



## **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

March 7, 2013

### **N O T I C E**

**A REGULAR MEETING OF COMMITTEE OF THE WHOLE  
WILL BE HELD ON MONDAY, MARCH 11, 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, March 11, 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, January 25, 2013 Pg. 1 – 3

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

##### **Development Services**

- (1) Esquimalt Naval Business Park, Staff Report No. DEV-13-010 Pg. 4 – 16

##### **RECOMMENDATION:**

That the Committee of the Whole instruct staff to continue the Esquimalt Naval Business Park analysis based on the current Terms of Reference and return a completed review to Council in 2013.

#### **6. PRESENTATION**

- (1) Marg Misek-Evans, Maurice Rachwalski and Susan Palmer, Capital Regional District Regional Growth Strategy Review and Input into Regional Sustainability Strategy Presentation and Workshop Pg. 17 – 23

#### **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 25, 2013  
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:** Laurie Hurst, Chief Administrative Officer  
Bill Brown, Director of Development Services  
Anja Nurvo, Manager of Corporate Services  
Louise Payne, Recording Secretary

**OTHERS:** Inspector Keith Lindner, VicPD West Division  
Darlene Perry, Director of Information Management, VicPD  
Hervey Simard, IT Supervisor, VicPD

1. **CALL TO ORDER**

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

2. **LATE ITEMS**

There were no late items.

3. **APPROVAL OF THE AGENDA**

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

**CARRIED UNANIMOUSLY.**

4. **MINUTES**

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

- (1) Special Committee of the Whole meeting, January 14, 2013;
- (2) Regular Committee of the Whole meeting, January 14, 2013; and
- (3) Special Committee of the Whole meetings, February 18 and 19, 2013.

**CARRIED UNANIMOUSLY.**

5. **PRESENTATION**

- (1) Victoria Police Department – Access to Crime Mapping & Policing Information

Inspector Lindner introduced Darlene Perry, Director of Information Management and Hervey Simard, IT Supervisor from the Victoria Police Department. They presented Council with an information session on public access to a crime mapping and policing information system through the VicPD website, and answered questions from Council.

6. **STAFF REPORTS**

*Administration*

- (1) Update on Council's Strategic Priorities, Staff Report No. ADM-13-009

The Chief Administrative Officer presented Staff Report No. ADM-13-009 and answered questions from Council.

**COUNCIL COMMENTS:**

- Request staff to include the summary Chart of the Council Strategic Priorities with the Tax Notice mail out in May and note "for more details, visit Esquimalt.ca";
- Request staff to write out "abbreviations" in the Strategic Priorities outline, for the benefit of the public;
- Request staff to remove the numbers under "NOW" and use only bullets;
- Request staff to add under NOW and NEXT that items are not listed in priority order;
- Staff to determine and include a deadline for public comments.

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

That the Committee of the Whole:

1. Receive Staff Report No. ADM-13-009 for information including the draft document attached entitled "Strategic Priorities: Township of Esquimalt, updated January, 2013" which includes the draft revised Strategic Priorities Chart (the Strategic Plan Update);
2. Provide any comments to staff on the draft Strategic Plan Update;
3. Direct staff to distribute the draft Strategic Plan Update to the Advisory Committees and post a copy on our website requesting input and comments; and
4. Direct staff to prepare a report to Council in April for consideration of approval of the Strategic Plan Update, such report to include input received from Committees and the public.

**CARRIED UNANIMOUSLY.**

7 **PUBLIC QUESTION AND COMMENT PERIOD**

Councillor McKie announced a Chamber of Commerce Mixer event on Wednesday, February 27, 2013 from 5:30 – 7:30 pm at the Gorge Vale Golf Club, 1005 Craigflower Road entitled "How to Preserve and Protect your Wealth".



*Muriel Dunn, resident*, expressed concern for public participation at Council meetings and in the community in general.

**8. ADJOURNMENT**

**MOTION:** Moved by Councillor Brame/Councillor McKie:  
That the Committee of the Whole Meeting of February 25, 2013 be adjourned at 7:45 p.m.

**CARRIED UNANIMOUSLY.**

CERTIFIED CORRECT:

\_\_\_\_\_  
ANJA NURVO  
CORPORATE OFFICER

\_\_\_\_\_  
MAYOR OF THE CORPORATION  
OF THE TOWNSHIP OF ESQUIMALT  
THIS      DAY OF      , 2013



## 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: March 11, 2013  
Staff Report No. DEV-13-010

### REQUEST FOR DIRECTION

**SUBJECT:** Esquimalt Naval Business Park – Progress Report

**ESSENTIAL QUESTION:**

Does Council support the staff continuing to review the potential for the Esquimalt Naval Business Park based on the current terms of reference?

**BACKGROUND:** See Staff Report Attached

**RECOMMENDATION:**

That the Committee of the Whole: Instruct staff to continue the Esquimalt Naval Business Park analysis based on the current Terms of Reference and return a completed review to Council in 2013.

Submitted by: Writer Tina Parker

Reviewed by: CAO [Signature]

Date: March 7/13

## STAFF REPORT

**DATE:** March 6, 2013 Report No. DEV-13-010

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

**FROM:** Trevor Parkes, Senior Planner  
Bill Brown, Director Of Development Services

**SUBJECT:** Esquimalt Naval Business Park Review – Progress Report

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**RECOMMENDATION:**

That the Committee of the Whole instruct staff to continue the Esquimalt Naval Business Park analysis based on the current Terms of Reference and return a completed review to Council in 2013.

**BACKGROUND:**

In the spring of 2012, Director Brown crafted Terms of Reference for the Esquimalt Naval Business Park Review [attached]. The purpose of the review was to evaluate the feasibility of transitioning the Esquimalt Industrial Park into a Naval Design/ Build Business Park as a means of encouraging new businesses associated with ship building to locate in Esquimalt.

Development Services staff have researched and coordinated development of information to complete the following tasks identified within the Terms of Reference:

- Gather Background Material
- Site Map
- Infrastructure Map
- Railway Interface – No rail sidings remain in operation

In addition to these completed tasks staff are progressing with the following tasks:

- Context Map – Draft developed, revisions underway
- Transportation Map – Draft developed, revisions underway
- Existing Land Use Map – Inventory of Business Licences completed, Analysis and Mapping to be completed

**ISSUES:**

Development Services staff have been required to focus on a number of large scale development proposals in recent months in addition to ongoing operational requirements. Accordingly, staff have not had the capacity to complete the Esquimalt Naval Business Park Review within the timeframe initially identified within the Terms of Reference.

**ALTERNATIVES:**

1. That the Committee of the Whole instruct staff to continue the Esquimalt Naval Business Park analysis based on the current Terms of Reference and return a completed review to Council in 2013.
2. That the COTW provide alternative direction to staff.
3. That the COTW request further information from staff.

Township of Esquimalt Development Services

# Esquimalt Naval Business Park Review - Terms of Reference

Technical Review Ver. 1.1

Bill Brown  
4/4/2012



## Purpose:

To review the feasibility of transitioning the Esquimalt Industrial Park into a Naval Design/Build Business Park. The results of the review are to be submitted in a report format (digital and paper).

## Background:

Council has identified “Seaspan Needs Assessment” and “Economic Development Strategy” as strategic priorities for 2012. The Chief Administrative Officer and I recently met with Mr. Bill van Dinther, Program Manager, New Construction, for Seaspan. At this time they are still getting organized for the work they will be doing pursuant to the National Shipbuilding Procurement Strategy <http://news.gc.ca/web/article-eng.do?mthd=tp&ctr.page=1&nid=629989>. In order to be prepared for the companies that will be involved in this project and other similar projects (e.g. the submarine program), it is imperative that we do everything we can to encourage these companies to locate in the Esquimalt “Naval Design/Build Business Park”. As part of this preparation, we need to ensure that the zoning and servicing of our business park is set up to accommodate these new businesses.

The Chief Administrative Officer and I have also recently met with the Mr. Ray Lawson, Telus’ General Manager for Vancouver Island. Our discussions with him dealt with how we position Esquimalt on the cutting edge of telecommunications technology, particularly with regard to moving towards a center of excellence in Naval Design and Build. He noted that Esquimalt is fairly well positioned with regard to the fiber optic network and the wireless network. In order for him to provide a more detailed assessment of the situation he would require a background report dealing with issues such as geography. This report is part of the background material we are preparing for Telus.

## Tasks:

Task	Completion Date	Comments
Gather Background Material		This includes geology, climate, and history.
Create Context Map		Includes transportation routes.
Create Site Map		Identifies parcel boundaries and adjacent roads within the Esquimalt Industrial Park.
Create Infrastructure Map		Electricity, Gas, Water, Sanitary Sewer, Storm Sewer, Roads (traffic volumes, cross sections),



Create Transportation Map	Road Classification (arterial, collector), Bus Routes, Sidewalks
Create Existing Land Use Map	Show existing land uses on a parcel by parcel basis
Create a Development Table	Show the existing lot size, gross floor area, floor space ratio, and building height on each parcel and then the maximum gross floor area, floor space ratio, and building height as per the Zoning Bylaw for each parcel.
Analyze Servicing Capability	Check with the Engineering Department to see if any of the municipal run services are near capacity.
Railway interface	Using air photos, ascertain whether any of the properties adjacent to the railway tracks have sidings.
Zoning Analysis	<p>Look at existing uses and recommend whether other uses should be added to the list of permitted uses in order to accommodate industries associated with ship building. Companies involved in ship building include:</p> <ol style="list-style-type: none"> <li>1) Seaspan <a href="#">Seaspan Marine Corporation - Home Page</a></li> <li>2) BAE <a href="http://www.baesystems.com/our-company-rzz/our-businesses/maritime---naval-ships">http://www.baesystems.com/our-company-rzz/our-businesses/maritime---naval-ships</a></li> <li>3) Thales <a href="http://www.thalesgroup.com/canada/">http://www.thalesgroup.com/canada/</a></li> <li>4) Lockheed Martin <a href="http://www.lockheedmartin.ca/">http://www.lockheedmartin.ca/</a></li> <li>5) Babcock Marine <a href="http://www.babcock.co.uk/media-centre/first-submarine-refit-starts-under-canada's-viscc-contract-on-hmcs-chicoutimi/">http://www.babcock.co.uk/media-centre/first-submarine-refit-starts-under-canada's-viscc-contract-on-hmcs-chicoutimi/</a></li> </ol>
Tax Analysis	Create a table showing the tax assessment for each parcel in the industrial park.
Recommendations	Provide a list of recommendations that would help attract Ship Building industries to the industrial park.

## **Tools:**

The following tools can be used in completing the report:

- 1) The Township of Esquimalt's GIS system;
- 2) Internet based research;
- 3) Site inspections; and
- 4) Contacting other municipalities with similar situations.

## **Safety First:**

The following safety procedures must be followed at all times:

- 1) All Township of Esquimalt Safety Policies;
- 2) High Visibility Vests are to be worn at all times while doing site inspections in the Industrial Park.
- 3) Do not enter private property without the expressed consent of someone authorized to allow you to enter the property;
- 4) Always tell the truth – if someone asks you on a site inspection what you are doing you can tell them you are doing a planning study of the industrial park to see if it can be enhanced to support Esquimalt's economic growth.
- 5) All site inspections in the industrial park must be done with a partner and must never be done outside daylight hours.

## **Timeline:**

The first draft is due on May 4, 2012.





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Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C., V9A 3P1

Telephone (250) 414-7100

Fax (250) 414-7111

## **MEMORANDUM**

**Date:** June 7, 2012

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

**From:** Karen Hay, Planning Technician

**Subject:** **Esquimalt Naval Business Park – Evolution of an Industrial Park**

The current 'Industrial Park' area of Esquimalt is fairly small being approximately 0.2 of a square kilometre in area. The 'Industrial Park' name was part of a 1990's effort to market the area.

The industrial uses in the current location grew primarily out of three factors: location, early transportation and topography. The Esquimalt and Nanaimo Railway was built through the area in the 1880's and served primarily as a means of moving freight between Victoria Harbour, Esquimalt Royal Navy Base and Dockyard and the coal mines and lumber yards in the Nanaimo/ Central Island area. The industrial area is 1.5 kilometers (1 mile) from the Victoria harbour and also 1.5 kilometres from the Esquimalt Graving Dock. This area is relatively flat with a variation in elevation of less than 14 metres over 350 metres. Before industrial development the majority of the area was forested. An area was cleared for a farm in the northern section, towards what is now Esquimalt Secondary School, at about the same time the industrial uses began in the area.

Early development was primarily what we would now classify as heavy industrial. The uses included lumber yards, a cooperage (barrel manufacturer), a coal storage and distribution site, furnace manufacture and oil distributors. These all made use of the railway with the 5-6 spur lines that existed in the area. The rail cars could be loaded or unloaded in this area from either the up island resource extraction industries or from the Canadian Pacific [C.P.] or Canadian National [C.N.] freighters that would bring goods in via their docks in Victoria Harbour. From this location goods could be distributed to homes and other businesses in greater Victoria.

In the 1940's after the end of the Second World War downtown Victoria became more of a retail centre and with this came the market for warehousing space. As the heavy industry uses in the Esquimalt industrial area diminished several large warehouses began to grow and fill the available space. This also became a popular area for more small and medium size manufactures and those in the industrial type service industries (plumbers, electricians, construction contractors).

The spur lines have now all disappeared. The use of trucks has replaced train cars for cargo transport in the region. Rising land costs have increased the desire for more building floor space, as well as parking area for semi-trucks and automobiles. Because the area evolved from railway access the roads tend to be narrow for and industrial area with a couple tight corners which can be a challenge for the larger trucks to negotiate.



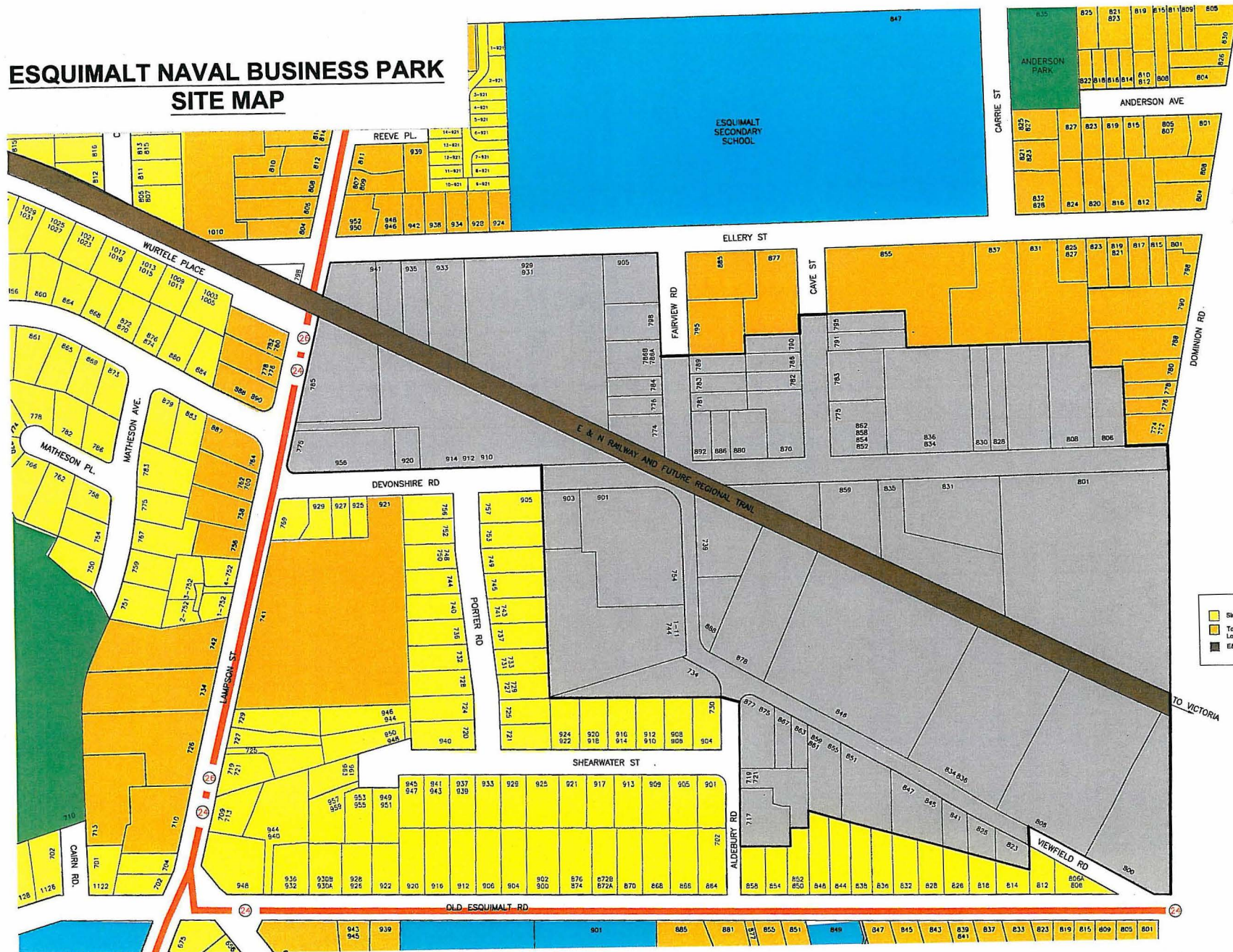
### **Heritage**

There is one building within the Industrial Park area that has been recognized in 'Built Heritage in Esquimalt an Inventory' as being a 'Group 1' building a building of 'primary importance', having heritage character and value. This is the building at 754 Fairview Road which was built in 1945 for the Western Match Co. Ltd. and was considered "a good example of the commercial use of the Moderne style". It was designed by 'McCarter & Nairne, a well-known Vancouver architecture firm who also designed the Marine Building' in Vancouver.

Sincerely,

Karen Hay  
Planning Technician  
Development Services

# ESQUIMALT NAVAL BUSINESS PARK SITE MAP



Township of  
**ESQUIMALT**

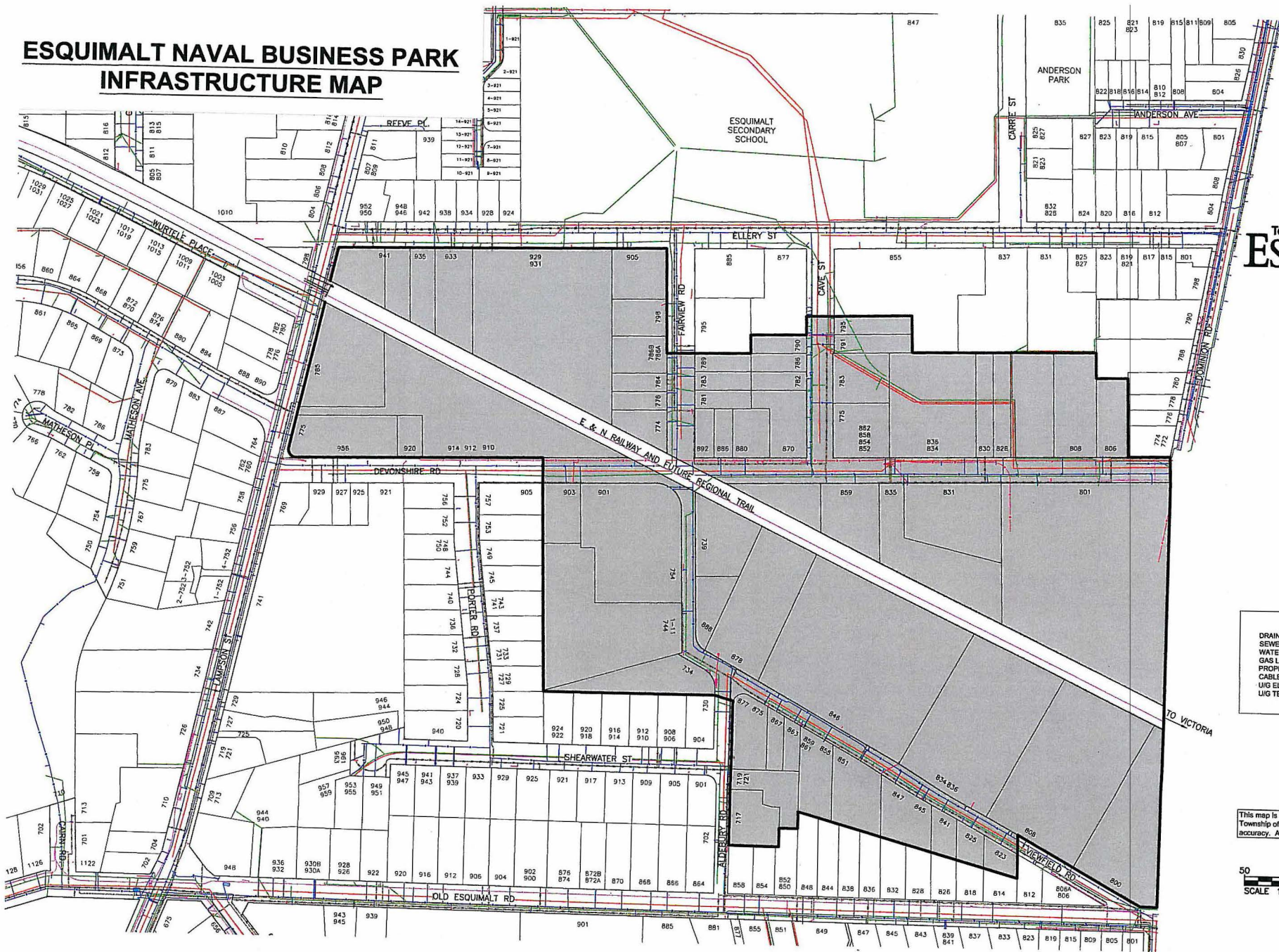
LEGEND			
	Single and Two-Unit Residential		Industrial
	Townhouse Residential/Multi-Unit, Low-Rise Residential		Parks and Open Space
	EAN Rail Trail		Institutional
Orange lines indicate Transit routes.			

This map is for general information only. The Township of Esquimalt does not guarantee its accuracy. All information should be verified.

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SCALE 1:2,500 METRES



# ESQUIMALT NAVAL BUSINESS PARK INFRASTRUCTURE MAP



Township of  
**ESQUIMALT**

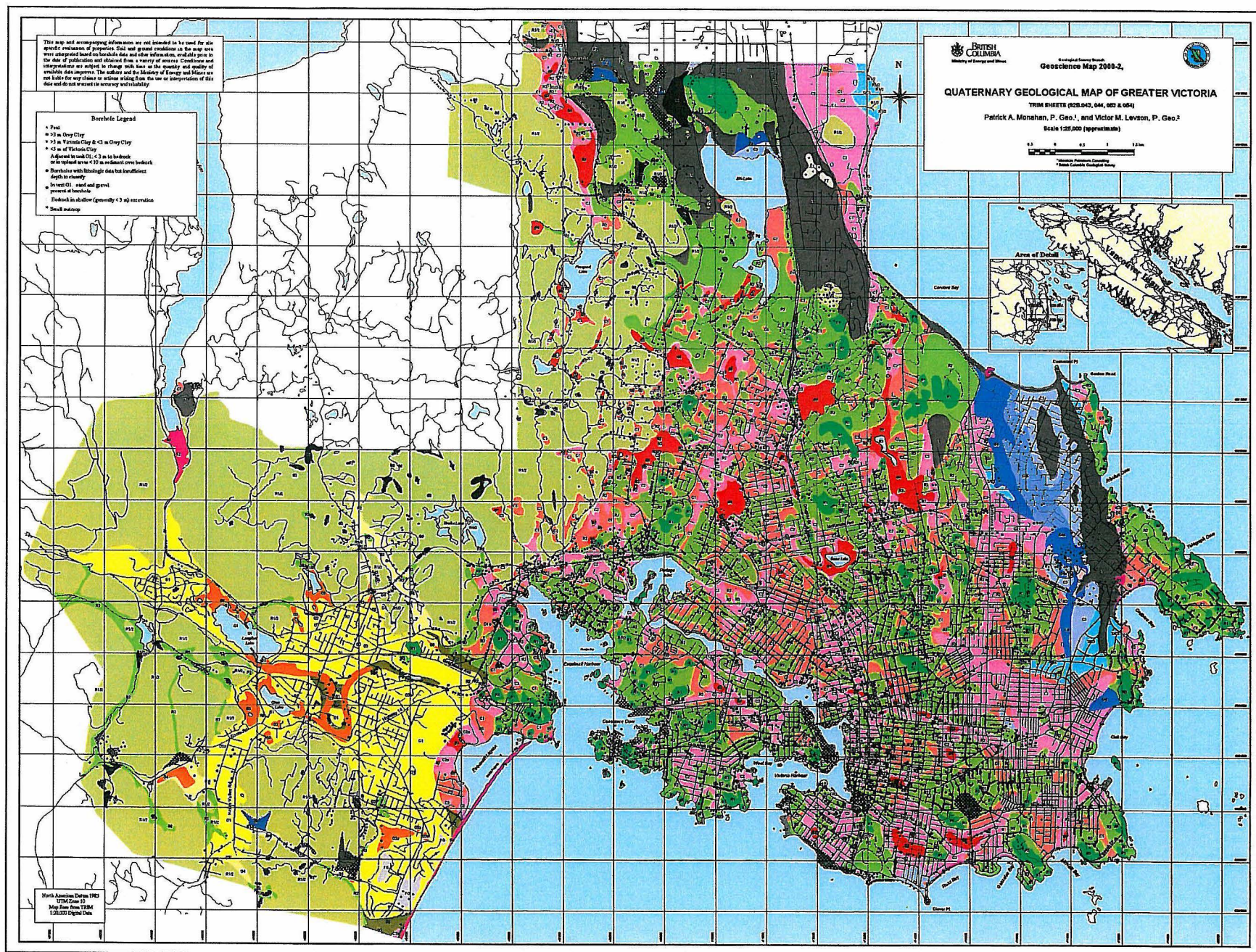
**LEGEND**

DRAIN LINE	
SEWER LINE	
WATER LINE	
GAS LINE	
PROPERTY LINE	
CABLE/DATA	
U/G ELEC.	

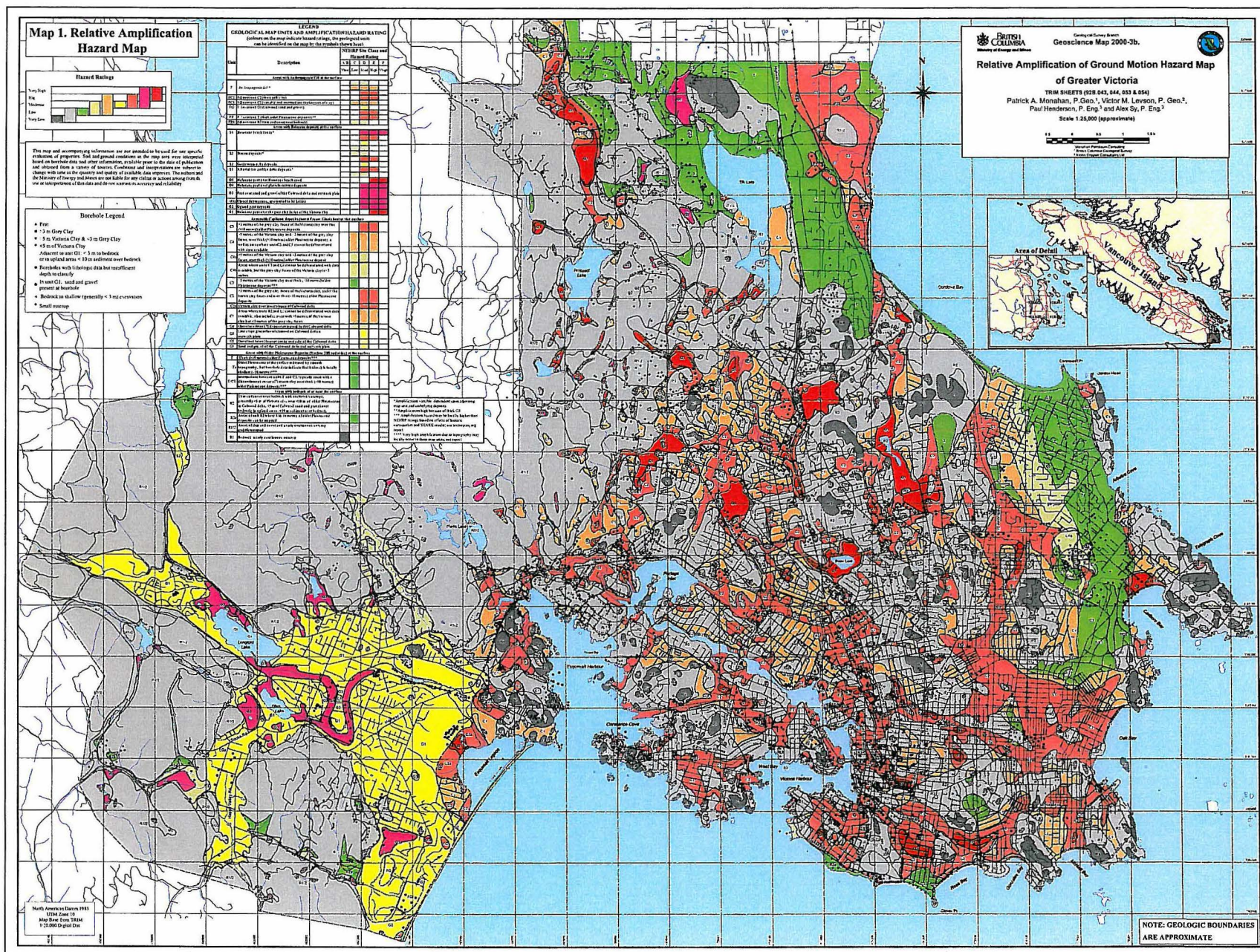
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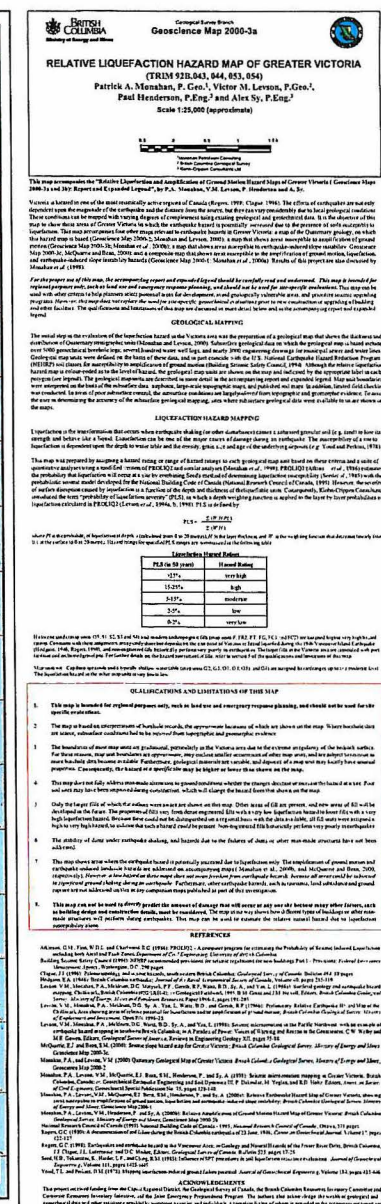














March 01, 2013

# Regional Growth Strategy Review Report

**Submitted to:**

Marg Misak-Evans  
Senior Manager Regional & Strategic Planning  
Capital Regional District  
625 Fisgard Street  
Victoria, BC V8W 1R7

REPORT



**Report Number:** 1214420002-008-R-RevA

**Distribution:**

1 Copy - Capital Regional District  
2 Copies - Golder Associates Ltd.



Sustainable  
Communities

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## Executive Summary

This document provides a review of successes and challenges of the CRD's Regional Growth Strategy (adopted 2003) and recommendations for strengthening regional policies as the CRD transitions to a Regional Sustainability Strategy.

### RGS Policy & Implementation Review Conclusions

Overall the Capital Regional District is effectively planning regionally as a federation of member municipalities. The RUCSPA and urban containment policies have proven effective at managing growth and keeping urban settlement relatively compact.

### Policy

RGS policies have generally proven sufficient to achieve many of the desired outcomes, notably, increasingly compact communities, continued robust growth in core communities, core green space (sea to sea green/blue belt) acquisitions are on target, there is substantial completion of the regional trail network, and considerable progress has been made across the region toward creating more complete communities.

Weaknesses that may be addressed include overly conceptual mapping in some cases, vague policy language describing what is rural, and what is urban, an inconsistently applied RUCSPA boundary, and the lack of sub regional differentiation for matters such as servicing standards where, for example, public water service to agricultural uses may be appropriate.

The opportunities for policy changes identified in this report and summarized below represent for the most part strengthening and polishing in terms of depth and breadth rather than fundamental change.

The addition of new sub-strategies - climate change and food systems - will serve to strengthen the core RGS component of the new RSS. The new draft Regional Transportation Plan, the update of the Regional Housing Affordability strategy (RHAS) the new Community Health & Well-Being project, and the update to the Integrated Solid Waste & Resource Management Plan are parallel initiatives that will also inform and support the RSS.


In our view the expanded RGS, the new sub-strategies and the parallel planning initiatives will serve as a robust and resilient trilogy of policy instruments guiding the region to a sustainable future.

### Implementation

There are notable implementation achievements: all member municipalities have adopted Regional Context Statements that were accepted by the CRD Board, a Regional Transportation Plan is near completion, an affordable housing strategy was completed and in the process of being updated, and a housing secretariat has been established.



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However, implementation has proven more challenging than setting the right policy direction. Failure to execute master implementation agreements has served to limit success. Challenges have persisted in determining consistency between the RGS and member municipality's OCPs as well as consistency between the RGS and the region's own bylaws. More robust implementation of the RGS should include:

- Further discussion on the merits of implementation agreements relative to other means of implementation such as sub-strategies and parallel plans;
- A clear process for amendments, including a minor amendment process;
- Establishing protocols for consistency review of municipal and Electoral Area OCPs;
- Improved bylaw consistency for the Juan de Fuca Electoral Area, and other regional bylaws pertaining to matters addressed in the RSS; and
- Continued monitoring and reporting.

## Summary of Recommendations for the Transition of the RGS to the RSS

These recommendations follow from the key questions posed in Section 13 of this review.

### *How should the RUCSPA be updated?*

- 1) Maintain the RUCSPA with minor modifications and extensions; provide greater clarity on the nature and extent of urban, rural resource, and rural settlement patterns of development.
- 2) Permit water servicing for residential and agricultural uses within avowedly rural areas beyond the RUCSPA.
- 3) Incorporate technical, fiscal, and equity criteria into the servicing policy.
- 4) Explore a more consistent approach to establishing the RUCSPA boundary, e.g. matching urban areas of the OCP, not merely municipal boundaries; or avoiding the use of the RUCSPA boundary to encompass fully serviced development.
- 5) Review rural settlement policy and mapping to consider rural settlements. Consider greater clarity on what type of development is appropriate in the rural/resource area.

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*What elements of the existing RGS are supportable and should be retained?*

*What should be added?*

**1) Growth Management**

- a. Create sub-regional policies that reflect urban and rural characteristics, the anticipated rate of growth, and the anticipated level of servicing.
- b. Explore a performance based approach to key strategies and policies that provide greater flexibility to local governments. This may include, for example, sub-regional density targets, growth targets and thresholds that support RSS outcomes, while providing greater autonomy to local governments in attracting and managing growth.
- c. Expand the urban centre hierarchy where feasible and higher levels of urban density and mix of land uses explored.
- d. OCPS, zoning bylaws, and approved development proposals have modified the policy and regulatory landscape. Review these commitments on a sub-regional basis in order to recalibrate targets and sub-regional growth strategies.
- e. Strengthen integration between land use and transportation.
  - i. Target growth around future rapid transit corridors and mobility hubs.
  - ii. Increase dwelling unit density to urban transit-supportive levels (medium and high density) within 600 m of rapid and frequent transit stations and corridors by 2020, in urban centres and settlements where adequate servicing capacity exists.
  - iii. Introduce inclusionary and minimum density zoning policies within urban centres to support mixed-use developments.
  - iv. Achieve a minimum jobs-to-population ratio of 0.6 in the core centres, 0.4 to 0.5 in the western communities.
- f. Further clarify the nature and extent of rural development
  - i. Agree on large minimum lot sizes to preserve rural character.
  - ii. Create rural centre designations to distinguish between existing low density rural residential uses and mixed use rural service centres.

**2) Regional Housing Affordability Strategy**

- a. Affordable housing for all segments of society is a top priority: expand the housing spectrum to include a range of market rate housing for all household types and work force categories.
- b. The RHAS should look at the affordability of housing for people at different income levels (e.g. moderate income earners as well as low income earners).
- c. Transition the Regional Housing Trust Fund to a regional housing levy.
- d. Set targets for the creation of new units of subsidized housing, market rental housing, affordable market ownership housing, supportive housing, the percentage of households in core housing need.
- e. Consider the following elements in an updated Regional Housing Affordability Strategy:

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- i. Expand beyond affordability to incorporate the full housing spectrum, including “price controlled” housing;
  - ii. Adopt farm worker housing policies; and
  - iii. Introduce inclusionary zoning policies within urban centres to support mixed use developments.

### **3) Community Health and Wellbeing**

- a. Address the interacting social, cultural, economic and environmental determinants of community health and wellbeing.
- b. Create policies related to culture, creativity and happiness.
- c. Add policies related to poverty prevention and reduction.
- d. Consider policies on equitable transportation investment on a per capita basis benefiting all citizens regardless of income, age, and mobility.
- e. Consider more detailed evidence-based policy guidelines .

### **4) Environmental Health and Resource Management**

- a. Maintain rural and ecological integrity.
  - i. Prepare a regional ecosystem network (ecological greenways) plan that identifies linked habitat hubs, sites and corridors.
  - ii. Provide a suite of tools to adapt zoning and land use regulations so that the regional ecosystem network can be achieved with a fair combination of land acquisition, covenant, and transfer of development potential or similar tools that allow for both ecological function and managed development.
  - iii. Incorporate the “Nature needs half” concept brought forward by the CRD Parks Department.
- b. Address the removal of private forest land from provincial regulation under forestry tenures.
  - i. Expand the sea to sea blue/green corridor into the Juan de Fuca Electoral Area.
  - ii. Explore legal mechanisms and incentives to restrict large lot development and preserve forest resources.

### **5) Transportation**

- a. Enhance mobility choices and reduce reliance on the automobile.
  - i. Support a Regional Multimodal Network (RMN) and Mobility Hubs.
  - ii. Expand TDM (transportation demand management).
  - iii. Commit to locating all development within 400 metres of a bus stop or access to transit.



- iv. Prioritize non-motorized and shared transportation infrastructure.
- v. Prioritize multi-modality in appropriate locations based on the Regional Transportation Plan.
- b. Align transportation investments with sustainable transportation objectives
  - v. Coordinate with the Regional Transportation Plan for funding, implementation and investment, strategic initiatives and managing growth and development.
  - vi. Measure mobility and "trips not made" in matching investment priorities with projects.
- c. Establish a desired growth pattern, then shape the transportation and mobility options to suit.
- d. Prioritize auto travel where appropriate.

## 6) Economic Development

- a. Create a resilient economy that fosters social innovation; build a collaborative economy.
- b. Expand low-carbon/green industries.

## 7) Food Systems

- a. Stimulate economic growth and the health of the agricultural industry based on responsible use of renewable resources.
- b. Increase regional food self-sufficiency and access to fresh healthy food.
- c. Establish a regional identity around the special attributes of food and farming in the CRD.
- d. Create more robust support for the agricultural industry and for farmers that includes:
  - i. Enhanced edge planning;
  - ii. Long-term protection of working landscapes (agriculture, forestry);
  - iii. Review opportunity for ALR land swapping; and
  - iv. Provide remuneration to farmers for ecological services rendered.

## 8) Regional resiliency

- a. Consider climate change as a primary lens for the RSS.
- b. Create land use plans that focus growth and redevelopment in a way that makes it possible for residents and business to transition to lower carbon forms of transportation and smaller, more energy efficient homes.
- c. Integrate climate change criteria into budgeting and decision making processes.
- d. Enhance disaster mitigation and preparedness by:

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- i. Achieving high seismic standards in new facilities and in upgrades to existing civic buildings and infrastructure;
  - ii. Address specific natural hazards such as, sea level rise through regulatory mechanisms such as zoning bylaws and development permit area guidelines; and
  - iii. Address specific natural hazards such as sea level rise through regulatory mechanisms such as zoning bylaws and development permit area guidelines.
- e. Increase regional resiliency in the face of major trends such as climate change, globalization, ongoing ecological degradation, changing demographics, and rising energy prices by prioritizing the opportunities that address the widest range of objectives which can be adapted to alternative future scenarios.

## **Implementation framework for the new RSS**

### **1) Include a sliding scale amendment process in the RSS**

A sliding scale for RSS amendments should be established to reflect the range of local government autonomy and regional significance for policy changes. For example, no amendment may be required for small scale urban OCP designation changes; a minor amendment for large scale OCP designation changes; and a major amendment for fundamental changes to core goals. A minor amendment process would be spelled out in the RSS. Include in the RSS policy for a consistency review by CRD for OCP amendments.

#### **Options include:**

- CRD delegates staff member.
- Regional staff works with DPAC to determine.
- Regional and municipal staff could meet.
- Engage legal counsel.

### **2) Build a robust implementation framework covering the wide range of topics of the new RSS.**

#### **The implementation framework may include:**

- Describing CRD's role in coordinating public investments;
- Equitable approaches to financing regional growth and development;
- Agreed criteria for defining regionally significant development initiatives, including the expansion or extension of services beyond the RUCSPA boundary; and
- Procedures to initiate processes for inter-jurisdictional review on matters of mutual interest.