



## **CORPORATION OF THE TOWNSHIP OF ESQUIMALT**

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

File 0550-06

January 9, 2013

### **NOTICE**

**A REGULAR MEETING OF COMMITTEE OF THE WHOLE  
WILL BE HELD ON MONDAY, JANUARY 14, 2013, 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, January 14, 2013

7:00 p.m.

Esquimalt Council Chambers

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#### **1. CALL TO ORDER**

#### **2. LATE ITEMS**

#### **3. APPROVAL OF THE AGENDA**

#### **4. MINUTES**

- (1) Minutes of the Regular Committee of the Whole, December 10, 2012 Pg. 1 – 3

#### **5. STAFF REPORTS**

##### **Administration**

- (1) Climate Action Recognition Program, Staff Report No. ADM-13-002 Pg. 4 – 15

##### **RECOMMENDATION:**

That the COTW direct staff to prepare a report for Council's consideration on an updated funding model for the Sustainability Reserve Fund.

##### **Development Services**

- (2) Proposed New "Foreshore" Leases for the "Hidden Harbour Marina" and the "Sailors Cove Marina", Staff Report No. DEV-13-001 Pg. 16 – 18

##### **RECOMMENDATION:**

That the Committee of the Whole: Instruct staff to organize an open house to allow residents, particularly permanent and part-time residents of the two marinas, to have an informal discussion about any concerns they may have related to the two marinas before Council sends its comments to Transport Canada.

#### **6. PUBLIC QUESTION AND COMMENT PERIOD**

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

#### **7. ADJOURNMENT**



Corporation of the Township of Esquimalt

**COMMITTEE OF THE WHOLE**

Monday, December 10, 2012

Esquimalt Municipal Hall – Council Chambers

7:00 p.m.

**MINUTES**

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

**STAFF:** Jeff Miller, Acting CAO and Director of Engineering and Public Works  
Bill Brown, Director of Development Services  
Anja Nurvo, Manager of Corporate Services  
Louise Payne, Recording Secretary

1. **CALL TO ORDER**

Chair Desjardins called the meeting to order at 7:00 p.m.

2. **LATE ITEMS**

There were no late items.

3. **APPROVAL OF THE AGENDA**

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

**CARRIED UNANIMOUSLY.**

4. **MINUTES**

(1) Regular Committee of the Whole, November 26, 2012

**MOTION:** Moved by Councillor Hundleby/Councillor Morrison:  
That the minutes of the Regular Committee of the Whole held November 26, 2012 be adopted as circulated.

**CARRIED UNANIMOUSLY.**

5. **STAFF REPORTS**

*Administration*

(1) Council Procedural Issues, Staff Report No. ADM-12-059

The Manager of Corporate Services presented Staff Report No. ADM-12-059 and answered questions from Council.

**Council Comments:**

- Delegations versus Presentations – it is important that people know if there will be an opportunity for questions from Council (presentations);
- The appropriate time frame for reconsideration of a resolution - suggestion that could bring back a resolution within six months and only once;
- If resolution is to be reconsidered, should require a statement as to the purpose of the reconsideration.

**MOTION:** Moved by Councillor Brame/Councillor McKie:

That Staff Report No. ADM-12-059 regarding Council procedural issues be received; and

That staff be directed to prepare a report and revisions to Council Procedure Bylaw, 2009, No. 2715, as amended, for Council's consideration.

**CARRIED UNANIMOUSLY.**

*Development Services*

- (2) Addition of Old Esquimalt Road to the Esquimalt Community Heritage Register, Staff Report No. DEV-12-043

The Director of Development Services presented Staff Report No. DEV-12-043 and answered questions from Council.

**Council Comments:**

- Like tourism aspect of the "oldest road";
- Concerned with suggestion of signage because of potential vandalism;
- Commend the Heritage Advisory Committee for their research and Statement of Significance;
- Concern expressed from development community – is there any affect on development? *Staff advised that there would be no impact on development as the addition to the Heritage Register does not amend the OCP or Zoning Bylaw;*
- Within our communications strategy, should make this clear – that there is no impact on development.

**MOTION:** Moved by Councillor Hundleby/Councillor Brame:

That Staff Report No. DEV-12-043 regarding the addition of Old Esquimalt Road to the Esquimalt Community Heritage Register be received; and

That Committee of the Whole supports the Heritage Advisory Committee's recommendation that Old Esquimalt Road be added to Esquimalt's Community Heritage Register.

**CARRIED UNANIMOUSLY.**

6.

**MAYOR'S AND COUNCILLORS' REPORTS**

- (1) Report from Mayor Barbara Desjardins, Re: Commuter Rail Service

Mayor Desjardins reported on a meeting of Mayors of the region held in June, 2012 that recommended seeking the support of the Capital Regional District (CRD) Board for funding the "Salish Express Implementation Plan". The CRD Board approved funding conditional upon the return of VIA Rail service.

**Council Comments:**

- Is there will to proceed with just four interested municipalities as this Plan deals with East/West transportation issues?
- This is part of our Strategic Plan; however uncertain as to the benefit to Esquimalt, and some of the assumptions appear to be underestimated;
- Esquimalt taxpayers would be paying into a system that would subsidize Langford residents working in Esquimalt – our Strategic Plan was to attract people to live and work in Esquimalt;
- How much spent on road repairs because of people “travelling through” but not living here?
- Concerned about (CRD) governance;
- Like to know more about transit levies and how to do this;
- Cost of crossings that will be upgraded by CRD? *Staff advised that four crossings have to be upgraded to the new standard, based on the number of vehicles transiting the crossing.*

**MOTION:** Moved by Councillor Brame/Councillor McKie:

That the Committee of the Whole receives the Mayor’s report regarding commuter rail service; and  
That staff be directed to provide more information on governance and economic drivers (current cost of road repairs, transit levy, cost to Esquimalt taxpayers) to clarify the benefits to Esquimalt.

**CARRIED** (Councillor Hundleby opposed).

6. **PUBLIC QUESTION AND COMMENT PERIOD**

*Muriel Dunn, resident*, expressed her concern with the Council configuration, particularly the location of the staff table, but like the raised platform for better view of Council. She requested an assurance, in writing, that restrictions relating to properties along Old Esquimalt Road would not change due to the addition of Old Esquimalt Road to the Community Heritage Register.

7. **ADJOURNMENT**

**MOTION:** Moved by Councillor Hundleby/Councillor Brame:

That the Committee of the Whole Meeting of December 10, 2012 be adjourned at 7:58 p.m.

**CARRIED UNANIMOUSLY.**

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

CERTIFIED CORRECT:

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ANJA NURVO  
CORPORATE OFFICER



# 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: January 14, 2013  
Staff Report No. ADM-13-002

## REQUEST FOR DIRECTION

**SUBJECT:** Climate Action Recognition Program

**ESSENTIAL QUESTION:**

Does the Township of Esquimalt wish to achieve 'carbon neutrality' for reporting year 2012 by purchasing carbon offsets from a credible offset provider.

**BACKGROUND:** See Staff Report Attached


**RECOMMENDATION:**

That the COTW direct staff to prepare a report for Council's consideration on an updated funding model for the Sustainability Reserve Fund.

Submitted by: Writer



Reviewed by: CAO



Date:

Jan 10/13

## STAFF REPORT

**DATE:** January 9, 2013 Report No. ADM-13-002  
**TO:** Laurie Hurst, Chief Administrative Officer  
**FROM:** Marlene Lagoa, Sustainability Coordinator  
**SUBJECT:** Climate Action Recognition Program

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### RECOMMENDATION:

That the COTW direct staff to prepare a report for Council's consideration on an updated funding model for the Sustainability Reserve Fund.

### BACKGROUND:

In October 2008, Esquimalt signed on to the B.C. Climate Action Charter (Charter). The Charter is a voluntary agreement between the Province of British Columbia (Province), the Union of BC Municipalities (UBCM) and 180 signatory local governments to work together and take action against climate change.

By signing the Charter, the Township of Esquimalt has made a commitment to:

- A. Become corporate carbon neutral in its operations by 2012;
- B. Measure and report on the community's GHG emissions profile;
- C. Create a complete, compact, and energy-efficient community; and
- D. Report publicly on their plan and progress toward meeting their climate action goals, including progress toward carbon neutrality.

The Province and UBCM established a Joint Provincial-UBCM Green Communities Committee (GCC) and Green Communities Working Group to provide guidance to local governments in taking action on meeting their Charter commitments. The GCC has developed the Green Communities Carbon Neutral Framework as part of its mandate to develop a common approach to determine carbon neutrality for local governments under the Climate Action Charter.

There are four key steps for local governments to achieve carbon neutrality:

- Step 1: Measure annual corporate emissions, as defined in the GCC's Carbon Neutral Workbook.
- Step 2: Reduce corporate emissions as much as possible using a range of actions and strategies.
- Step 3: Balance and / or offset remaining corporate emissions on a tonne per tonne of GHG basis using one, or a combination, of the options outlined below.
- Step 4: Report publicly on annual corporate emissions and actions taken to reduce these emissions.

The Carbon Neutral Framework provides three options for local governments to achieve carbon neutrality.

- Option 1: Invest in a GCC Supported Project. This option allows local governments to invest locally while also ensuring that the projects are credible and result in measureable GHG reductions. The GCC has identified four types of emission reduction projects (energy efficient building retrofits / fuel switching, solar hot water, household organic waste composting, and low emissions vehicles) that local governments could undertake. These emission reduction projects must be OUTSIDE the scope of corporate emissions. For example, installing a solar hot water system on a municipal building would not qualify as the reduction is already captured in the corporate emissions inventory.
- Option 2: Invest in Alternate Community GHG Reduction Projects. This option recognizes that local governments will have additional ideas (beyond Option 1) for measurable emission reduction projects that could be undertaken outside their corporate emissions boundary.
- Option 3: Purchase Offsets from a Credible Provider. This option is the simplest and most cost effective way for most local governments to offset their corporate emissions.

**Table 1: Comparison of Balance and Offset Options**

Comparison	Option 1: GCC-supported project	Option 2: Alternative Project	Option 3: Purchase
Ease of Implementation	<ul style="list-style-type: none"> <li>▪ Requires some effort</li> <li>▪ Project profiles already developed by the GCC</li> <li>▪ Project has to be implemented and self-certified</li> <li>▪ May not balance all corporate emissions; carbon offset purchase (Option 3) may still be required to become carbon neutral</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires considerable effort and third party assistance</li> <li>▪ Project profiles have to be developed by local government</li> <li>▪ Project has to be implemented and third party verified</li> <li>▪ May not balance all corporate emissions; carbon offset purchase (Option 3) may still be required to become carbon neutral</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires least effort</li> </ul>
Cost	<ul style="list-style-type: none"> <li>▪ Likely second highest cost per tonne of GHG, depending on project</li> <li>▪ Minimal validation and certification costs, they have been largely pre-established by the GCC</li> </ul>	<ul style="list-style-type: none"> <li>▪ Likely third highest cost per tonne of GHG, depending on project</li> <li>▪ Local government required to pay for all costs to develop, implement and verify the project</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lowest cost per tonne of GHG</li> <li>▪ Purchase tonnes at market rate (which will vary depending on the provider and standard they use)</li> </ul>
Reduction in local/regional GHG emissions	<ul style="list-style-type: none"> <li>▪ Community emissions reduced</li> </ul>	<ul style="list-style-type: none"> <li>▪ Community emissions reduced</li> </ul>	<ul style="list-style-type: none"> <li>▪ Uncertain impact on community emissions unless offset provider invests locally or</li> </ul>



Comparison	Option 1: GCC-supported project	Option 2: Alternative Project	Option 3: Purchase
			regionally; however, climate change is not geographically bound so investments in credible offsets still reduce overall GHG emissions
Co-benefits	<ul style="list-style-type: none"> <li>▪ Investment in local green economy; raises local awareness; fosters local / regional technological innovation; supports the creation of green jobs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Investment in local green economy, raises local awareness; fosters local / regional technological innovation; supports the creation of green jobs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Investment in British Columbia; fosters broader technological innovation; reduced GHG emissions; cost effective</li> </ul>

The Township is required to complete the Climate Action Revenue Incentive Program (CARIP) Public Reporting Template including the Carbon Neutral Progress Reporting section by March 8, 2013.

**ISSUES:**

In 2009 the Township of Esquimalt began to set aside monies in the Sustainability Reserve Fund similar to the practice of purchasing offsets under Option 3 of the Carbon Neutral Framework. The Sustainability Reserve Fund can only be used for the provision of sustainability initiatives. The \$20,000 being deposited in the reserve fund is based on an outdated estimate of corporate emissions as the GCC's scope for corporate emissions has changed and emission factors will be updated each year.

The Township of Esquimalt may continue to make progress on meeting its Charter commitments by setting money aside in the Sustainability Reserve Fund equal to the value of purchasing carbon offsets. The allocation of monies to this reserve fund will not in itself get the Township to carbon neutrality but may be used to fund balance options (see background) in the future.

Recognizing the challenge for most local governments to achieve carbon neutrality for reporting year 2012, the GCC recently introduced a new *Climate Action Recognition Program* to acknowledge the ongoing efforts of local governments. The multi-level program will provide annual recognition to local governments who demonstrate progress on their Charter commitments according to the following table:

**Table 2: GCC Climate Action Recognition Program**

Level	Commitment	Recognition
Level 1: Progress on Charter Commitments	Demonstrate progress on fulfilling one or more of their Charter commitments	Letter from the GCC acknowledging accomplishments
Level 2: Measurement	Complete a corporate emissions inventory for the reporting year and demonstrate familiarity with the CEEI	Receive a 'Climate Action Community 2012' logo, for use on website, letter head and similar

Level 3: Achievement of Carbon Neutrality	Achieve carbon neutrality in the reporting year	Receive a 'Climate Action Community – Carbon Neutral 2012' logo, for use on websites, letter head and similar
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The Township of Esquimalt will complete a corporate emissions inventory for 2012 and achieve Level 2 of the GCC's Climate Action Recognition Program. Enclosed with this report is the Township of Esquimalt's Draft 2010 Community Energy and Emissions Inventory.

Staff is requesting direction as to whether the Township of Esquimalt wishes to achieve carbon neutrality for reporting year 2012 by purchasing carbon offsets from a credible offset provider. If the Township wishes to seriously consider this option, staff will prepare a report to Council on the options available for purchasing carbon offsets. The estimated cost of purchasing carbon offsets is \$25 per tonne of GHG at an annual cost of \$40,000 to \$70,000.

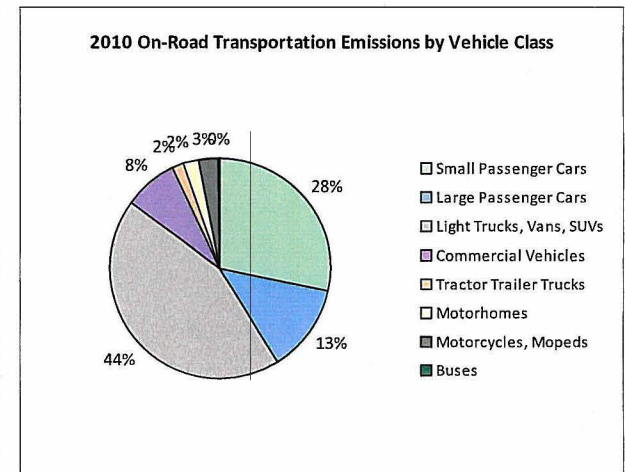
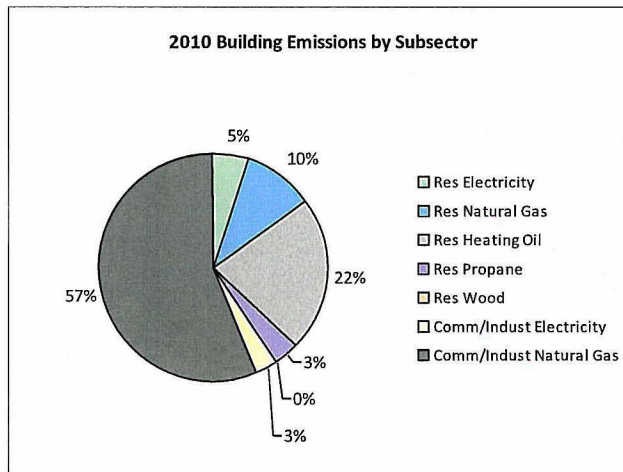
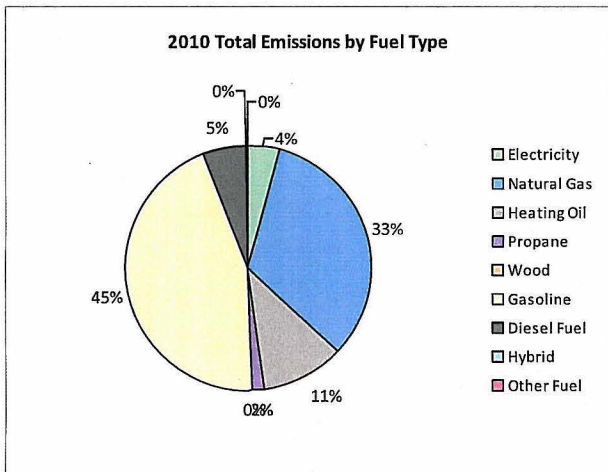
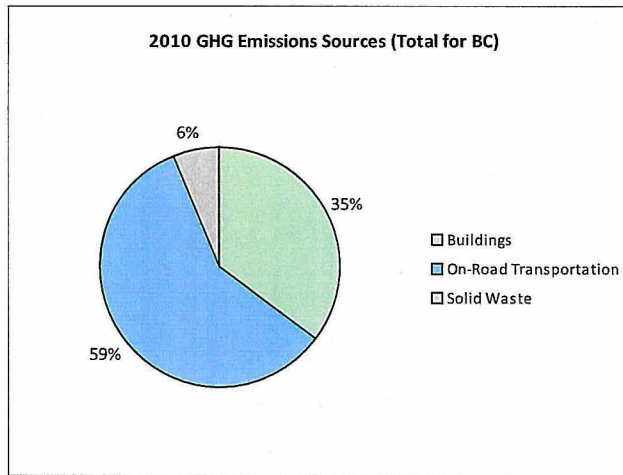
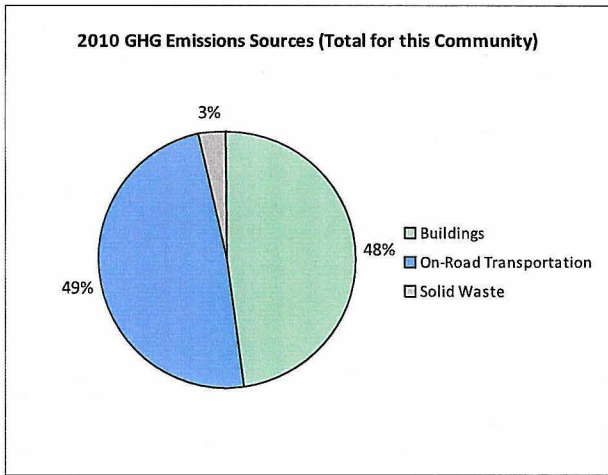
If instead of purchasing carbon offsets the Township wishes to make progress toward carbon neutrality by increasing the monies deposited to the Sustainability Reserve Fund, staff will prepare a report to Council recommending an updated funding model.

#### **ALTERNATIVES:**

1. That the COTW direct staff to prepare a report for Council's consideration on an updated funding model for the Sustainability Reserve Fund.
2. That the COTW direct staff to prepare a report for Council's consideration on purchasing carbon offsets for reporting year 2012 from a credible offset provider.
3. That the COTW provide alternative direction to staff.

## Esquimalt District Municipality Draft 2010 Community Energy and Emissions Inventory

Monitoring and reporting on progress towards greenhouse gas emissions reduction targets



*Monitoring and reporting on progress towards greenhouse gas emissions reduction targets*

**Core Items**

On-Road Transportation		2007					2010				
		Connections	Consumption	Avg VKT (km)	Energy (GJ)	CO2e (t)	Connections	Consumption	Avg VKT (km)	Energy (GJ)	CO2e (t)
Small Passenger Cars	Hybrid						15	9,933 L	13,221	35	23
	Gasoline	4,155	3,909,770 L	9,882	136,842	9,362	4,013	4,323,522 L	11,338	151,323	10,237
	Diesel Fuel	90	77,096 L	12,808	2,953	210	84	74,410 L	13,384	2,850	203
	Other Fuel	<10	1,263 L	7,933	48	2	<10	2,017 L	13,167	77	3
Large Passenger Cars	Hybrid						31	31,148 L	19,056	109	58
	Gasoline	1,675	1,932,149 L	10,564	67,625	4,614	1,465	1,937,318 L	11,514	67,806	4,518
	Diesel Fuel	26	45,586 L	12,457	1,746	124	26	23,533 L	9,458	901	64
	Other Fuel	<10	9,725 L	9,641	372	15	<10	2,526 L	9,094	97	4
Light Trucks, Vans, SUVs	Hybrid						<10	9,730 L	16,262	34	23
	Gasoline	3,357	5,333,655 L	11,872	186,678	12,784	3,549	6,405,585 L	12,905	224,195	15,293
	Diesel Fuel	102	249,086 L	14,718	9,540	680	142	318,472 L	13,174	12,197	867
	Other Fuel	32	47,590 L	8,936	1,823	73	29	47,002 L	9,390	1,800	72
Commercial Vehicles	Hybrid						<10	780 L		3	2
	Gasoline	14	23,806 L	10,630	833	56	206	455,349 L	13,214	15,937	1,070
	Diesel Fuel	99	292,312 L	17,747	11,196	787	180	663,220 L	19,237	25,401	1,785
	Other Fuel	<10	2,206 L	11,032	84	3	<10	13,634 L	9,118	522	21
Tractor Trailer Trucks	Gasoline	<10	2,774 L	9,004	97	6					
	Diesel Fuel	35	100,631 L		3,854	271	27	220,113 L	25,518	8,430	592
Motorhomes	Gasoline	133	155,870 L	13,039	5,455	363	90	200,700 L	15,792	7,025	469
	Diesel Fuel	<10	17,090 L	16,015	655	46	52	147,844 L	15,792	5,662	398
	Other Fuel	<10	2,852 L		109	4	<10	403 L		15	1
Motorcycles, Mopeds	Gasoline	348	358,903 L	22,079	12,562	839	420	435,342 L	22,168	15,237	1,017
Buses	Gasoline	<10	3,381 L	9,733	118	8	<10	14,409 L	15,403	504	34
	Diesel Fuel	<10	5,183 L	11,880	198	14	<10	12,170 L	14,793	466	33
	Other Fuel	<10	1,162 L		45	2					
<b>Totals</b>		<b>10,066</b>	<b>12,572,090 L</b>	<b>11,245</b>	<b>442,833</b>	<b>30,263</b>	<b>10,329</b>	<b>12,572,090 L</b>	<b>12,673</b>	<b>540,626</b>	<b>36,787</b>

**Esquimalt District Municipality**  
**Draft 2010 Community Energy and Emissions Inventory**

*Monitoring and reporting on progress towards greenhouse gas emissions reduction targets*

Buildings		2007				2010			
		Connections	Consumption	Energy (GJ)	CO2e (t)	Connections	Consumption	Energy (GJ)	CO2e (t)
Residential	Wood	N/A	44,358 GJ	44,358	16	N/A	42,940 GJ	42,940	16
	Heating Oil	N/A	116,338 GJ	116,338	8,201	N/A	112,619 GJ	112,619	7,939
	Propane	N/A	20,190 GJ	20,190	1,232	N/A	19,545 GJ	19,545	1,192
	Natural Gas	1,303	71,565 GJ	71,565	3,650	1,409	69,975 GJ	69,975	3,569
	Electricity	7,977	78,905,978 kWh	284,061	1,946	8,163	76,503,788 kWh	275,413	1,887
Commercial/Small-Medium Industrial	Natural Gas	314	400,250 GJ	400,250	20,413	293	396,592 GJ	396,592	20,226
	Electricity	620	45,960,774 kWh	165,459	1,134	624	44,753,429 kWh	161,112	1,104
<b>Totals</b>		<b>10,214</b>		<b>1,102,221</b>	<b>36,592</b>	<b>10,489</b>		<b>1,078,196</b>	<b>35,933</b>

Solid Waste		2007				2010			
		Connections	Consumption	Energy (GJ)	CO2e (t)	Connections	Consumption	Energy (GJ)	CO2e (t)
Community Solid Waste	Solid Waste	0	4,834 t	N/A	3,263	0	3,267 t	N/A	2,593
<b>Totals</b>		<b>0</b>			<b>3,263</b>	<b>0</b>			<b>2,593</b>

**Memo Items**

Buildings		2007				2010			
		Connections	Consumption	Energy (GJ)	CO2e (t)	Connections	Consumption	Energy (GJ)	CO2e (t)
Large Industrial	Electricity	1	withheld	0	0	1	withheld kWh	0	0
<b>Totals</b>		<b>1</b>			<b>0</b>	<b>1</b>			<b>0</b>

*Monitoring and reporting on progress towards greenhouse gas emissions reduction targets*

**Totals for Transportation, Buildings and Solid Waste**

Fuel Type	2007 (Population: 17,527)			2010 (Population: 17,689)		
	Consumption	Energy (GJ)	CO2e (t)	Consumption	Energy (GJ)	CO2e (t)
Hybrid	0 L	0		51,591 L	181	106
Gasoline	11,720,308 L	410,210	28,032	13,772,225 L	482,027	32,638
Diesel Fuel	786,984 L	30,142	2,132	1,459,762 L	55,907	3,942
Other Fuel	64,798 L	2,481	99	65,582 L	2,511	101
Wood	44,358 GJ	44,358	16	42,940 GJ	42,940	16
Heating Oil	116,338 GJ	116,338	8,201	112,619 GJ	112,619	7,939
Propane	20,190 GJ	20,190	1,232	19,545 GJ	19,545	1,192
Natural Gas	471,815 GJ	471,815	24,063	466,567 GJ	466,567	23,795
Electricity	124,866,752 kWh	449,520	3,080	121,257,217 kWh	436,525	2,991
Solid Waste	4,834 t	0	3,263	3,267 t	0	2,593
<b>Grand Totals</b>		<b>1,545,054</b>	<b>70,118</b>		<b>1,618,822</b>	<b>75,313</b>

*Monitoring and reporting on progress towards greenhouse gas emissions reduction targets*

**Supporting Indicators**

No new supporting indicator data have been provided in the 2010 reports. Work is currently underway to produce a complete second round of data for the indicators below in the 2012 reports (available in 2014). In the interim, we are including the same supporting indicator data that was provided in the 2007 reports. Feedback is requested on all supporting indicators; please contact us directly at [CEEIRPT@gov.bc.ca](mailto:CEEIRPT@gov.bc.ca)

**Housing Type - Private dwellings by structural type**

Housing type is important for reducing building-related GHG emissions and energy consumption. A trend toward fewer single family dwellings indicates an increase in residential density, which is known to reduce transportation-related GHG emissions.

	1996		2001		2006	
	Units	%	Units	%	Units	%
Single Detached House	2,255	23	2,355	31	1,960	24
Semi-Detached House	675	7	675	9	655	8
Row House	435	5	355	5	345	4
Apartment, Duplex	525	5	490	6	820	10
Apartment, 5 storeys or higher	255	3	195	3	420	5
Apartment, under 5 storeys	3,060	32	3,395	45	3,805	47
Other Single Attached House	35	0	15	0	10	0
Movable Dwelling	105	1	80	1	0	0

**Commute to Work - Employed labour force - by mode of commute**

An increase in the number of people choosing to walk, cycle and use transit reduces GHG emissions. More compact, complete, connected communities should see an increase in the use of these transportation modes.

	1996		2001		2006	
	Units	%	Units	%	Units	%
Car, Truck, Van as Driver	4,205	57	4,445	58	4,700	54
Car, Truck, Van as Passenger	640	9	580	8	665	8
Public Transit	1,080	15	1,115	14	1,410	16
Walked	855	12	1,015	13	1,200	14
Bicycle	365	5	430	6	465	5
Motorcycle	45	1	40	1	95	1
Taxicab	20	0	15	0	25	0
Other Method	125	2	85	1	95	1

**Parks and Protected Greenspace**

Parks and protected greenspaces are important for the protection and enhancement of community carbon sinks.

	2009	
	Units	%
National Parks	0	0
Provincial Parks / Protected Areas	0	0
Local Parks	44	6
Agricultural Land Reserve	61	9
Other land use	605	85
Total Parks and Protected Area	44	6
Total Land Area	710	100

\* Total is net of Indian Reserves  
 \* Quantity of parkland may be underestimated

**Residential Density**

Increasing residential densities is known to reduce vehicle use resulting in fewer transportation-related GHG emissions. There are many additional benefits from more compact development.

	2009	
	Units	%
National Parks	0	0
Provincial Parks / Protected Areas	0	0
Local Parks	44	6
Agricultural Land Reserve	61	9
Other land use	605	85
Total Parks and Protected Area	44	6
Total Land Area	710	100

\* Net of Crown land, parks, Indian Reserves, water features, airports, ALR, waste disposal sit

**Commute Distance**

Shorter commute distances generally reduce GHG emissions by increasing the likelihood of people walking, cycling or using transit. Commute distance is also indicative of the 'completeness' of a community from an employment perspective.

	2006	
	Units	%
Less than 5 km	5,435	74
5 to 9.9 km	1,385	19
25 km or more	170	2
15 to 24.9 km	190	3
10 to 14.9 km	190	3

### Supporting Indicators Under Consideration

Work is currently underway to produce a second round of supporting indicators with new data for the 2012 reports (available in 2014). These reports will include new data for the five supporting indicators included in the 2007 and 2010 Reports:

- **Housing Type:** Private dwellings by structural type
- **Commute to Work:** Employed labour force - by mode of commute
- **Commute Distance**
- **Residential Density**
- **Parks and Protected Greenspace**

And in addition, for the 2012 reports we are working to be able to include:

- **Proximity to Transit**
- **Building Energy Intensity**
- **Building Floor Space**
- **Waste Diversion**

We are continuing to work towards reporting on even more supporting indicators in the future including:

- **Proximity to Services** (e.g. destinations such as grocery store, school, other retail etc.)
- **Transit Ridership**
- **Water Use**
- **Impervious Surface Cover:** % change in impervious surface cover
- **Tree Canopy Cover:** % change in tree canopy cover
- **District Energy:** # and energy output (e.g. buildings connected, energy consumed in GJ or kWh) of district energy systems by energy type e.g. renewable or non-renewable)
- **On-Site Renewable Energy:** # and energy output (in GJ or kWh) from households producing and/or consuming on-site renewable heat (e.g. biomass, solar thermal, geo-exchange) and/or electrical (e.g. solar photovoltaic, small wind, small scale hydro) energy
- **Energy Recovery** from waste energy (GJ or kWh) recovered from waste (e.g. from landfill gas, sewage treatment, industrial operations, farm)

Please give us feedback by contacting us directly at [CEEIRPT@gov.bc.ca](mailto:CEEIRPT@gov.bc.ca)

Many local governments have been undertaking a significant amount of climate action in both the corporate and community-wide spheres, as demonstrated in both the public reports from the Climate Action Revenue Incentive Program (CARIP) <http://www.cscd.gov.bc.ca/lgd/greencommunities/carip.htm>, and on the <http://toolkit.bc.ca> website. These two resources may be helpful to those who are interested in learning from other BC local governments. The toolkit also contains additional information and resources including decision-support/planning frameworks and tools for undertaking actions to reduce GHG emissions and energy consumption.



## **This is your local government's 2010 Community Energy and Emissions Inventory (CEEI) Report**

### **What is a CEEI Report?**

CEEI Reports are a result of a multi-agency effort to provide a province-wide solution to assist local governments in BC to track and report on community-wide energy consumption and greenhouse gas (GHG) emissions as well as supporting indicators every two years. CEEI Reports are one of the many resources available through the Climate Action Toolkit (<http://www.toolkit.bc.ca>), a web-based service provided through the ongoing collaboration between UBCM and the Province.

### **The 2010 CEEI reports are offered in DRAFT at this time**

We encourage feedback from our communities across the province as we continue to review the data through the summer of 2012. Should you have any questions or concerns, please take the time to contact us directly at [CEEIRPT@gov.bc.ca](mailto:CEEIRPT@gov.bc.ca)

### **Why does my local government need a CEEI Report?**

A community energy and GHG emissions inventory can be a valuable tool that helps local governments plan and implement GHG and energy management strategies, while at the same time strengthening broader sustainability planning at the local level. CEEI reports fulfill local governments' Climate Action Charter commitment to measure and report their community's GHG emissions profile, establish a base year inventory for local governments to consider as they develop targets, policies, and actions related to BC's Local Government Act requirements, fulfill Milestone One requirements for those local government members of the Federation of Canadian Municipalities' (FCM's) Partners in Climate Protection (PCP) program, as well as supporting local government efforts to monitor progress towards Regional Growth Strategy objectives.

### **A first in North America!**

CEEI is a first in North America and a first step for BC communities. The 2010 CEEI Reports are based on best available province-wide data. The accuracy and detail of CEEI reports will continue to improve to meet increasing local and provincial government information needs. Improvements have been made from the original draft 2007 CEEI Reports posted in Spring 2009. These include estimates for residential heating oil, propane and wood use, breaking out small from large industrial buildings, including updated land-use change and new agricultural sectors as 'memo items'.

### **For More Information**

The full list of all BC local government 2010 CEEI Reports, User Guide, Technical Methods and Guidance Document, and additional information on the Supporting Indicators are available at: <http://www.env.gov.bc.ca/cas/mitigation/ceei/index.html> For guidance on target setting and community actions, go to <http://www.toolkit.bc.ca> and <http://www.cd.gov.bc.ca/lgd/greencommunities/targets.htm>

### **Notice to the Reader**

This CEEI Report uses information from a variety of sources to estimate GHG emissions. While the methodologies, assumptions and data used are intended to provide reasonable estimates of greenhouse gas emissions, the information presented in this report may not be appropriate for all purposes. The Province of BC and the data providers do not provide any warranty to the user or guarantee the accuracy or reliability of the data contained in this report. The user accepts responsibility for the ultimate use of such data. We need your help to make these reports better, where you do note inaccuracies, please contact us.



## 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: January 14, 2013  
Staff Report No. DEV. 13-001

### REQUEST FOR DIRECTION

**SUBJECT:** Proposed New "Foreshore" leases for the "Hidden Harbour Marina" and the "Sailors' Cove Marina".

**ESSENTIAL QUESTION:**

Prior to issuing new foreshore leases, Transport Canada wishes to know if Council has any concerns related to the number of float homes and live-a-boards, that are moored at either the Hidden Harbour Marina for the Sailor's Cove Marina.

**BACKGROUND:** See Staff Report Attached

**RECOMMENDATION:**

That the Committee of the Whole: Instruct staff to organize an open house to allow residents, particularly permanent and part-time residents of the two marinas, to have an informal discussion about any concerns they may have related to the two marinas before Council sends its comments to Transport Canada.

Submitted by: Director, Development Services



Reviewed by: CAO



Date:



## STAFF REPORT

**DATE:** January 9, 2013 Report No. DEV-13-001

**TO:** Laurie Hurst, Chief Administrative Officer

**FROM:** Bill Brown, Director of Development Services

**SUBJECT:** Proposed New "Foreshore" leases for the "Hidden Harbour Marina" and the "Sailors' Cove Marina".

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### RECOMMENDATION:

That the Committee of the Whole: Instruct staff to organize an open house to allow residents, particularly permanent and part-time residents of the two marinas, to have an informal discussion about any concerns they may have related to the two marinas before Council sends its comments to Transport Canada.

### BACKGROUND:

The foreshore leases for the Hidden Harbour Marina and Sailor's Cove Marina have expired. Therefore, the owners of these two marinas are currently negotiating new, 20-year, foreshore leases with Transport Canada. Transport Canada is aware that Esquimalt Council has in the past expressed concerns about the number of float homes and live-a-boards moored at these two marinas. Therefore, before finalizing the two leases, Transport Canada has requested that Council provide them with any comments they may have related to the desirable number of float homes and live-a-boards moored at the two marinas.

Hidden Harbour Marina will also require the Township's "riparian consent".

Note that the West Bay Marina already has a valid lease in place and is not part of the current negotiations.

### ISSUES:

The primary issues for Council's consideration are:

- 1) The ultimate number or percentage of float homes allowed at each marina;
- 2) The ultimate number or percentage of live-a-boards allowed at each marina;
- 3) Provision of appropriate sewage treatment facilities where required;
- 4) Capacity of the municipal sewage system to accommodate float homes and live-a-boards;
- 5) Public access to the foreshore for non-motorized boat (e.g. canoe and kayak) launch;
- 6) On-shore parking associated with float homes and live-a-boards;
- 7) Environmental, physical, and social carrying capacity for float homes and live-a-boards in West Bay;
- 8) Public access to a potential foreshore trail; and
- 9) Other issues identified by Council and the public.

**ALTERNATIVES:**

1. That the Committee of the Whole: Instruct staff to organize an open house to allow residents, particularly permanent and part-time residents of the two marinas, to have an informal discussion about any concerns they may have related to the two marinas before Council sends its comments to Transport Canada.
2. That the COTW provide alternative direction to staff.
3. That the COTW request further information from staff.