda be approved as circulated.

CARRIED UNANIMOUSLY.

4. MUNICIPAL FINANCE OVERVIEW

The Chief Administrative Officer (CAO) provided an overview of the Municipal budget process, and a summary of the budget, and briefly explained features of the budget including fund accounting, revenue and expenditure classifications, sources of revenue, core versus supplemental items, capital expenditures and operating funds. She explained the difference between reserve funds and reserve accounts, the rules regarding use of those funds, and provided information on the balance in these accounts as at January 2, 2012. The annual municipal debt costs and total debt was reviewed and it was noted that the municipality's current debt servicing capacity remaining is \$5,312,139. The CAO then reviewed a service comparison with other municipalities within the region, factors and assumptions impacting the budget and a comparison of core budgets between 2011 to the draft 2012 budget.

The CAO answered questions from Council relating to the use of reserve funds as contingency or for emergency purposes, and clarified the use of the machinery and equipment depreciation reserve fund, and the annual review and adjustment as required. The CAO agreed to provide additional information showing the population and cost of services for comparison with other municipalities within the region. The CAO will also provide information on comparison of what tax bills to residents actually include, since several bill utilities separately, whereas Esquimalt includes these all as taxes.

5. CORE SUMMARY – Department Heads

(1) Corporate Services

The Manager of Corporate Services reviewed the slide presentation summarizing the core services provided by that Department, current staffing of 9.4 FTE, strategic priorities applicable to the CAO and Corporate Services, and challenges facing the 2012 budget. The Manager and CAO answered questions from Council.

(2) Finance & IT

The Deputy Director of Financial Services reviewed the slide presentation including core services provided by financial and IT staff, staffing of both the financial and information technology departments, and challenges to maintaining core service levels. The Deputy Director, as well as the CAO, answered questions from Council regarding the use of reserves to ensure updating of IT equipment, and numerous mandatory reporting requirements impacting the Finance Department.

(3) Engineering and Public Works

The Director of Engineering and Public Works reviewed the slide presentation summarizing the focus of the engineering and public works departments, staffing of the two departments and budget challenges. The Director answered questions from Council on garbage collection, the positions of building inspection, and a review of the kitchen waste program.

Councillor Schinbein joined the meeting at 7:33 p.m.

(4) Development Services

The Director of Development Services reviewed the slide presentation including the primary areas of responsibility, the customers, staffing, core service levels, and gave an overview of what was involved in each of the core services provided. The Director answered questions from Council on economic development initiatives. Chair Brame acknowledged Ms. Snyder's pending retirement and thanked her for her years of service to the municipality.

The meeting recessed from 7:47 to 7:55 p.m.

(5) Parks and Recreation

The Director of Parks and Recreation Services reviewed the slide presentation and advised that total staffing was 165, which was made up of 115 auxiliary staff for running programs, and the balance is the operations staff. He reviewed the parks services, recreation programs, and usage of our facilities and programs during 2011. The Director reviewed the social media tools and platforms used in an attempt to better advertise our programs and services. The primary revenue centres are programs, visitor services and facility rentals, and a comparison of number offered, usage and revenue was provided from 2009 to 2012 forecasts. The Director then reviewed 2012 budget challenges as well as the focus of the department for 2012. The Director answered questions from Council regarding the first aid service, use of social media initiatives, hours of operation, the partnership with DND, and the life program. The Council congratulated staff for the impressive work completing the Japanese Gardens.

(6) Fire Rescue

The Fire Chief reviewed the slide presentation summarizing the Emergency Program Administration staffing and responsibilities, including the Neighbourhood Emergency Program, the Emergency Program Communications Group, Emergency Social Services Team and what is planned for 2012. The Fire Chief then reviewed the Fire Rescue department including Emergency Services, Responses, Mutual Aid, fire prevention services, and staffing within the department. The Department's accomplishments for 2011 were reviewed, as well as the objectives for 2012. The Fire Chief answered questions from Council concerning ongoing training requirements and specialty training and the status of the collective agreement.

6.

2012 BUDGET OVERVIEW

The CAO continued to review the slide presentation as well as introduced the budget binders provided to all members of Council. She reviewed several budget challenges, those over which we have no control. These budget commitments include wage increases, Centennial Celebrations, two existing contracts, Police Services and the Library budget, which total \$1,009,800 and represent a 4.43% increase. It was noted that a 1% tax increase results in \$228,000 additional revenue.

The CAO noted that the information contained in the budget binders represents a starting point of 5.18% overall budget increase, which includes all of the budget challenges noted earlier as well as all supplemental, core and capital requests and supplemental personnel requests. A total of \$2.7m of capital projects are included but are not funded from taxation.

The CAO requested direction from Council on what they wanted to see from staff at its next budget meetings scheduled for March 6 & 7. The CAO noted that it would be difficult to get below 5.18% without service reductions.

MOTION: Moved by Councillor Hodgins/Councillor McKie:
That the Staff budget presentations be received.

CARRIED UNANIMOUSLY

Council agreed to suspend further discussion on the 2012 Budget and provide an opportunity for public input.

7. **PUBLIC INPUT**

Linda Schaumleffel, resident, requested that Council consider approving, as a capital project, construction of sidewalk on Wordsley which was a safety issue.

Lorne Argyle, resident, suggested that Council approve the 5.18% budget increase and move on.

Laurence Patris, resident, agreed with the previous comments, and also made a request for more sidewalks on Wordsley Street, agreeing there was lots of traffic.

John Noyes, resident, stated that he was looking forward to Craigflower having sidewalks completed on both sides of the street. He inquired why the Township was not involved in the replacement of the Craigflower Bridge, and the CAO clarified that our boundaries do not extend to that road.

6. **2012 BUDGET OVERVIEW (continued)**

MOTION: Councillor Hundleby/Councillor Hodgins:
That Council request staff to bring forward a report with budget increase options of approximately 2.5% and approximately 4% in addition to 5.18%.

CARRIED (Councillor Schinbein opposed)

8. **ADJOURNMENT**

MOTION: Moved by Councillor Hodgins/Councillor Schinbein:
That the Special Committee of the Whole Meeting of February 15, 2012 be adjourned at 9:30 p.m.

CARRIED UNANIMOUSLY

MAYOR OF THE CORPORATION
OF THE TOWNSHIP OF ESQUIMALT
THIS DAY OF , 2012

CERTIFIED CORRECT:

ANJA NURVO
CORPORATE OFFICER



Presentation to Municipal Officials

April 2012



Index

- *Who is the Capital Region Music Awards Society?*
- *What are the JUNOs?*
- *Why do we want the JUNOs here?*
- *How do we get them here?*
- *How will the JUNOs look here?*
- *Events, Venues, Hotels*
- *What is the current status of bid?*
- *What are the next steps?*



Capital Region Music Awards Society

- Established to develop bid framework, canvass community support and initiated outreach to Canadian Academy of Recording Arts and Sciences (CARAS)
- Has included participation of DVBA, PCC, Hotel Association, West Shore Chamber, Music BC, Royal Theatre, Tourism Victoria, others
- Commissioned Music BC 2010 review and report



What are the JUNOs?

- Organized by CARAS to recognize excellence in music recording industry - Canada Grammy Awards
- Week of events leading up to two-hour national broadcast of Awards concert Sunday evening
- Held in major Canadian cities - Vancouver 2009
- Successful in “medium-markets” like St. John’s, Halifax, Saskatoon - Regina hosting in 2013



Why do we want the JUNOs here?

- Proven and significant economic, tourism and cultural promotion opportunities for province and region
- Promote Greater Victoria as a dynamic and exciting place to live – not just place to retire
- Months of national television promotion
- Over \$1.5 million viewers for Awards broadcast
- Celebrate and promote local artists – past, present and future



Why do we want the JUNOs here?

“The JUNOs have proven in recent years to have an impressive economic impact on the hosting community. According to Melanie Berry, president and CEO of CARAS, the 2007 event in Saskatoon had an economic impact of \$10 million, while the 2011 event in Toronto was responsible for an economic impact of \$14.2 million.”

- Regina Leader Post, September 15, 2011



Why do we want the JUNOs here?

“Recent Juno weekends have attracted national and international television audiences of 1.4 – 2.2 million viewers, generated \$5 – 7 million in economic benefits and attracted attention and awareness of the local and national music scene in each host city.”

– Vancouver City Manager, April 2007



Why do we want the JUNOs here?

“Hosting the JUNOs is a tremendous economic boon, according to a City of Ottawa media release. It’s expected to generate \$5 million in direct expenditures from out-of-town visitors, create more than 80 jobs and inject \$5.3 million into the local economy...The 2003 JUNO event in Ottawa was an unqualified hit. From October 2002 until the JUNOs left town the capital region received \$14 million in media coverage, according to a National Capital Commission estimate.”

- Ottawa Sun, July 13, 2011



Why do we want the JUNOs here?

The Juno Awards and events like it provide the perfect backdrop for Ottawa's entire tourism industry to stand out. This is a major opportunity for us to further develop the Ottawa brand that is so critical to the long-term success of destination marketing."

- Ottawa Tourism CEO Noel Buckley, July 13, 2011



Why do we want the JUNOs here?

“The capital city benefited from increased accommodation utilization and airport passenger movements while increased media exposure promoted the province to the rest of Canada. Statistics from BBM Canada indicate that the audience for the television broadcast was 1.6 million viewers...TCR estimates that the advertising equivalent value of the media coverage was \$2.8 million.”

- Newfoundland Department of Tourism, Culture and Recreation Report on 2010 St. John's JUNO Awards



Why do we want the JUNOs here?

“This is very exciting for the entire province, as once again, the eyes of the nation will focus on Saskatchewan. The Government of Saskatchewan is pleased to contribute \$1.5 million toward hosting the 2013 JUNOS in Regina. The week will be filled with many high profile events showcasing our Saskatchewan talent to thousands across the country.” - **Saskatchewan Tourism and Culture Minister Bill Hutchinson, Sept 14, 2011**



Why do we want the JUNOs here?

“For Greater Victoria, we expect the economic benefit of the JUNOs to be similar to St. John’s, Newfoundland which returned approximately \$10 million to the provincial economy in 2010.”

– Greater Victoria Music Awards Society, Feb 2012



Why do we want the JUNOs here?

Impact of 2010 St. John's JUNOs:

- Estimated economic benefit of \$12.8 million and 262 FTEs
- 6,150 hotel room nights - 13 major hotels up 18% over 2009
- 1.6 million viewers - advertising equivalent of \$2.8 million



Why do we want the JUNOs here?

Impact of 2010 St. John's JUNOs:

- 75% of businesses had a positive effect – bars, restaurants, coffee shops, hotels, car rentals, musicians and artists most significant
- Over 250 local artists showcased
- School districts benefited from a JUNO Legacy
- Opportunities for film production, recording arts, graphic design and tourism management students



How do we get the JUNOs here?

- Competitive process - return to West Coast due
- 2012 in Ottawa; 2013 in Regina; 2014 submission deadline April 30, 2012
- Provincial and municipal pledges required
- CARAS bid package identifies host-city requirements - including bid fee
- Portion of bid fee returned to local economy through CARAS investment (venues, jobs, hotels)



How will the JUNOs look here?

- Region a significant tourism/convention destination - world-class hotels, venues, restaurants and airport
- Celebration occurs over one week in April
- Host committee may extend organization to “one-year celebration of music on Vancouver Island”.
- Opportunities for public to participate, see artists
- 1,000 volunteers, 100 limousines and 4500 hotel rooms needed



Events

- Juno Cup – Hockey game to support music education with NHL greats and Canadian musicians (3,000+ attendees)
- Juno Fest – Two day music festival featuring JUNO nominees, local and national performers at 10-15 venues (10,000+ attendees)
- Fan Fare – Autograph sessions, live interviews and pictures for fans with artists (2,500 attendees)



Events

- JUNO Gala - Saturday night dinner and awards presentation with performances (1,000 attendees)
- JUNO Red Carpet – Sunday afternoon arrival procession broadcast nationally (2,000 spectators, hundreds of thousands of viewers)
- Awards Presentation – Sunday evening national broadcast (6500 attendees, up to 2 million viewers)



Events

- Songwriters' Circle – Intimate concert with Canada's best songwriters performing and reminiscing about creative process (1,500-2,000 attendees)
- Host City Kick-Off Event (100-200 attendees)
- JUNO Welcome Reception/First Nations honor (200+ attendees)



Venues

Many local venues to be used - bookings being confirmed:

- Save-on-Foods Memorial Arena – Sunday afternoon awards broadcast and red carpet
- Victoria Convention Centre – Saturday Gala
- Juan de Fuca Recreation Centre – JUNO Cup
- University of Victoria – Fan Fare and/or First Nations Welcoming Reception



Venues

- Royal Theatre – Songwriters' Circle
- 15-20 bars and restaurants – industry receptions and JUNO Fest artist showcases
- Large Regional Mall – JUNO Fan Fare
- Victoria Airport, Harbour Air, Helijet, BC Ferries terminals – welcome kiosks and visitor booths



Hotels

- Minimum 4500 rooms nights
- Host hotel for production personnel (100-150 rooms/night)
- Majority of guests close to arena and dinner
- Industry block of 700 room night
- On-site offices, breakfast space, meeting and storage rooms



What is the current status of bid?

- Ongoing communication w/ CARAS and Music BC
- Provincial pledge request supported with conditions regarding municipal investment and venue confirmation
- Victoria pledge request submitted and pending
- Outreach to Greater Victoria municipalities re: funding formula and opportunities
- Bid book preparation



Provincial Government

- The cost of hosting the JUNO Awards in Greater Victoria is anticipated to be over \$2 million for bid submission and event management
- Provincial governments across Canada have been flagship JUNO sponsors
- Without BC government pledge, the Greater Victoria JUNO bid will not succeed



Provincial Government

- BC pledge request in-line with the scale of provincial contributions made by Saskatchewan (2013) and Newfoundland (2010).
- Opportunity exists to offset provincial costs through a federal investment
- Canada contributed to 2010 St. John's JUNO host committee, Ottawa (2011), Edmonton (2004) and Winnipeg (2005)



Municipalities

- BC request supported subject to pledges from Victoria and/or CRD municipalities.
- Municipalities have been lead JUNO sponsors across Canada over past decade
- Without pledge of host municipalities, Greater Victoria JUNO bid will not succeed
- Opportunity for innovative measures to support municipal investments and/or cultural legacy



Municipalities

- Total municipal pledge not to exceed \$450,000
- Victoria expected to provide more than per capita share of municipal funding
- Minimal policing costs anticipated outside Victoria – family friendly events
- Private event sponsors required to comply with all applicable licensing rules and by-laws and mitigate security costs



Community Support

- Society will work to secure remaining financial donations from private and community sponsors to support bid and organization requirements
- Opportunity to pursue revenue opportunities proposed by public including second controlled broadcast venue, in-kind donations, year-long concert series, celebrity golf tournament, merchandising, music industry conference



Legacy

- Host Committee will work with school boards to ensure students around the region benefit from legacy opportunities associated with JUNO Awards
- Opportunity to explore expanded music legacy with municipalities, Music BC and organizations promoting the development of young artists
- Legacy mandate and funding TBC - focus on programming, promotional awareness and cultural infrastructure



What are the next steps?

- Respond to conditions for provincial support – municipal support, venue bookings
- Secure letters of support from community leaders
- Expansion of Bid Committee
- Complete bid-book (April 30, 2012 deadline)
- Outreach to private/community donors
- Ongoing outreach to BC music community



Thank You

www.capitalregionmusicawards.com



Notes



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C. V9A 3P1
Telephone (250) 414-7100 Fax (250) 414-7111

COTW Meeting: April 23, 2012

STAFF REPORT

DATE: April 17, 2012 Report No. DEV-12-020
TO: Laurie Hurst, Chief Administrative Officer
FROM: Bill Brown, Director of Development Services
SUBJECT: Response to Request for On-street Parking Permit Restrictions
for Future Owners of Units at 521 – 529 Comerford Street.

RECOMMENDATION:

That staff be directed to implement a post occupancy monitoring program for the proposed development at 521 – 529 Comerford Street in order to ascertain whether or not parking management strategies should be implemented in order to control on-street parking.

BACKGROUND:

On March 5, 2012, Council approved a development permit for a parcel of land at 521 – 529 Comerford Street for a 35 unit apartment (34 residential units and one commercial unit) building with 23 parking stalls. This is 22 stalls short of the parking bylaw requirement. There was significant neighbourhood opposition to the proposed parking variance. The opposition was primarily related to a concern that occupants of the new development would be parking on the street. Following Council's decision, one resident who opposed the variance submitted a proposal to Mayor and Council, stating that: "*we challenge the Mayor and all Councillors to collectively bring forward, endorse, and attach a rider to this development that will prohibit any resident of this building (regardless if they are an owner or a renter) from qualifying for a resident parking sticker*" (Schedule "A"). In a follow up e-mail dated, March 11, 2012 the author states, "*I am proposing that our Mayor and Council pass an amendment to our parking bylaws that prohibits all residents of any development that has received a parking variance from qualifying for resident parking permits.*" (Schedule "B"). As per the Township's policy related to e-mails requesting a response, staff have prepared this report.

ISSUES:

As stated by Mr. Todd Litman, of the Victoria Transportation Policy Institute:

Parking facilities are a major cost to society, and parking conflicts are among the most common problems facing designers, operators, planners and other officials. Such problems can be often defined either in terms of supply (too few spaces are available, somebody must build more) or in terms of management (available facilities are used inefficiently and should be better managed). Management solutions tend to be better

than expanding supply because they support more strategic planning objectives:

- *Reduced development costs and increased affordability.*
 - *More compact, multi-modal community planning (smart growth).*
 - *Encourage use of alternative modes and reduce motor vehicle use (thereby reducing traffic congestion, accidents and pollution).*
 - *Improved user options and quality of service, particularly for non-drivers.*
 - *Improved design flexibility, creating more functional and attractive communities.*
 - *Ability to accommodate new uses and respond to new demands.*
 - *Reduced impervious surface and related environmental and aesthetic benefits.*
- (Litman, Parking Management Strategies, Evaluation and Planning, 2011)

In a very recent report outlining the trends in transportation planning, Mr. Litman states:

Travel demand will be increasingly amenable to alternative modes and mobility management strategies. The degree to which travel patterns actually change will depend on our policy and planning decisions. Continuing current practices will tend to stimulate more automobile travel, but alternative approaches can help shift travel to other modes. It will no longer be appropriate for policy and planning decisions to favor automobile transport. On the contrary, there are good reasons to encourage alternative modes to help create more efficient and diverse transport systems that better serve future needs. (Litman, The Future Isn't What It Used to Be Changing Trends And Their Implications For Transport Planning, 2012)

Staff agree with Mr. Litman's positions related to both the need to implement "demand management" rather than "supply management" solutions to parking issues and that, "It will no longer be appropriate for policy and planning decisions to favor automobile transport."

In addition, there is an emerging body of planning literature devoted to creating "healthy communities". For example, in the Canadian Institute of Planners just released publication entitled: Healthy Communities Practice Guide the authors address the issue of parking as follows:

The separated land use patterns created and enforced by Euclidian-oriented zoning bylaws have been reinforced by the development of minimum off-street parking requirements, which communities started to require in the 1930s in response to rising automobile ownership. City planners have used "peak parking" demand observations summarized in the ITE's "Parking Generation" manual, as well as borrowed minimum parking standards from neighbouring jurisdictions as a basis for local standards. The use of these observations has been criticized because of the underlying assumptions that parking will be "free" for the user; that no other modes of transportation –such as cycling, walking and public transit—will be used; that there must be sufficient free parking to meet peak demand; and that published "universal" data can be applied to unique local conditions. As a result, as much as 30 to 40% of urban land is consumed by parking spaces. These spaces proliferate because they are for the most part "free," meaning we generally don't pay for them as users, but rather have this cost hidden within all our other roles – as consumers, investors, workers, residents, and taxpayers. This, in turn, decreases urban densities while increasing sprawl, creates longer driving distances between destinations, and reinforces the belief that trips must be made by private automobile.

The uncritical and widely spread use of off-street parking minimums have served to increase the percentage of land devoted to urban “dead space,” decrease urban densities, promote single or limited land use precincts, deprive the urban realm with automobile focused parking facilities (typically located between streets and buildings) and generally promote automobile use over active forms of transportation. In contrast, eliminating parking minimums and charging market pricing for parking allows for increased density, reduced development and housing costs, opportunities for car-free housing and developments, and encourages developers to supply spaces only where revenue will cover costs (Canadian Institute of Planners, n/d).

Clearly, there is a realization amongst planning professionals that the traditional method of calculating off-street parking requirements are no longer relevant in today’s world. Furthermore, a wide variety of groups including the Canadian Medical Association support, in general, the adoption of walking as part of a healthy lifestyle which can be encouraged by implementing planning policies that discourage automobile use:

Canadian doctors cannot be expected to take good care of their patients unless they first take good care of themselves. Better health for all through the adoption of healthy lifestyles is a goal strongly endorsed by the association and one it strives to help staff members, physicians and the general population meet. For an easy introductory walking program, see “[Born to Walk](http://www.canadian-health.ca)” in the Features section at www.canadian-health.ca. As the CMA has discovered, walking the talk is good for everyone. (Dr. Colin McMillan).

In addition to implementing a paradigm shift in parking, there is significant evidence that the car culture is starting to wane.

While young people cut the cord to car dependency, the generation that yoked its identity to horsepower-driven icons such as teenage muscle cars and hippie Volkswagens may soon be joining them. With the oldest baby boomers now reaching retirement age, more and more will also be abandoning the very slow rat race that is the daily commute. Most people cut their driving by about 50 per cent when they stop working full-time.

And that, Mr. Litman says, should be enough in itself to push economists, planners and politicians to take a good hard look at the future. “A lot of current policies are misguided”, he says. “They might have made sense 40 or 50 years ago, but now it makes absolutely no sense to continue the policy distortions that encourage auto use.” (Elash, 2011).

There is also evidence that those who live in apartments do so as a conscious “non-automotive commuting” lifestyle. In a study published by GWL Realty Advisors in September 2010, entitled Drivers of Apartment Living in Canada for the Twenty-First Century; researchers found:

Short commutes and proximity to transit are major factors attracting apartment dwellers to certain properties. When polled by GWLRA and Harris/Deciam, 36% of apartment dwellers (owners and renters) selected their building for its short commute and 48% for transit proximity. Those numbers rise when only the responses of higher income households and those with children are examined. Non-automotive commuting is part of apartment-dwelling culture.” (GWL Realty Advisors, 2010)

Their finding that, “non-automotive commuting is part of apartment-dwelling culture”, further corroborates staff’s position that a variance to the parking requirements for the proposed apartment building at 521 – 529 Comerford Street can be justified.

Parking is a complex issue. However, continuing to support the “Cycle of Automobile Dependency” (Figure 1) will only exacerbate the problem.

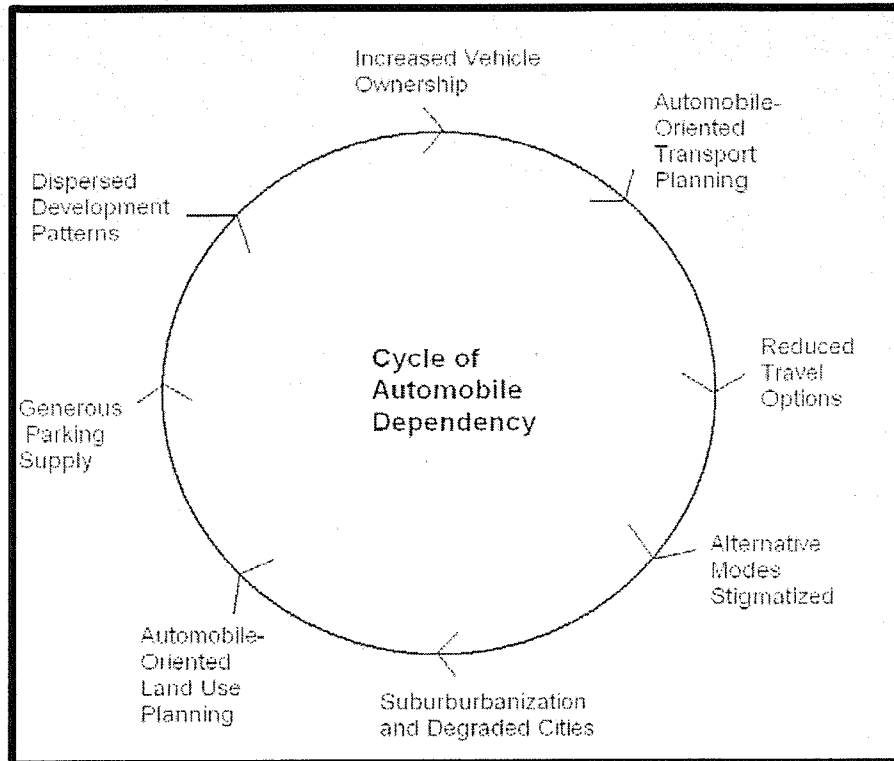


Figure 1 Cycle of Automobile Dependency (Litman, Parking Management Strategies, Evaluation and Planning, 2011)

Local governments need to take a leadership role and help break the automobile dependency cycle. Council’s decision to vary the parking at 521-529 Comerford Street is an important step in adopting a new land use paradigm to help break the cycle.

Numerous variables were factored into staff’s recommendation and Council’s decision to support the variance including:

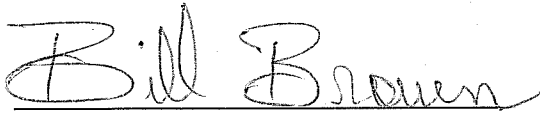
- Proximity to numerous bus routes on Esquimalt Road;
- High density development;
- The need to make accommodation more affordable – especially for those who do not own a car;
- Close proximity to employment centres such as commercial development in the Village Centre and CFB Esquimalt;
- Close proximity to goods and services in the Village Centre; and
- Evidence that car ownership is declining.

These variables reflect established demand management principles related to reducing parking requirements and transitioning into a new land use paradigm that reflects the realities of

emerging 21st Century urban environments.

ALTERNATIVES:

1. That staff be directed to implement a post occupancy monitoring program for the proposed development at 521 – 529 Comerford Street in order to ascertain whether or not parking management strategies should be implemented in order to control on-street parking; and
2. That Council direct staff to report back on available mechanisms to encumber each future land title at 521-529 Comerford with a covenant prohibiting the owner or occupier from obtaining a residential parking sticker.



Bill Brown,
Director of Development Services

Approved for Council's consideration:



Laurie Hurst, CAO

Dated: April 19/12

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- Canadian Institute of Planners. (n/d). *Healthy Communities Practice Guide*. Ottawa: Canadian Institute of Planners.
- Dr. Colin McMillan, P. C. (n.d.). *Canadian Medical Association: Canadian Health*. Retrieved April 17, 2012, from Canadian Medical Association: http://www.canadian-health.ca/1_4/11_e.html
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- GWL Realty Advisors. (2010). *Drivers of Apartment Living in Canada for the Twenty-First Century*. Vancouver: GWL Realty Advisors.
- Litman, T. (2011). *Parking Management Strategies, Evaluation and Planning*. Victoria: Victoria Transport Policy Institute .
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**Schedule "A"
To DEV-12-020**

March 6, 2012 e-mail from Dr. Kevin Youck

This is information submitted via the Esquimalt website.

* Please reply within 2 business days *

Kevin
Youck

516 Comerford St
Victoria
bc
v9a6k8

Dear Town Council, Mr. Brown, and Development Services, As a residents and homeowners on Comerford Street we are naturally disappointed with Town Hall's decision to ignore the concerns of the homeowners in our neighborhood and side instead with the promises of a developer. As we understand Municipal bylaws any resident of the proposed development at 521/529 Comerford Street will be qualify for a resident parking sticker that will enable them to legally park on our street. We are unfamiliar with the inner workings of municipal bylaws, but as Council and our Development Staff is convinced that residents of this development will choose to forgo vehicles, we challenge the Mayor and all Councilors to collectively bring forward, endorse, and attach a rider to this development that will prohibit any resident of this building (regardless if they are an owner or a renter) from qualifying for a resident parking sticker. If everyone is truly confident in the belief that residents of this building will choose to forgo vehicle ownership we would not expect that this proposed legislation will meet with ANY opposition from either the developer, Development Staff, or anyone on Council.

We are unfamiliar with Municipal politics and bylaws but expect that your legal team can work out the proper mechanism to attach this condition, in perpetuity, to all units in this development. As this condition will be placed on this building, and all units within, before development even begins, the Municipality is in no way restricting anyone's rights or civil liberties. The buyer's will be aware of the parking conditions attached to the units before they commit to purchase.

We welcome your comments with regard to this request, and understand that this motion will need to pass through all proper legislative processes. We appreciate that this request presents an unconventional challenge, but propose that it will be far easier to enact now than deal with any potential adverse effects after the fact in the future.

We would accept this attached condition on the intended development at 521/529 Comerford Street as some degree of goodwill on Town Hall's behalf to formally acknowledge the concerns brought forward by the homeowner's in our neighborhood and address at least part of the increased parking density that we believe will now be inevitable in our neighborhood.

Respectfully,

Kevin Youck and Emily Schudel
516 Comerford Street

**Schedule "B"
To DEV-12-020**

March 11, 2012 e-mail from Dr. Kevin Youck

From: Kevin Youck
Sent: March 11, 2012 19:24
To: Kim Maddin
Subject: Re: Receipt of correspondence

Thank you for your response,

I appreciate that my letter has been forwarded to our Mayor and Council for information, but I am asking our Mayor and each Councilor to reply to my comments. As our Township has chosen to ignore the concerns of home owners in this neighborhood and have instead acted on behalf of a developer by granting an excessive parking variance for his Comerford development it seems reasonable to again ask that our Township act responsibly on behalf of the homeowners in this neighborhood and throughout Esquimalt. I am proposing that our Mayor and Council pass an amendment to our parking bylaws that prohibits all residents of any development that has received a parking variance from qualifying for resident parking permits. This bylaw amendment would not only protect our neighborhood, but also serve to protect future neighborhoods from similar extreme parking variances.

As everyone on Council cited the appeal of a "new carbon free lifestyle" and believes the developer's claim that many residents of his Comerford Street development will chose to forgo vehicle ownership, I would not expect that my suggestion to enact this type of bylaw will meet with anyone's opposition. If the developer's claims are true this bylaw will need not be enforced, however if estimates of low parking demand among residents proves to be false, this bylaw gives the Township the authority to regulate and enforce parking. This parking bylaw will serve to protect our neighborhood, and other neighborhoods throughout Esquimalt from excessive parking congestion. Now that Council has let the proverbial Genie out of the bottle, you've left our Township without any mechanism to control any unintended outcome. This bylaw gives that authority back to our Township.

It does not make any difference to me if this is a global bylaw or one that is directed at this particular development, but I suggest that the extreme parking variance you've granted to this development will be seen as a precedent by other developers and these same concerns of unintended parking congestion will

confront other neighborhoods throughout Esquimalt. If any property developers attempt to oppose this resident parking amendment, I suggest that they've been disingenuous in asking for whatever variances they received.

I am not optimistic that this development will have a benign impact on our neighborhood. Realtors I have consulted believe this development has a great potential to negatively impact residential property values in our neighborhood. It is my opinion that unless our Township makes an effort to control parking, it will lead to parking congestion in a neighborhood with already limited parking availability.

I would like comments from our Mayor, Councilors, and Town Development staff in regards to this proposal.

Seems to me that this is a win-win-win proposal; the developer has his parking variance, the Township has expanded its tax base, and with implementation of this parking bylaw our neighborhood has protection against increased parking demands.

Regards,

Dr. Kevin Youck

516 Comerford St.



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C. V9A 3P1
Telephone (250) 414-7100 Fax (250) 414-7111

COTW Meeting: April 23, 2012

STAFF REPORT

DATE: April 19, 2012 Report No. FIN-12-005
TO: Laurie Hurst, Chief Administrative Officer
FROM: Jeremy Denegar, Manager of Information Technology
SUBJECT: Computer Hardware and Lifecycle Strategy

RECOMMENDATION:

That Council receive Staff Report No. FIN-12-005 for information.

BACKGROUND:

HARDWARE

Careful consideration goes into the choice of hardware provided to staff for use at their workstations, as each role has both common and unique needs. The choice in each instance is based on two major factors:

1. Cost
2. Suitability

Addressing each of these factors in more detail:

1. Cost – We must operate as cost-effectively as possible, but costs come from more than just the purchase price of the hardware. Although we do consider the purchase price of the hardware, we also consider the costs of the software, hardware and labour to support it and the effect of how its suitability effects staff performance. If saving money by purchasing lower-end or unsuitable hardware will result in lower staff productivity, which will then result in more staff (or contractor) time needed to make up for this performance hindrance, then it is not cost-effective on the whole. This is why, whenever possible, we provide workstation hardware in this preferential order:

- i. Thin Client
- ii. Desktop
- iii. Laptop

This ranking is from lowest-cost purchase and maintenance of thin clients, to highest-cost purchase and maintenance of laptops.

2. Suitability – Thin clients are suitable for most staff, and they require minimal support and

maintenance, as they have no moving parts, a minimal software interface, easy “swappability”, and the vast majority of the maintenance and support is focused on the two Remote Desktop servers that they connect to. Some staff need capabilities (e.g. intensive graphics processing or multimedia) not possible from thin clients, so they are provided with desktop computers. Desktops require more support, maintenance and software licenses, as they are full computer devices, with moving parts that fail and full operating systems with independently installed firmware and software that need to be maintained. They also tend to have a mix of software, based on each role’s requirements (but restricted to only those that need it to keep software licenses to a minimum, thus a one-size-fits-all approach isn’t used). Due to the high purchase, maintenance and support costs of laptops, they are only provided when absolutely necessary. Although the purchase price of laptops is continually decreasing and becoming nearly equivalent to desktops, the mobility and compactness of laptops increases the failure rate of their moving parts, thus increasing the support and maintenance required to keep them operational. They also have the added risk of hardware and data asset loss and theft, which requires even further support, oversight and protection-system costs from the Information Technology Department. Staff who need to travel for specific work-related duties are always welcome to borrow one of three laptops maintained specifically for this purpose.

LIFECYCLE

All computer hardware—including servers, desktops, laptops, terminals, switches, firewalls and smartphones—used in the Township of Esquimalt has a finite useful lifespan. This useful lifespan is based on three major factors:

1. Performance
2. Reliability
3. Support

Addressing each of these factors in more detail:

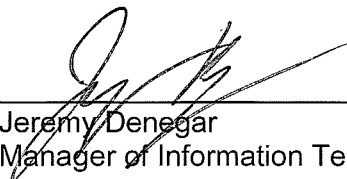
1. Performance – As business processes are continually migrated from physical systems to information technology systems, the demand for greater computing power increases. A computer that was more than capable just a few years ago quickly becomes incapable of performing adequately with the increased demands placed upon it, directly counteracting the desired improvements in efficiencies and enhancements to the business processes. This same effect occurs on personal (home) computer systems, but at a much slower pace, as the demands placed on systems by home users tend not to develop as quickly – checking email, browsing the web and watching videos are the primary tasks performed, and haven’t changed dramatically in many years – whereas in the business environment, new tasks are migrated from paper processes to digital processes on a very frequent basis, and new services are added to the existing processes quite regularly (e.g. online payments, map integrations, cross-system reporting, etc.)
2. Reliability – With the typically higher workload placed on computer hardware in the business environment compared to home environment—some workstations being actively used over 17 hours a day, and servers operating 24/7/365—the components in the computers physically wear out. The expected lifespan of computer hardware in a work environment is 3 to 4 years. This is an industry acknowledged standard, as well as a directly observed fact. For “lightly used” hardware, sometimes the lifespan can be as

much as 4 to 5 years. Whenever appropriate and possible, the Information Technology Department extends the warranty of such hardware and keeps it in operation as long as it performs adequately and remains reliable (e.g. the EOC laptops are being kept in operation a year longer than usual for this reason).


3. Support – In keeping with the typical 3 to 4 year expected lifespan of business computer hardware, the warranty and support provided by vendors for their business line of hardware is geared towards a 3 year replacement cycle. Warranties beyond the third year tend to significantly increase in price, the turnaround time for getting replacement parts increases (which can have a significant impact on the business when something fails at the eleventh hour), the software and firmware updates often stop being released, and the knowledge their support personnel have on the hardware diminishes. Ignoring this fact results in increased support time and costs, and greater and more frequent interruption of the Township's business processes.

ALTERNATIVES:

1. Council receive this report; or
2. Council send this report back to staff for more information.



Jeremy Denegar
Manager of Information Technology

<p>Approved for Council's consideration:</p> <p> _____ Laurie Hurst, CAO</p> <p>Dated: <u>April 19/12</u></p>
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2012 CAPITAL REQUESTS - INFORMATION TECHNOLOGY

DESCRIPTION	REQUESTED			PRIOR YR. RESERVE	FUNDING SOURCE
	CORE	SUPP			
Upgrade Council Chambers audiovisual equipment		\$ 60,000	\$ -		M&E Reserve Fund
Desktop computers (10 per year)	\$ 18,465		\$ 17,317		M&E Reserve Fund
Laptop computers (5 per year)	\$ 6,120		\$ 4,179		M&E Reserve Fund
Server computers (one-third of servers per year)	\$ 12,240		\$ 12,000		M&E Reserve Fund
Server storage system (1 per year)	\$ 9,795		\$ 9,600		M&E Reserve Fund
Engineering workstations (2 per year)	\$ 8,200		\$ 8,200		M&E Reserve Fund
Wyse thin clients (17 per year)	\$ 5,780		\$ -		M&E Reserve Fund
Replace network infrastructure equip.--switches/firewalls	\$ 58,000		\$ -		M&E Reserve Fund
Upgrade database software - Municipal Archives		\$ 3,000	\$ 5,600		Capital Projects Reserve Fund
Telephone system upgrade-enable redundancy		\$ 5,000			Capital Projects Reserve Fund
Office furnishings for new position (contingent upon Council approval)		\$ 2,500			General Operating Fund
Computer & telephone for new position (contingent upon Council approval)					General Operating Fund
	\$ 60,600	\$ 128,500	\$ 56,896		