



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

March 14, 2013

NOTICE

**A REGULAR MEETING OF COUNCIL WILL BE HELD ON
MONDAY, MARCH 18, 2013 AT 7:00 PM, 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 **REGULAR MEETING OF COUNCIL**

Monday, March 18, 2013
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 Special Meeting of Council, March 4, 2013 Pg. 1 – 2
- (2) Minutes of the Regular Meeting of Council, March 4, 2013 Pg. 3 – 9

5. **PRESENTATIONS**

- (1) Tammy Percival, Esquimalt Representative, Victoria Family Court and Youth Justice Committee
- (2) Mark Eraut, Bingo Esquimalt, Re: Benefits of Becoming Host Local Government for Gaming

6. **PUBLIC INPUT (On items listed on the Agenda)**

Excluding items which are or have been the subject of a Public Hearing.

7. **DELEGATION**

- (1) Carole Witter, Hidden Harbour Marine Centre, Re: Integration of McLoughlin Point into Draft West Bay Neighbourhood Urban Design Guidelines Pg. 10

8. **STAFF REPORTS**

Administration

- (1) 2012 Climate Action Revenue Incentive Program (CARIP) Public Report, Staff Report No. ADM-13-012 Pg. 11 – 41

RECOMMENDATION:

That Council receive Staff Report No. ADM-13-012 for information.

Engineering and Public Works

- (2) Left Hand Turn Restrictions on McNaughton Avenue and Selkirk Avenue, Staff Report No. EPW-13-004 Pg. 42 – 54

RECOMMENDATION:

That the left hand turn restrictions on McNaughton Avenue and Selkirk Avenue be removed.

Development Services

- (3) Development Variance Permit, 940 Dunsmuir Road, [Lot 36, Block E, Section 11, Esquimalt District, Plan 292], Staff Report No. DEV-13-011 Pg. 55 – 73

RECOMMENDATION:

That Development Variance Permit No. DEV00004 authorizing the following relaxation to Zoning Bylaw, 1992, No. 2050, **be approved, and staff be directed to issue the permit and register the notice on the title** of Lot 36, Block E, Section 11, Esquimalt District, Plan 292 [940 Dunsmuir Road].

Zoning Bylaw, 1992, No. 2050, Section 34(9)(a)(ii) – Siting Requirements – Principal Building – Side Setback - a .52 metre reduction to the requirement that in the case where a parcel is not served by a rear lane, one (1) side yard shall not be less than 3.0 metres. [i.e. from 3.0 metres to 2.48 metres].

- (4) Council Consultation With Persons, Organizations, And Authorities It Considers May Be Affected By The Proposed Amendment To The Official Community Plan For The Proposed Waste Water Treatment Facility At McLoughlin Point, Staff Report No. DEV-13-012 Pg. 74 – 77

RECOMMENDATION:

That Council authorize staff to circulate the Official Community Plan and Zoning Bylaw amendment package to those agencies listed in Schedule “A” of Staff Report No. DEV-13-012.

- (5) 622 Admirals Road (The Legion) Rezoning Update, Staff Report No. DEV-13-013 Pg. 78 – 80

RECOMMENDATION:

That Council accept Staff Report No. DEV-13-013 for information.

9. MAYOR’S AND COUNCILLORS’ REPORTS

- (1) Report from Councillor Meagan Brame, Re: School Liaison Update and AVICC Conference Update
- (2) Report from Councillor Dave Hodgins, Re: FCM Board Appointment Pg. 81

10. COMMUNICATIONS

- (1) Announcement from the Office of the Premier, dated February 18, 2013, Re: 2013 B.C. Community Achievers Announced Pg. 82 – 89
- (2) Letter from Denise Marshall, Early Childhood Educators of BC and Susan Harney, Coalition of Child Care Advocates of BC, dated February 2013, Re: \$10 / Day Child Care Plan Pg. 90 – 95
- (3) Email from Charley Beresford, Columbia Institute, dated March 6, 2013, Re: Green Jobs Plan Pg. 96 – 131

- (4) Letter from Peter Van Loan, MP, Leader of the Government in the House of Commons, dated March 6, 2013, Re: Proposed Change to the Name of Electoral District Pg. 132 – 133
- (5) Letter from Dean Fortin, Mayor, City of Victoria, dated March 7, 2013, Re: Reducing Default Speed Limits for Municipal Roads Pg. 134 – 135

11. **PUBLIC QUESTION AND COMMENT PERIOD**

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

12. **ADJOURNMENT**



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

MINUTES
SPECIAL MEETING
OF MUNICIPAL COUNCIL
MONDAY, MARCH 4TH, 2013

5:47 P.M.
WURTELE ROOM, MUNICIPAL HALL

PRESENT:

Mayor Barbara Desjardins
Councillor Megan Brame
Councillor Dave Hodgins
Councillor Lynda Hundleby
Councillor Robert McKie
Councillor Tim Morrison
Councillor David Schinbein

STAFF:

Laurie Hurst, Chief Administrative Officer
Ian Irvine, Director of Financial Services & IT
Anja Nurvo, Manager of Corporate Services/Recording Secretary

1. **CALL TO ORDER**

Mayor Desjardins called the Special Meeting of Council to order at 5:47 pm.

2. **LATE ITEMS**

There were no late items.

3. **APPROVAL OF THE AGENDA**

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

CARRIED UNANIMOUSLY.

4. **MOTION TO GO *IN CAMERA***

MOTION: Moved by Councillor Hundleby/Councillor Brame:
That Council convene *In Camera* pursuant to Section 90 of the *Community Charter* to discuss:

- Labour relations or other employee relations;
- The receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and
- Negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

in accordance with Section 90 (1) (c), (i) and (k) of the *Community Charter*, and that the general public be excluded.

CARRIED UNANIMOUSLY.

5. **ADJOURNMENT**

MOTION: Moved by Councillor McKie/Councillor Schinbein:
That the Special Meeting of Council be adjourned at 5:46 pm.

CARRIED UNANIMOUSLY.

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

CERTIFIED CORRECT:

ANJA NURVO, CORPORATE OFFICER



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

MINUTES
REGULAR MEETING
OF MUNICIPAL COUNCIL
MONDAY, MARCH 4, 2013
7:00 P.M.
COUNCIL CHAMBERS

PRESENT:

Mayor Barbara Desjardins
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
Ian Irvine, Director of Financial Services & IT
Anja Nurvo, Manager of Corporate Services
Louise Payne, Recording Secretary

1. CALL TO ORDER

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

Mayor Desjardins expressed condolences to the family of Sybil Ross who died earlier this week.

Councillor Schinbein expressed his regret for remarks made about unions during the recent discussion regarding curbside versus backyard garbage collection.

2. LATE ITEMS

A Rise and Report from the Special *In Camera* meeting of March 4, 2013 as Item 11(2) and Mayor Desjardins noted that Item 9 Mayor's and Councillors' Reports (1) Report from Councillor Meagan Brame re: Flower Count Launch is moved to follow Item 4 Minutes.

3. APPROVAL OF THE AGENDA

MOTION: Moved by Councillor Hundleby/Councillor Mckie:
That the Agenda be approved as amended.

CARRIED UNANIMOUSLY.

4. MINUTES

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

- (1) Minutes of the Special Meeting of Council, February 18, 2013;
- (2) Minutes of the Regular Meeting of Council, February 18, 2013;
- (3) Minutes of the Special Meeting of Council, February 25, 2013.

CARRIED UNANIMOUSLY.

9. MAYOR'S AND COUNCILLORS' REPORTS

- (1) Report from Councillor Meagan Brame re: Flower Count Launch

Mayor Desjardins recognized and expressed Council's appreciation to Bev Hopkins of the Esquimalt Garden Club, as well as Councillor Brame who coordinated the Township's entry into the Flower Count Launch. Councillor Brame presented a short presentation including photos of the Township's winning entry into the Flower Count Launch.

5. PRESENTATIONS

- (1) Greg Bunyan, Chair, Maureen Sawa, CEO and Donna Phillips, Finance Manager, Greater Victoria Public Library Budget

Greg Bunyan, Chair, Maureen Sawa, CEO, and Donna Phillips, Finance Manager of the Greater Victoria Public Library presented the Library's 2013 Budget and answered questions from Council.

- (2) Michael Lenaghan, President, Mark Salter, Treasurer and Lindy Carter, Registrar, Esquimalt Community Gardens Society

Michael Lenaghan, President, Mark Salter, Treasurer and Lindy Carter, Registrar of the Esquimalt Community Gardens Society made a presentation and answered questions from Council.

6. PUBLIC INPUT

Carol Sanderson, resident, expressed her opposition to parking variances generally, and to proposed parking variances for the development at 622 Admirals Road.

Muriel Dunn, resident, expressed her concerns with the proposed development at 622 Admirals Road, noting that parking was a major issue.

Doug Scott, resident, expressed concern with the proposed development of 622 Admirals Road and its access/egress onto Constance Avenue.

A resident expressed his support for the proposed development at 622 Admirals Road.

7. DELEGATION

- (1) Lorna Sankey – Esquimalt Auto Parts, Re: Legion Proposal Adjacent to Esquimalt Auto Parts Property

Lorna and Curtis Sankey, owners of Esquimalt Auto Parts, expressed their concerns with the proposed development at 622 Admirals Road.

8. STAFF REPORTS

Development Services

- (1) Development Permit, 944 Rankin Road, Amended Lot 14 (DD C92897), Section 2, Esquimalt District, Plan VIP2707, Staff Report No. DEV-13-008

MOTION: Moved by Councillor McKie/Councillor Morrison:

That Development Permit No. 01/2013 authorizing the restoration work prescribed by Swell Environmental Consulting be approved and staff be directed to issue the permit and register the notice on the title of Amended Lot 14 (DD C92897), Section 2, Esquimalt District, Plan VIP2707.

CARRIED UNANIMOUSLY.

- (2) Rezoning Application, 622 Admirals Road, (Lot 155, Suburban Lot 43, Esquimalt District, Plan 2854), (Lot 156, Suburban Lot 43, Esquimalt District, Plan 2854), (Lot 157, Suburban Lot 43, Esquimalt District, Plan 2854), (Lot 158, Suburban Lot 43, Esquimalt District, Plan 2854), Except Part in Red on Plan 312 BL), Staff Report No. DEV-13-009

The Director of Development Services presented a PowerPoint presentation outlining the rezoning application for 622 Admirals Road and answered questions from Council.

MOTION: Moved by Councillor Hodgins/Councillor Brame:
That Council allow the proponents of the rezoning application for 622 Admirals Road to answer questions from Council.

CARRIED UNANIMOUSLY.

Chris Fitzpatrick, President, Monimos Equities and Development, Michael Levin, applicant and architect, and Robert Schmidt, Vice President, Monimos Equities and Development, proponents of the proposed development at 622 Admirals Road, answered questions from Council on their rezoning application.

MOTION: Moved by Councillor Brame/Councillor Hodgins:
That Council direct staff to invite representatives of Esquimalt Dockyard Branch 172 of the Royal Canadian Legion to attend a Council meeting to explain their business model for the proposed development of their property at 622 Admirals Road.

CARRIED UNANIMOUSLY.

MOTION: Moved by Councillor Hodgins/Councillor Brame:

1. That Council resolves that Bylaw No. 2798 (Schedule "A") which would amend Zoning Bylaw, 1992, No. 2050 by changing the zoning designation of Lot 155, Lot 156, Lot 157, and Lot 158, Suburban Lot 43, Esquimalt District, Plan 2854, Except Part in Red on Plan 312 BL (622 Admirals Road) shown cross hatched on Schedule 'A' of Bylaw No 2798, from C-3 (Core Commercial) to CD No. 82 (Comprehensive Development District No. 82) be given **first and second reading**, with the following additions to Section (2) (2) Floor Area Ratio (a) Residential Uses (ii):
 - a. Under Clause (1) following "and street trees" the addition of "landscape drip irrigation for planters";
 - b. Under Clause (3), the addition, at the beginning of the clause, of "38.0 metres";
 - c. Addition of Clause (4) "38.0 metres of barrier curb and gutter on south side of Miles Street between the rear property line and Constance Avenue"; and
 - d. Addition of Clause (5) "Two street benches".
2. That Council authorizes the Corporate Officer to schedule a public hearing for Zoning Amendment Bylaw No. 2798 and to advertise for same in the local newspaper.
3. That Council gives first reading to Housing Bylaw No. 2799.
4. That prior to a Public Hearing, a Development Variance Permit accommodating the following relaxations to Parking Bylaw, 1992, No. 2011 to facilitate the development proposed for Lot 155, Lot 156, Lot 157, and Lot 158, Suburban Lot 43, Esquimalt District, Plan 2854, Except Part in Red on Plan 312 BL [622 Admirals Road] which incorporates height and massing consistent with architectural plans prepared by Praxis Architect Inc., stamped

"Received January 17, 2013", be returned to Council for consideration:

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 6 [i.e. from a total of 19 visitor spaces to 14 visitor spaces].

Parking Bylaw, 1992, No. 2011, Section 13(1)(a)(vi) – Number Of Off-Street Parking Spaces – a reduction in the required number of parking spaces from 0.5 spaces per dwelling unit to 0.35 spaces per dwelling unit [i.e. from a total of 76 spaces to 54 spaces].

Parking Bylaw, 1992, No. 2011, Section 14(3) – Off-Street Parking Area Design – a relaxation of the parking area design requirements from a 7.6 metre minimum width maneuvering aisle combined with a 2.6 metre minimum stall width to a 7.9 metre minimum width maneuvering aisle combined with a 2.4 metre minimum stall width.

5. That prior to the adoption of Bylaw No. 2798, the owner enter into a Housing Agreement pursuant to Section 905 of the Local Government Act in a form similar to that found in Schedule "C" of this report.
6. That prior to the adoption of Bylaw No. 2798, the owner enter into a Section 219 Covenant with the Township of Esquimalt to:
 - Ensure the provision of approximately 217 square metres across the frontage of the Lands is dedicated as road;
 - Ensure that the proposed development is consistent with the Green Building Project Checklist;
 - Require a project completion report detailing the implementation of the green building practices;
 - Ensure construction of all streetscape amenities; and
 - Ensure construction of sidewalk along one side of Miles Street.
7. That Council authorizes the Mayor and Corporate Officer to sign the aforementioned legal documents.
8. That prior to the adoption of Bylaw No. 2798, the owner reimburse the Township of Esquimalt, for all legal fees incurred by the Township related to the preparation of Bylaw No. 2798, the Housing Agreement, the Section 219 Covenant, and other legal fees directly associated with this application.
9. Receipt of a letter from the applicant that they have worked with CREST to incorporate the necessary communications technology to aid radio communications with emergency workers inside the building.

CARRIED UNANIMOUSLY.

RECESS AND RECONVENE

The Regular meeting of Council recessed at 9:26 pm and reconvened at 9:31 pm with all members of Council present.

10. COMMUNICATIONS

- (1) Letter from Michael Weston, Greater Victoria Development Agency, dated February 5, 2013, Re: Opportunity to Leverage Municipal Investment for Federal/Provincial Economic Development Funding

MOTION: Moved by Councillor Hodgins/Councillor McKie:
That the letter from Michael Weston, Greater Victoria Development Agency dated February 5, 2013 regarding opportunity to leverage municipal investment for Federal/Provincial Economic Development funding be received.

CARRIED UNANIMOUSLY.

11. RISE AND REPORT

- (1) Report from the Special *In Camera* Meeting of Council, February 18, 2013 Re: Council Advisory Committee Appointment

At the Special *In Camera* meeting of Council held on February 18, 2013, Council passed the following resolution:

That Morlene Tomlinson be appointed to the Township of Esquimalt Arts, Culture and Special Events Advisory Committee effective February 18, 2013 for a two-year term that expires December 31, 2014.

- (2) Report from the Special *In Camera* Meeting of Council, March 4, 2013 Re: Titus Infrastructure Service Limited Proposal

At the Special *In Camera* meeting of Council held on March 4, 2013, Council passed the following resolution:

- 1. That an open letter be sent to both the CRD Board and the Core Area Liquid Waste Management Committee regarding the Titus Infrastructure Service Limited proposal for McLoughlin Point; and*
- 2. Council rise and report on this resolution at the next regular Council meeting.*

12. PUBLIC QUESTION AND COMMENT PERIOD

Muriel Dunn, resident, expressed her concern with the proposed amenity offer with the rezoning application for 622 Admirals Road.

13. ADJOURNMENT

MOTION: Moved by Councillor Brame/Councillor Morrison:
That the Regular Meeting of Council be adjourned at 9:35 pm.

CARRIED UNANIMOUSLY.

MAYOR OF THE CORPORATION OF THE
TOWNSHIP OF ESQUIMALT
THIS DAY OF _____, 2013

CERTIFIED CORRECT:

ANJA NURVO
CORPORATE OFFICER

DRAFT

LIT



Corporation of the Township of Esquimalt

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C., V9A 3P1 Phone: (250) 414-7100
Website: www.esquimalt.ca Email: info@esquimalt.ca Fax: (250) 414-7111

THE TOWNSHIP OF ESQUIMALT

For CAO Mayor/Council

RECEIVED: MAR 06 2013

Referred: Anja

For Action For Response IC
 For Report Council Agenda

APPLICATION FOR DELEGATION TO MUNICIPAL COUNCIL MEETING

Pursuant to *Council Procedure Bylaw, No. 2715, 2009*, Section 20, Delegations and Petitions, (**see reverse for further information**) Council may allow an individual or a delegation to address Council at the meeting provided written application has been received by the Corporate Officer **by 12 Noon on the Wednesday prior to the meeting**. Applications can be submitted in person, by mail (1229 Esquimalt Road, V9A 3P1), Fax (250) 414-7111 or Email: council@esquimalt.ca Applicants will be contacted to confirm the Council meeting date and their attendance at that meeting. Please contact 250-414-7136 for further information.

Delegations are **limited to five (5) minutes** unless a longer period is agreed to by unanimous vote of those members present.

NAME: Carole Witter
(Please Print)

ORGANIZATION: Hidden Harbour Marine Centre.

DAYTIME TELEPHONE: _____ **EMAIL:** _____

PREFERRED DATE OF APPEARANCE AT COUNCIL MEETING: March 18th

REASONS FOR APPEARING AS DELEGATION (Please specify): _____

That McHoughlin Point be integrated in to the Draft West Bay Neighbourhood Urban Design Guidelines as property included in the area defined as West Bay.

March 6, 2013
Date of Application

[Signature]
Signature



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

Council Meeting: March 18, 2013
Staff Report No. ADM-13-012

REQUEST FOR DECISION

SUBJECT: 2012 Climate Action Revenue Incentive Program (CARIP) Public Report

RECOMMENDATION: That Council receive Staff Report No. ADM-13-012 for information.

RELEVANT POLICY:

BC Climate Action Charter
Climate Action Revenue Incentive Program [Carbon Tax Grant]
Sustainability Reserve Fund Bylaw, 2009, No. 2714

STRATEGIC RELEVANCE:

This Request for Decision relates to Council's Strategic Priority for Sustainability Implementation.

Submitted by: Writer

Reviewed by: CAO

Date:

March 14/13

STAFF REPORT

DATE: March 13, 2013 Report No. ADM-13-012
TO: Laurie Hurst, Chief Administrative Officer
FROM: Marlene Lagoa, Sustainability Coordinator
SUBJECT: 2012 Climate Action Revenue Incentive Program (CARIP) Public Report

RECOMMENDATION:

That Council receive Staff Report No. ADM-13-012 for information.

BACKGROUND:

The Climate Action Revenue Incentive Program (CARIP) is a conditional grant program that provides funding to BC Climate Action Charter (Charter) signatories equivalent to one hundred percent of the carbon taxes that they pay directly. To be eligible, a local government must report on their plan and progress toward meeting their climate action goals, including progress towards carbon neutrality by March 8, 2013.

The Province, recognizing the challenge for most local governments to achieve carbon neutrality for reporting year 2012, introduced a new *Climate Action Recognition Program* to acknowledge the efforts of local governments making progress towards achieving carbon neutrality. At the January 14, 2013 Regular Meeting of Committee of the Whole, staff received direction that the Township would achieve Level 2 by completing a corporate inventory for 2012 and be recognized as a "*Climate Action Community*".

Three reports were completed to meet the requirements for the 2012 reporting year: Carbon Tax Calculation Form; Corporate GHG Inventory; and CARIP Public Report. Copies are attached. Also attached for Council's information is Schedule A which shows the litres of fuel type reported on the Carbon Tax Calculation Form from 2008 to 2012.

ISSUES:

1. Rationale for Selected Option

Completing the CARIP Public Report is required for the Township to be refunded for the carbon taxes paid in 2012.

2. Organizational Implications

The preparation and submission of all reporting under the Climate Action Revenue Incentive Program is part of the Sustainability Coordinator's annual work plan. Staff was consulted, as required, for the collection and verification of information. The Financial Officer must sign all reports before being submitted to the Province.

3. Financial Implications

By completing the 2012 CARIP Public Report, the Township will be receiving a 2012 Carbon Tax Grant of \$31,610 which will be deposited in the Sustainability Reserve Fund.

4. Sustainability/Environmental Implications

There are no direct environmental implications to completing CARIP reporting. The reporting provides an opportunity for the Township to review and update the progress of sustainability projects on an annual basis.

5. Communication

On March 8, 2013 the 2012 CARIP Public Report was posted to the Township website, submitted to the Province, and distributed to Directors and Managers.

ALTERNATIVES:

1. That Council receive Staff Report No. ADM-13-012 for information.
2. That Council request further information from staff.

SCHEDULE A

Carbon Tax Calculation Form Comparison, 2008-2012

Calculation of carbon tax paid directly by the local government for fuel purchased between July 1, 2008 and December 31, 2012:						
Fuel Type	Unit measure	Jul - Dec 2008 (6 months)	Jan - Dec 2009	Jan - Dec 2010	Jan - Dec 2011	Jan - Dec 2012
Most common fuels in a local government context:						
Gasoline	Litre	22,946	57,138	48,916	48,923	48,806
Diesel	Litre	24,618	55,833	47,012	48,824	50,472
Bio-Diesel ²	Litre	0	0	1,891	2,570	2,530
Total Diesel				48,903	51,394	53,002
Natural Gas	Gigajoule ³	6,522	19,682	17,547	17,069	18,417
Natural Gas	m3 ³	0	0	0	0	
Propane	Litre	150	10,070	8,684	8,170	7,906
Total Carbon Tax Paid⁶:		\$4,440	\$15,407	\$19,262	\$24,381	\$31,610

1. Only list fuels that were purchased for the local government's own use, on which carbon tax was paid, and where that carbon tax was not refunded or recovered from another party (e.g., through a lease arrangement). Also do not include any fuels that were exempted from carbon tax (for more information on exemptions see the *Carbon Tax Act* and its Regulations)

2. Bio-diesel blends must be prorated in order to claim the diesel and bio-diesel portions on the appropriate line. The proportion of the blend (B5, B10, B15 etc) that is conventional hydrocarbon-based diesel is included on the diesel line; consequently, the bio-diesel pro-rated amount must be entered on the bio-diesel line. For example, a 10,000 litre purchase of B10, which is 10% bio-diesel and 90% hydrocarbon-based diesel, would be recorded as 9,000 litres hydrocarbon-based diesel (90% of 10,000 purchased litres) and bio-diesel would be recorded as 1000 litres (10% of purchased bio-diesel).

3. Marketable Natural Gas may be recorded at either Gigajoules or m3

4. Low Heat Value Coal includes Sub-Bituminous Coal; High Heat Value Coal includes Bituminous Coal

5. Only include tires if they are combusted

6. Carbon Tax Rates:

July 1, 2008: \$10 per tCO₂e

July 1, 2009: \$15 per tCO₂e

July 1, 2010: \$20 per tCO₂e

July 1, 2011: \$25 per tCO₂e

July 1, 2012: \$30 per tCO₂e

Carbon Tax Calculation Form
Under the Climate Action Revenue Incentive Program

Local Government Name:	CORPORATION OF THE TOWNSHIP OF ESQUIMALT
Contact Information:	
Name:	Marlene Lagoa
Position:	Sustainability Coordinator
Telephone Number:	250-414-7114
Email address:	marlene.lagoa@esquimalt.ca

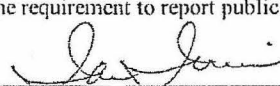
**Calculation of carbon tax paid directly by the local government
for fuel purchased between January 1 and December 31, 2012:**

Fuel Type	Unit measure	Units	Tax Rate per unit, January 1, 2012 to June 30, 2012	Units	Tax Rate per unit, July 1, 2012 to December 31, 2012	Carbon Tax paid
Most common fuels in a local government context:						
Gasoline	Litre	25,455	0.0556	23,351	0.0667	\$2,972.82
Diesel	Litre	25,912	0.0639	24,560	0.0767	3,539.55
Bio-Diesel	Litre	1,316	0.0639	1,214	0.0767	177.20
Natural Gas	Gigajoule ³	11,501	1.2415	6,916	1.4898	24,581.23
Natural Gas	m ³		0.0475		0.057	0.00
Propane	Litre	3,369	0.0385	4,537	0.0462	339.30
Other fuels which are taxed:						
Heating Oil	Litre		0.0639		0.0767	0
Locomotive Fuel	Litre		0.0639		0.0767	0
Heavy Fuel Oil	Litre		0.0788		0.0945	0
Aviation Fuel	Litre		0.0615		0.0738	0
Jet Fuel	Litre		0.0653		0.0783	0
Kerosene	Litre		0.0653		0.0783	0
Naphtha	Litre		0.0638		0.0765	0
Methanol	Litre		0.0273		0.0327	0
Butane	Litre		0.044		0.0528	0
Ethane	Litre		0.0245		0.0294	0
Refinery Gas	m ³		0.044		0.0528	0
Coke Oven Gas	m ³		0.0403		0.0483	0
Coal -- Low Heat Value ⁴	Tonne		0.4443		0.5331	0
Coal -- High Heat Value ⁴	Tonne		0.5193		0.6231	0
Coke	Tonne		0.6218		0.7461	0
Petroleum Coke	Litre		0.0918		0.1101	0
Tires -- shredded ⁵	Tonne		0.5978		0.7173	0
Tires -- whole ⁵	Tonne		0.52		0.624	0
Peat	Tonne		0.2555		0.3066	0

Total Carbon Tax Paid: \$31,610.10

- Only list fuels that were purchased for the local government's own use, on which carbon tax was paid, and where that carbon tax was not refunded or recovered from another party (e.g., through a lease arrangement). Also do not include any fuels that were exempted from carbon tax (for more information on exemptions see the *Carbon Tax Act* and its Regulations)
- Bio-diesel blends must be prorated in order to claim the diesel and bio-diesel portions on the appropriate line. The proportion of the blend (B5, B10, B15 etc) that is conventional hydrocarbon-based diesel is included on the diesel line; consequently, the bio-diesel prorated amount must be entered on the bio-diesel line. For example, a 10,000 litre purchase of B10, which is 10% bio-diesel and 90% hydrocarbon-based diesel, would be recorded as 9,000 litres hydrocarbon-based diesel (90% of 10,000 purchased litres) and bio-diesel would be recorded as 1000 litres (10% of purchased bio-diesel).
- Marketable Natural Gas may be recorded at either Gigajoules or m³
- Low Heat Value Coal includes Sub-Bituminous Coal; High Heat Value Coal includes Bituminous Coal
- Only include tires if they are combusted

I declare that the information contained in this Carbon Tax Calculation Form is true and correct and based on actual accounting records and not estimates. I am also aware of the requirement to report publicly by March 8th using the CARIP Reporting Template.

Signature of Financial Officer:  Date: July 8/13

Local Government Name:	Corporation of the Township of Esquimalt
Year:	2012
Contact Information:	
Name:	Marlene Lagoa
Position:	Sustainability Coordinator
Telephone Number:	250-414-7114
Email address:	marlene.lagoa@esquimalt.ca

Stationary Emission Sources:				
Building Fuel	End Use	Unit of Measure	Quantity	Emissions (tCO2e)
Electricity	Engineering & Public Works	kWh	192,960	4.8
Electricity	Fire	kWh	329,760	8.2
Electricity	Municipal Hall	kWh	194,167	4.9
Electricity	Parks & Recreation	kWh	3,300,988	82.5
Electricity	Infrastructure (sewer/traffic/lighting)	kWh	910,853	22.8
Electricity	-	kWh	-	-
Natural Gas	Engineering & Public Works	GJ	365	18.3
Natural Gas	Fire	GJ	-	-
Natural Gas	Municipal Hall	GJ	493	24.7
Natural Gas	Parks & Recreation	GJ	17,585	882.0
Natural Gas	Infrastructure (sewer/traffic/lighting)	GJ	-	-
Natural Gas	-	GJ	-	-
Propane	Engineering & Public Works	Litres	-	-
Propane	Fire	Litres	-	-
Propane	Municipal Hall	Litres	-	-
Propane	Parks & Recreation	Litres	-	-
Propane	Infrastructure (sewer/traffic/lighting)	Litres	-	-
Propane	-	Litres	-	-
Heating Oil	Engineering & Public Works	Litres	-	-
Heating Oil	Fire	Litres	-	-
Heating Oil	Municipal Hall	Litres	-	-
Heating Oil	Parks & Recreation	Litres	-	-
Heating Oil	Infrastructure (sewer/traffic/lighting)	Litres	-	-
Heating Oil	-	Litres	-	-

Stationary Emissions (all fuel types) **1,048.3**

Mobile Emission Sources:				
Vehicle Class	Vehicle Fuel	Unit of Measure	Quantity	Emissions (tCO2e)
Light Duty Vehicle	Gasoline	Litres	3,637	8.5
Light Duty Truck	Gasoline	Litres	28,717	67.8
Heavy Duty Truck	Gasoline	Litres	13,265	29.7
Off Road Vehicle	Gasoline	Litres	2,614	5.9
Light Duty Vehicle	E10	Litres	-	-
Light Duty Truck	E10	Litres	-	-
Heavy Duty Truck	E10	Litres	-	-
Off Road Vehicle	E10	Litres	-	-
Light Duty Vehicle	E15	Litres	-	-
Light Duty Truck	E15	Litres	-	-
Heavy Duty Truck	E15	Litres	-	-
Off Road Vehicle	E15	Litres	-	-
Light Duty Vehicle	Diesel	Litres	-	-
Light Duty Truck	Diesel	Litres	-	-
Heavy Duty Truck	Diesel	Litres	381	1.0
Off Road Vehicle	Diesel	Litres	2,320	6.7
Light Duty Vehicle	B5	Litres	-	-
Light Duty Truck	B5	Litres	-	-
Heavy Duty Truck	B5	Litres	33,943	86.8
Off Road Vehicle	B5	Litres	15,672	45.0
Light Duty Vehicle	B10	Litres	-	-
Light Duty Truck	B10	Litres	-	-
Heavy Duty Truck	B10	Litres	-	-
Off Road Vehicle	B10	Litres	-	-
Light Duty Vehicle	B20	Litres	-	-
Light Duty Truck	B20	Litres	-	-
Heavy Duty Truck	B20	Litres	-	-
Off Road Vehicle	B20	Litres	-	-
Light Duty Vehicle	Propane	Litres	-	-
Light Duty Truck	Propane	Litres	8,205	12.6
Heavy Duty Truck	Propane	Litres	-	-
Off Road Vehicle	Propane	Litres	-	-

Mobile Emissions (all fuel / vehicle combinations) **108,754**

Total Emissions (all Sources) **1,312.2**

Traffic Signals	Infrastructure (sewer/traffic/lighting)	Island HWY Sign LG	8280683																	34	25	25	25	25	25	159	0.004
Traffic Signals	Infrastructure (sewer/traffic/lighting)	804 Craigflower Rd	8280695																	33	25	25	25	25	25	158	0.004
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Esquimalt Rd - Canteen	99927400101	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	1,320	0.093
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Esquimalt - Admirals	99927400151	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	1,632	0.041
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Esquimalt - Lampson	99927400201	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	1,404	0.035
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Esquimalt - Head	99927400251	128	128	128	128	128	128	128	128	128	128	128	128	128	128	128	128	128	128	128	128	128	128	1,536	0.038
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Esquimalt - Fernhill	99927400351	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	588	0.015
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Lyall St - Lampson St	99927400501	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	444	0.011
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Lyall St - Fraser St	99927400551	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	444	0.011
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Lyall - Admirals Rd	99927400601	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	444	0.011
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Lampson St Rockheights	99927400651	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	612	0.015
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Esquimalt/Dunsmuir	99927400751	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	408	0.010
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Admirals Rd/Parklands	99928027651	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	1,392	0.035
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Admirals/Woodway	99928201301	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	1,776	0.044
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Old Esquimalt/Lampson	99929200101	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	2,148	0.054
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Transfer/Lampson	99929200151	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	324	0.008
Traffic Signals	Infrastructure (sewer/traffic/lighting)	Tillicum/Transfer	99990401401	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	408	0.010

Natural Gas Summary Table		2012												Annual	Carbon
		January	February	March	April	May	June	July	August	September	October	November	December	(GJ)	tCO2e
		(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)
Grand Total		2,774	2,003	1,907	1,828	1,216	1,127	1,104	938	951	1,331	1,593	1,671	18,443	925
Totals By End Use Category	Engineering & Public Works	55	64	59	29	22	13	16	6	16	16	23	46	365	18.3
	Fire	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Municipal Hall	97	77	69	49	34	27	13	5	5	13	18	87	493	24.7
	Parks & Recreation	2,622	1,863	1,780	1,749	1,160	1,087	1,075	928	930	1,303	1,552	1,538	17,585	882.0
	Infrastructure (sewer/traffic/lighting)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Error message (invisible if no error) =															

If a message "Error 1" is displayed in the row above then the sum of all the "category totals" does not match the "grand total". This will occur if a data row does not have the category (column B) properly assigned.

Natural Gas Data Entry Table		2012												Emissions Factor for Natural Gas (tonnes of CO2e / GJ) =		0.050	
Facility	Category	Location	Supplier / Account Number	January Usage (GJ)	February Usage (GJ)	March Usage (GJ)	April Usage (GJ)	May Usage (GJ)	June Usage (GJ)	July Usage (GJ)	August Usage (GJ)	September Usage (GJ)	October Usage (GJ)	November Usage (GJ)	December Usage (GJ)	Annual Usage (GJ)	Carbon Total tCO2e
Type in Description	Select from Drop Down	Type in Description	Type in Description	Data	Data	Data	Data	Data	Data	Data	Data	Data	Data	Data	Data	(GJ)	tCO2e
Example 1: Monthly billing data	General Buildings	At the Rec Plex	1234567-8	1,234	1,243	1,234	1,234	1,234	1,234	1,234	1,234	1,234	1,234	1,234	1,234	14,817	743.2
Example 2: Bimonthly Billing	Rec Facilities	123 Main St.	xxxxxx-x	2,345		3,234		2,345		1,900		1,700		3,455	14,979	751.3	
Example 3: Annual total	Infrastructure (water / Sewer)	fist and spruce	??								28,900				28,900	1,449.6	
Data Entry starts below this line (up to 500 lines - use one for each account or a consolidated total)																	
Type in Description (optional)	Select from Drop Down (required)	Type in Description (optional)	Type in Description (optional)	Data	Data	Data	Data	Data	Data	Data	Data	Data	Data	Data	Data		
Esquimalt Recreation Centre	Parks & Recreation	527 Fraser Street	Fortis - HGT107355	2,001	1,269	1,240	1,295	969	960	831	661	651	884	1,045	989	12,796	641.9
Archie Browning Sports Centre	Parks & Recreation	1151 Esquimalt Road	Fortis - 669501	610	584	514	442	481	121	240	264	275	415	501	538	4,686	235.0
Municipal Hall	Municipal Hall	1229 Esquimalt Road	Fortis - 647630	97	77	69	49	34	27	13	5	5	13	18	61	467	23.4
Public Works Yard	Engineering & Public Works	601 Canteen Road	Fortis - 607638	55	64	59	29	22	13	16	6	16	16	23	46	365	18.3
Parks Nursery	Parks & Recreation	1100 Craigflower Road	Fortis - 665191	11	10	25	13	9	6	4	3	4	3	5	11	103	5.2
Archives (Leased)	Municipal Hall	1149 Esquimalt Road	Regional Calc EIU												26	26	1.3

Fleet Fuel Use Summary Table		2012					Q1 Quantity	Q2 Quantity	Up to Q3	Q4 Quantity	Total	CO ₂ e
		(L)	(L)	(L)	(L)	(L)	(L)	(L)	(L)	(L)	(tonnes)	
Grand Total		-	-	-	-	108,754	108,754	264				
Totals by Vehicle Type												
Light Duty Vehicle		-	-	-	-	3,637	3,637	8.5				
Light Duty Truck		-	-	-	-	36,922	36,922	80.3				
Heavy Duty Truck		-	-	-	-	47,589	47,589	117.5				
Off Road Vehicle		-	-	-	-	20,606	20,606	57.6				
Totals by Fuel Type												
Gasoline (incl. ethanol blends)		-	-	-	-	48,233	48,233	111.8				
Diesel (incl. biodiesel blends)		-	-	-	-	52,316	52,316	139.6				
Propane		-	-	-	-	8,205	8,205	12.6				
Error message (invisible if no error) =												

Error messages in the row above this one indicate that one or more rows of consumption data have not had either a vehicle type (column A) or a fuel type (column B) assigned.
 - "Error 1" means that a vehicle type has not been assigned.
 - "Error 2" means that a fuel type has not been assigned.

Fleet Fuel Use Data Entry Table		2012					Q1 Quantity	Q2 Quantity	Up to Q3	Q4 Quantity	Total	CO ₂ e
Vehicle Type	Fuel Type	Vehicle Description	Vehicle Number	Card Lock ID or Other ID Information	Q1 Quantity	Q2 Quantity	Up to Q3	Q4 Quantity	Total	CO ₂ e		
		Specific vehicle name or general group			(L)	(L)	(L)	(L)	(L)	(tonnes)		
Select from Drop Down (Required)	Select from Drop Down (Required)	Type in Description (optional)	Enter (optional)	Enter (optional)	Data (as appropriate)	Data (as appropriate)	Data (as appropriate)	Data (as appropriate)				
Example 1: Individual Vehicles												
Light Duty Truck	Gasoline	F-150 pickup	V-111	12345-6789	250	250	250	250	1000	2.36		
Light Duty Vehicle	Gasoline	Yaris Pool car	V-112	12345-6778				1500	1500	3.49		
Heavy Duty Truck	B20	Dump Truck	V-201	12345-6767			3333		3333	7.19		
Example 2: Vehicle Classes: Annual Totals Only												
Light Duty Truck	Gasoline	about 15 trucks	n/a	n/a				6000	6000	14.16		
Light Duty Vehicle	E10	Five cars	annual total for 5 vehicles	n/a				4500	4500	9.50		
Heavy Duty Truck	B10	Dump Truck (3)	n/a	n/a				6500	6500	15.76		

DATA Entry starts below this line (up to 500 lines - either use: (a) one line for each vehicle of you wish to compile by individual vehicles, or (b) a total for each vehicle & fuel combination.

Light Duty Vehicle	Gasoline	Bylaw/Blding Inspection		DAN024				18	18	0.04
Light Duty Vehicle	Gasoline	Building Inspections		DAV035				125	125	0.29
Light Duty Truck	Gasoline	Eng/PW Director		JEF009				57	57	0.13
Light Duty Truck	Gasoline	Parks & Recreation - SC		LAR002				148	148	0.35
Light Duty Vehicle	Gasoline	Parks Manager		RIC020				9	9	0.02
Light Duty Vehicle	Gasoline	Public Works Manager		WAY006				28	28	0.07
Heavy Duty Truck	B5	Mack Pumper Fire Truck	F3	20036376				430	430	1.10
Light Duty Truck	Gasoline	Chev Tahoe Command	F4	20036436				387	387	0.91
Light Duty Truck	Gasoline	Chev 1500 Pickup	F5	20036439				229	229	0.54
Heavy Duty Truck	B5	Smeal Pumper Truck	F6	20036392				5365	5365	13.72
Off Road Vehicle	Gasoline	Smeal Pumper Truck	F6	20036392				24	24	0.05
Light Duty Vehicle	Gasoline	Chev Impala	F700	20036371				2200	2200	5.12
Light Duty Truck	Gasoline	Chev Tahoe	F701	20036405				1076	1076	2.54

Heavy Duty Truck	B5	Smeal Aerial Truck	F8		20036419				2867	2867	7.33
Off Road Vehicle	Gasoline	Fire Small Tools	FST		20036404				51	51	0.11
Off Road Vehicle	Gasoline	Parks Small Tools	PST		20036391				1673	1673	3.76
Off Road Vehicle	B5	Parks Small Tools	PST		20036391				825	825	2.37
Off Road Vehicle	Gasoline	Public Works Small Tools	PWST		20036390				247	247	0.56
Off Road Vehicle	B5	Public Works Small Tools	PWST		20036390				44	44	0.13
Heavy Duty Truck	B5	Crane Truck	U104		20036355				1087	1087	2.78
Off Road Vehicle	B5	Cat Asphalt Roller	U121		20036366				125	125	0.36
Heavy Duty Truck	Gasoline	Dodge Flatdeck	U125		20036424				752	752	1.68
Light Duty Truck	Propane	Ice Resurfacer	U126	Superior Propane					2259	2259	3.46
Light Duty Truck	Gasoline	Chev 2500 Pickup	U133		20036375				2062	2062	4.87
Heavy Duty Truck	Gasoline	Chev 3500 Aerial Truck	U136		20036415				1320	1320	2.95
Light Duty Vehicle	Gasoline	Chev Corsica	U139		20036442				577	577	1.34
Heavy Duty Truck	B5	IHC Dump Truck	U142		20036423				2703	2703	6.91
Heavy Duty Truck	B5	IHC Garbage Packer	U146		20036387				6944	6944	17.76
Light Duty Truck	Gasoline	Ford F250 Pickup	U155		20036379				1342	1342	3.17
Light Duty Truck	Gasoline	Chev 2500 Pickup	U156		20036435				2520	2520	5.95
Heavy Duty Truck	Gasoline	GMC HD3500 Dump Truck	U164		20036368				2616	2616	5.86
Heavy Duty Truck	B5	IHC Dump Truck	U165		20036377				3767	3767	9.64
Heavy Duty Truck	B5	IHC Garbage Packer	U169		20036447				4183	4183	10.70
Light Duty Truck	Gasoline	Chev 2500 Pickup	U170		20036434				1955	1955	4.61
Off Road Vehicle	Gasoline	Exmark Mower	U174		20036444				404	404	0.91
Light Duty Truck	Gasoline	Chev 2500 Pickup	U177		20036441				1618	1618	3.82
Light Duty Truck	Gasoline	Chev Astro Van	U179		20036446				802	802	1.89
Light Duty Truck	Gasoline	Chev 2500 Cab Pickup	U183		20036358				2373	2373	5.60
Light Duty Truck	Gasoline	Chev 2500 Pickup	U184		20036359				2159	2159	5.09
Light Duty Truck	Gasoline	Chev 2500 Pickup	U185		20036362				2890	2890	6.82
Light Duty Truck	Gasoline	Chev 2500 Pickup	U186		20036363				1340	1340	3.16
Off Road Vehicle	B5	Kubota Tractor, Loader	U188		20036445				445	445	1.28
Light Duty Truck	Propane	Ice Resurfacer	U189	Superior Propane					4517	4517	6.92
Off Road Vehicle	Gasoline	Target Diamond Saw	U190		20036406				118	118	0.27
Heavy Duty Truck	Gasoline	Chev 3500 Utility Truck	U191		20036449				2827	2827	6.33
Off Road Vehicle	B5	Bandit Model95 Chipper	U192		20036364				460	460	1.32
Off Road Vehicle	Gasoline	Vermeer Stump Grinder	U193		20036353				97	97	0.22
Light Duty Truck	Gasoline	Dodge 2500 Crew Cab	U195		20036352				1929	1929	4.55
Light Duty Vehicle	Gasoline	Chev Cobalt	U196		20036420				680	680	1.58
Off Road Vehicle	B5	Kubota B7800 Tractor	U199		20036430				1906	1906	5.48
Light Duty Truck	Gasoline	Ford Ranger Pickup	U200		20036378				1181	1181	2.79
Off Road Vehicle	B5	Kato Light Generator	U201		20036370				349	349	1.00
Off Road Vehicle	B5	Craftco Cracksealer	U202		20036385				170	170	0.49
Heavy Duty Truck	Gasoline	Ford F550XL Dump	U203		20036389				2868	2868	6.42
Heavy Duty Truck	Gasoline	Ford F450 Chipper Box	U204		20036394				2882	2882	6.45
Off Road Vehicle	B5	Bobcat Skidsteer Loader	U205		20036382				538	538	1.55
Off Road Vehicle	B5	Ingersol Compressor	U206		20036372				360	360	1.03
Off Road Vehicle	B5	Case 580M Backhoe	U207		20036384				4200	4200	12.07
Off Road Vehicle	B5	Case 580M Backhoe	U208		20036440				3799	3799	10.92
Heavy Duty Truck	B5	Ford 550 Giraffe	U209		20036374				162	162	0.41
Heavy Duty Truck	B5	Eglin Crosswind Sweeper	U210		20036400				6435	6435	16.46
Light Duty Truck	Gasoline	Ford E350 Van	U211		20036360				2659	2659	6.27
Light Duty Truck	Gasoline	Ford F250 4x4 Pickup	U212		20036351				1990	1990	4.70
Off Road Vehicle	B5	International Thermolay	U214		20036411				1545	1545	4.44
Off Road Vehicle	B5	Parks Mower	U218		20036431				906	906	2.60
Heavy Duty Truck	Diesel	Rented Bus - Rec Centre		MasterCard					381	381	0.99
Off Road Vehicle	Diesel	Generator - PSB		Enex					2320	2320	6.73

Light Duty Truck	Propane	Ice Edger - ABSC	MasterCard				116	116	0.18
Light Duty Truck	Propane	Roadway Construction Material - PW	Canwest Propane				1261	1261	1.93
Light Duty Truck	Propane	Misc. Fuel Purposes - PW	MasterCard				18	18	0.03
Light Duty Truck	Propane	BBQ - ABSC	MasterCard				34	34	0.05

Climate Action Revenue Incentive Plan (CARIP) Public Report

Climate Action Revenue Incentive (CARIP) Public Report for 2012

*Corporation of the
Township of Esquimalt
Capital Regional District*

Reported by
Marlene Lagoa

*Sustainability Coordinator
marlene.lagoa@esquimalt.ca
250-414-7114*

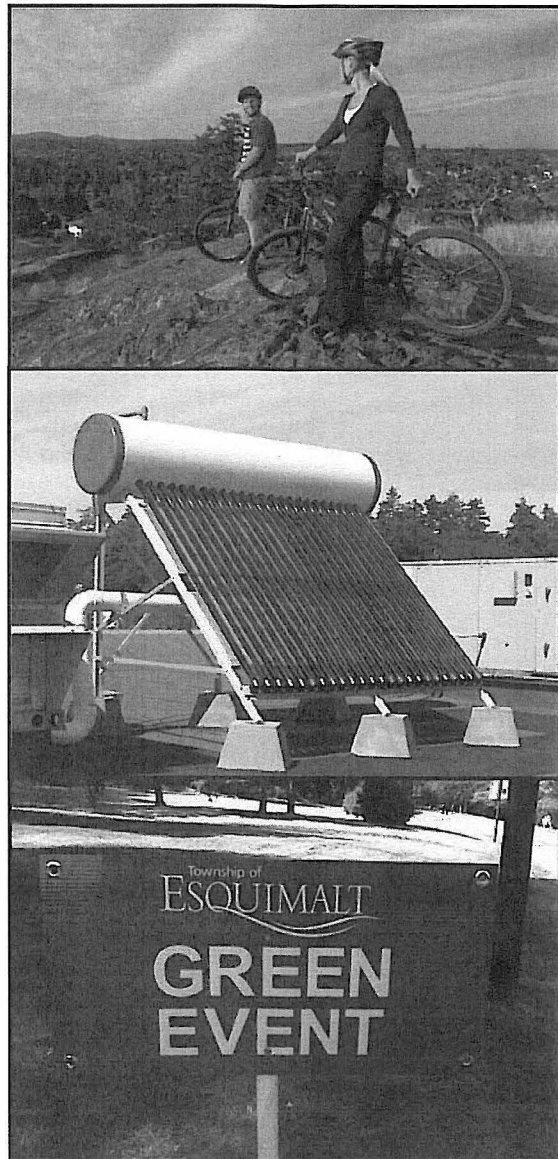


Table of Contents

- General Information
- Community -Wide Actions
 - 1.1 - Measure
 - 1.2 - Plan
 - 1.3 - Reduce
 - Supportive
 - Direct
- Corporate Actions
 - 2.1 - Measure
 - 2.2 - Reduce
 - Supportive
 - Direct
- Carbon Neutral Progress Reporting

General Information

Name of Local Government	<i>Corporation of the Township of Esquimalt</i>
Member of Regional District (RD)	<i>Capital Regional District</i>
Regional Growth Strategy (RGS) in region	<i>Yes</i>
Population	<i>17,639</i>

Community-Wide Actions for 2012

1.1 Measure

Community-Wide Measurement Actions

Question	Have you been using the <i>Community Energy and Emissions Inventory (CEEI)</i> to measure progress? What else have you been using instead of/in addition to CEEI?
Answer	Yes
Additional Information	The 2007 CEEI was selected <i>as the baseline year. Future CEEI reports will be used to measure progress on community-wide climate action initiatives.</i>

1.2 Plan

Community-Wide Targets

Question	Do your OCP(s) have targets, policies and actions to reduce GHG emissions, as per the requirements under the <i>Local Governments Act (LGA)</i> ? If yes, please identify the targets set. If no or in progress, please comment.
Answer	Yes
Additional Information	<i>To reduce community greenhouse gas emissions by at least 38% by 2020 and 83% by 2050 compared to 2007 levels.</i>

1.3 Reduce

Supportive Community-Wide Actions

Action Type	Broad Planning (e.g. creation/revision of OCPs, CEPs, transportation plans)
Proposed Actions for Next Year	<p>Complete <i>community energy and emissions plan.</i></p> <p><i>Continue work on the West Bay Design Guidelines that will contain guidelines for the reduction of greenhouse gases.</i></p>

Action Type	Building and Lighting (e.g. developed green building policy, increased density in the downtown)
Actions Taken this Year	<p><i>Promotional material on New Home Energy Efficiency Programs, including the availability of financial incentives, was distributed with development, zoning and building permit applications as well as being posted on the municipal website.</i></p> <p><i>Environmental Advisory Committee partnered with Royal Roads University students on the development of the second phase of a community engagement in climate action strategy. The strategy recommends the most effective programs for engaging the community in reducing energy and emissions in the Township's building stock.</i></p> <p><i>Revision of Advisory Planning Commission's Terms of Reference to include one representative from the Environmental Advisory Committee to provide an environmental perspective on development applications.</i></p>
Proposed Actions for Next Year	<p><i>Adopted an Advisory Planning Commission Bylaw introducing a new Design Review Committee to be composed of up to three (3) members with knowledge or experience in energy conservation and environmentally sustainable building design:</i> <i>http://www.esquimalt.ca/files/PDF/Municipal_Hall/Bylaw_2792_-_APC_bylaw.pdf</i></p> <p><i>Processing a rezoning application that will dramatically increase density in the downtown core and reduce parking requirements.</i></p> <p><i>Processing a rezoning application that will dramatically increase the density of the West Bay Neighbourhood and promote mixed uses.</i></p> <p><i>Continue to work with developers on various infill projects.</i></p>

Action Type	Energy Generation (e.g. signed on to provincial 'solar ready' regulation, explored options for bioheating for buildings)
Proposed Actions for Next Year	<p><i>Conduct pre-feasibility study for District Energy in Village Core.</i></p> <p><i>Install an energy monitoring system to display the effectiveness of the new solar ambient hot water system at the Esquimalt Recreation Centre. The purpose of the display will be to educate the public on solar technology and its benefits.</i></p>

Action Type	Green Space (e.g. developed urban forestry policy, adopted park acquisition policy)
Proposed Actions for Next Year	<i>Develop Urban Forest/Greenway Management strategy.</i>

Action Type	Transportation (e.g. developed sustainable transportation plan, completed bicycle master plan)
Actions Taken this Year	<p><i>Hosted a Bike Skills Course with Bike to Work Victoria which provided classroom and on-road training to teach adults how to cycle safely in traffic.</i></p> <p><i>Continued with the implementation of the Pedestrian Charter. Conducted surveying of sidewalk trip and fall hazards including an inventory of ramps.</i></p>
Proposed Actions for Next Year	<p><i>Dependent on budget, conduct road study of Lampson Street including bike lanes.</i></p> <p><i>Dependent on budget, conduct multimodal transportation evaluation of Lyall Street between Grafton Road and Head Street.</i></p> <p><i>Conduct inventory of public access bicycle parking facilities in Esquimalt and produce a user-friendly public map.</i></p> <p><i>Develop an implementation plan for addressing the findings from the sidewalk trip hazard and ramp study.</i></p> <p><i>Council to advocate for connected multi-modal transportation.</i></p>

Action Type	Waste (e.g. introduced composting and recycling education programs)
Actions Taken this Year	<i>Development of Green Event Planning Guide for community events.</i>
Proposed Actions for Next Year	<i>Complete and distribute Green Event Planning Guide for community events.</i>

Action Type	Water/Sewer (e.g. participated in water smart initiatives, implemented Water Action Plan, introduced rebates on low flush toilets)
Actions Taken this Year	<p><i>Environmental Advisory Committee partnered with Royal Roads University students on a study of Esquimalt's Marine and Shoreline. The study identified potential environmental concerns associated with human activity and its effects on the health of the marine habitat and shoreline in Esquimalt. Recommendations for community involvement were also made.</i></p> <p><i>In conjunction with the CRD, continue evaluation for the management of cross connections of storm and sanitary services.</i></p>
Proposed Actions for Next Year	<i>Study potential resource recovery opportunities from waste water treatment plant.</i>

Action Type	Other Actions
Actions Taken this Year	<p><i>Continued with Environmental Advisory Committee to Council.</i></p> <p><i>Continued with ongoing communication of climate action and sustainability initiatives through the website, community newsletter and media releases.</i></p> <p><i>Township of Esquimalt's leadership in energy conservation was featured by BC Hydro in a Power Smart Month promo spot which aired on GlobalTV throughout the month of October 2012.</i></p>

Direct Community-Wide Actions

Action Type	Buildings (e.g. implement use of sustainability checklists and development permit guidelines for new buildings)
Actions Taken this Year	<p><i>Council and staff continued to work with developers to encourage greener features and technologies in new developments with the use of the Green Building Checklist: http://www.esquimalt.ca/files/PDF/Business_and_Development/Green_Checklist_2011_Final_Complete.pdf</i></p> <p><i>Promoted and participated in 2012 Earth Hour. During the hour-long event, Esquimalt's electricity consumption decreased by 2%.</i></p>
Proposed Actions for Next Year	<i>Continue to encourage the incorporation of green features into new buildings.</i>

Action Type	Transportation (e.g. implement bike lanes, pedestrian paths, upgrade transit service and infrastructure, improve roads, parking fees etc.)
Actions Taken this Year	<p><i>Completed Phase 3 of Craigflower Road Upgrade Project which included an additional 300 metres of sidewalk on the south side of Craigflower Road between Garthland Road and Tillicum Road.</i></p> <p><i>Installed 13 new bus shelters with solar lighting; replacing 10 older bus shelters and adding 3 new bus shelters.</i></p> <p><i>Continued with implementation of Sidewalk Construction Program. Completed planned repairs by replacing 880 metres of sidewalk and increased connectivity with the addition of a sidewalk along Sioux Place.</i></p>
Proposed Actions for Next Year	<p><i>Installation of two public Level 2 electric vehicle charging stations in the back parking lot of the Esquimalt Municipal Hall and Library.</i></p> <p><i>Continue with implementation of Sidewalk Construction Program. Construction of sidewalk along Wordsley Street.</i></p> <p><i>Dependent on funding, upgrade of the Admirals Road Corridor which would include the addition of bike lanes, street lighting and improved transit infrastructure.</i></p> <p><i>Replace Sioux Place pedestrian bridge.</i></p>

Action Type	Waste (e.g. introduce composting and recycling programs)
Actions Taken this Year	<i>Hosted compost and recycling stations at three community events including the Township's Centennial Community Celebration.</i>
Proposed Actions for Next Year	<i>Introduce a compost and recycling sortation station to be borrowed for use at community events.</i> <i>Develop a residential household organics collection program for implementation in 2014.</i>

Action Type	Water/Sewer (e.g. implement water conservation and reduction initiatives)
Actions Taken this Year	<i>Funded a "Tap by Tap" program delivered by City Green Solutions which distributed low-flow water fixtures to multi-unit residential buildings in Esquimalt. Three apartment buildings, totalling 78 units, participated resulting in annual water savings of 2.7 million litres of water and 22 tonnes of GHG emissions.</i> <i>Addition of two storm water management chamber (underground mechanical sediment debris control) on Craigflower Road.</i> <i>Separated 16 sanitary and storm man holes.</i>
Proposed Actions for Next Year	<i>Dependent on funding, plan and design upgrade of the Admirals Road Corridor which would include improvements to the storm and sanitary manholes. Construction would take place in 2014.</i>

Action Type	Green Space (e.g. plant trees, conserve forest etc.)
Actions Taken this Year	<i>Planted 77 trees in parks and boulevards.</i> <i>Planted berry bushes along the perimeter of the Anderson Park Community Garden.</i>

Proposed Actions for Next Year	<p><i>Will plant 60 additional trees in parks and boulevards.</i></p> <p><i>Hosting a volunteer event for removing invasive species from Highrock Park (a Garry Oak Ecosystem).</i></p>
--------------------------------------	---

Corporate Actions for 2012

2.1 Measure

Corporate Measurement Actions

Question	What steps has your local government taken toward completing its corporate emissions inventory (e.g. corporate assets identified related to energy and fuel data and calculated GHG emissions from energy use)?
Answer	<i>The Township of Esquimalt has identified corporate assets and related energy and fuel data within the scope of the Carbon Neutral Corporate Operations workbook, including contracted services.</i>

Question	What tool are you using to measure, track and report on your corporate emissions (e.g. SMARTtool, other tools including excel spreadsheets)?
Answer	<i>The Township of Esquimalt is measuring, tracking and reporting its corporate emissions using an excel spreadsheet provided by the Capital Regional District. This tool conforms to the 2012 methodology provided by the Province of BC.</i>

2.2 Reduce

Supportive Corporate Actions

Action Type	Broad Planning (e.g. developed corporate climate action plan)
Proposed Actions for Next Year	Complete Corporate Climate Action Plan.

Action Type	Building and Lighting (e.g. developed energy reduction plan for all corporate buildings)
Proposed Actions for Next Year	Develop plan for replacing any existing T12 lighting installations in municipal facilities.

Action Type	Transportation (e.g. created anti-idling policy for city vehicles, bike to work week promotion)
Actions Taken this Year	Staff promoted and participated in Bike to Work Week and a celebration station hosted at Esquimalt Memorial Park. The Township recognized all staff members who took an alternative commute (e.g. walk, bus and carpool) to work.

Action Type	Waste(e.g. completed waste audit of City Hall)
Proposed Actions for Next Year	Propose a green municipal event policy. Investigate available options for producing paperless Council Agenda.

Action Type	Water/Sewer (e.g. completed study of sewer and water energy use)
Actions Taken this Year	Audited water flow rates of all tap water fixtures and shower heads in municipal buildings.

Action Type	Other Actions
Actions Taken this Year	<p>Hosted a CRD Resilient Region Breakfast Exchange at the Municipal Hall on the theme of zero - everything from zero waste, zero emissions to zero invasive species. The networking series is designed to connect individuals from government, business, public sector and non-profit organizations who are working to create a resilient capital region.</p> <p>Township continued with funding of the Sustainability Reserve Fund. Money from this fund will be used for the provision of sustainability initiatives and specifically to make progress on the Township's Climate Action Charter commitments.</p>

Direct Corporate Actions

Action Type	Building and Lighting (e.g. energy efficiency retrofits to municipal buildings)
Actions Taken this Year	<p><i>Completed energy efficiency retrofits at the Esquimalt Recreation Centre which included: facility lighting upgrade; dehumidification reclaim system that will extract heat from the pool deck air stream to heat the pools and pre-heat the domestic hot water for the facility; solar ambient heating system will provide the rest of the heating needed for the domestic hot water system; air reclaim system that extracts the heat from the pool deck as ventilation air; and the replacement of the DDC system to handle the needs of the new high efficiency systems described.</i></p> <p><i>Installed five new insulated apparatus bay doors and motors at the Public Safety Building (Fire) which will reduce energy consumption.</i></p>
Proposed Actions for Next Year	<i>Continue progress with implementing energy study recommendations by completing lighting upgrades at the Public Works Yard and Esquimalt Municipal Hall.</i>

Action Type	Energy Generation (e.g. implemented heat recovery systems, solar)
Actions Taken this Year	<i>Installed solar ambient and heat recovery systems at the Esquimalt Recreation Centre.</i>

Action Type	Waste (e.g. introduction of composting and recycling programs and education)
Proposed Actions for Next Year	<i>Implement pilot program for the collection of compostable organics and 'hard-to-recycle' materials in all municipal buildings.</i>

Action Type	Water/Sewer (e.g. initiated water conservation and reduction initiatives)
Actions Taken this Year	<i>Replaced 53 taps in 5 municipal buildings with low-flow water fixtures. Testing conducted on these taps found that the low-flow fixtures reduced water flow rates by an average of 50%.</i> <i>Upgraded one sewer pump station with energy efficient components.</i>
Proposed Actions for Next Year	<i>Continue with upgrading of sewer pump stations.</i>

Carbon Neutral Progress Reporting

Tonnes CO₂e

Annual corporate emissions using SMARTTool or equivalent inventory tool	1312.2
<i>Emissions from services delivered directly by the local government</i>	1312.2
<i>Emissions from contracted services</i>	0
	0
Less:	
GHG reductions being claimed for this reporting year from Option 1 - GHG reduction project	
<i>Energy Efficient Building Retrofits and Fuel Switching</i>	
<i>Solar Thermal</i>	
<i>Household Organic Waste Composting</i>	
<i>Low Emissions Vehicles</i>	
	0
Less:	
GHG reductions being claimed for this reporting year from Option 2 - GHG reduction projects	
<i>Please list all Option 2 Projects Implemented (insert title of the projects(s) as per project plan template. If you have more than two Option 2 projects you can add more lines at the bottom of this sheet)</i>	
	0
Less:	
Offsets purchased for this reporting year (Option 3). Please identify your offset provider in the offset provider information section below.	
	1312.2
Balance of corporate emissions for this reporting year.	
<i>(If the corporate emissions balance is zero, your local government is carbon neutral for this reporting year)</i>	

Making Progress on Your Carbon Neutral Commitment

Question	If your community has not achieved carbon neutrality for this reporting year please describe the actions that you intend to take next year to move you toward your carbon neutral goal.
Answer	<i>Continue to fund the Sustainability Reserve Fund which may be used to fund projects that reduce or balance corporate emissions.</i> <i>Develop an Option 1 - GHG reduction project for household organic waste composting.</i> <i>Investigate opportunities for an Option 1 - GHG reduction project for Energy Efficient Building Retrofits and Fuel Switching.</i>

Corporate GHG Report

Local Government Name:	Corporation of the Township of Esquimalt
Year:	2012
Contact Information:	
Name:	Marlene Lagoa
Position:	Sustainability Coordinator
Telephone Number:	250-414-7114
Email address:	marlene.lagoa@esquimalt.ca

Stationary Emission Sources:				
Building Fuel	End Use	Unit of Measure	Quantity	Emissions (tCO₂e)
Electricity	Engineering & Public Works	kWh	192,960	4.8
Electricity	Fire	kWh	329,760	8.2
Electricity	Municipal Hall	kWh	194,167	4.9
Electricity	Parks & Recreation Infrastructure	kWh	3,300,988	82.5
Electricity	(sewer/traffic/lighting)	kWh	910,853	22.8
Electricity	-	kWh	-	-
Natural Gas	Engineering & Public Works	GJ	365	18.3
Natural Gas	Fire	GJ	-	-
Natural Gas	Municipal Hall	GJ	493	24.7
Natural Gas	Parks & Recreation Infrastructure	GJ	17,585	882.0
Natural Gas	(sewer/traffic/lighting)	GJ	-	-
Natural Gas	-	GJ	-	-
Stationary Emissions (all fuel types)				1,048.3

Mobile Emission Sources:				
Vehicle Class	Vehicle Fuel	Unit of Measure	Quantity	Emissions (tCO₂e)
Light Duty Vehicle	Gasoline	Litres	3,637	8.5
Light Duty Truck	Gasoline	Litres	28,717	67.8
Heavy Duty Truck	Gasoline	Litres	13,265	29.7
Off Road Vehicle	Gasoline	Litres	2,614	5.9
Light Duty Vehicle	Diesel	Litres	-	-
Light Duty Truck	Diesel	Litres	-	-
Heavy Duty Truck	Diesel	Litres	381	1.0
Off Road Vehicle	Diesel	Litres	2,320	6.7
Light Duty Vehicle	B5	Litres	-	-
Light Duty Truck	B5	Litres	-	-
Heavy Duty Truck	B5	Litres	33,943	86.8
Off Road Vehicle	B5	Litres	15,672	45.0
Light Duty Vehicle	Propane	Litres	-	-
Light Duty Truck	Propane	Litres	8,205	12.6
Heavy Duty Truck	Propane	Litres	-	-
Off Road Vehicle	Propane	Litres	-	-
Mobile Emissions (all fuel / vehicle combinations)			108,754	263.9
Total Emissions (all Sources)				1,312.2



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

Council Meeting: March 18, 2013
Staff Report No. EPW-13-004

REQUEST FOR DECISION

SUBJECT: Left Hand Turn Restrictions on McNaughton Avenue and Selkirk Avenue

RECOMMENDATION:

That the left hand turn restrictions on McNaughton Avenue and Selkirk Avenue be removed.

RELEVANT POLICY:

Streets and Traffic Bylaw Regulation Bylaw, 2005, No. 2607

STRATEGIC RELEVANCE:

Does not relate to a specific Strategic Goal

Submitted by: Director, Engineering & Public Works

J. J. White

Reviewed by: CAO

R. Rust

Date:

March 14/13

STAFF REPORT

DATE: March 13, 2013 Report No. EPW-13-004
TO: Laurie Hurst, Chief Administrative Officer
FROM: Jeff Miller, Director, Engineering and Public Works
SUBJECT: Left Hand Turn Restrictions on McNaughton Avenue and Selkirk Avenue

RECOMMENDATION:

That the left hand turn restrictions on McNaughton Avenue and Selkirk Avenue be removed.

BACKGROUND:

The left hand turn restrictions have a long history. In 1997, the Neighbourhood Transportation Management Plan for the Selkirk area was adopted. Included in this plan was the installation of five speed humps on Selkirk Avenue and one on Arcadia Street. These measures were implemented.

In the Fall, 2007 and Spring, 2008, complaints were received that large trucks were using Selkirk Avenue and that traffic levels were increasing despite the installation of the speed humps. The response at this time was to impose a truck ban on all streets in the Selkirk neighbourhood. Included in the response was the installation of two no left hand turn signs on McNaughton Avenue and Selkirk Avenue from three to five p.m.

The installation of the signs prompted additional complaints from the residents. These residents were more concerned with ease of access as opposed to traffic volumes along Selkirk Avenue. The Engineering Department then recommended to Council that the no left hand turn restriction be removed from McNaughton Avenue and Selkirk Avenue. Council agreed with this request and the signs were then removed.

The left hand turn restriction was reinstated in 2010. The reinstatement was due to Phase I construction of the Craigflower Road Corridor Upgrade. The concern at the time was that construction on Craigflower Road would introduce short cutting again through the neighbourhood and the signage would help prevent this from happening. The restriction has remained in force to date.

In 2012, a petition was received from the residents McNaughton Avenue for the removal of the left hand turn restrictions on McNaughton Avenue. The petition was discussed at the COTW, November, 2012 meeting. As Selkirk Avenue is faced with a similar situation, Council requested that Staff obtain an understanding of the neighbourhood's preference for the restrictions.

Staff initiated mail out to the Selkirk Neighbourhood up to Arcadia Street and web based surveys to the remainder of the neighbourhood and other users. The surveys asked if the resident would:

1. Keep the turn restriction as is
2. Remove the turn restriction
3. Other/Comment

The surveys started on February 6, 2013 and concluded on February 22, 2013.

The results of the surveys are as follows:

Location	Keep As Is	Remove Sign	Other
McNaughton/Tillicum			
Number of Responses	23	45	9
%	29.9	58.4	11.7
Selkirk/Tillicum			
Number of Responses	19	49	9
%	24.7	63.6	11.7
Aggregate Totals			
Number of Responses	42	94	18
%	27.3	61	11.7

In the tabulation of the results, if a respondent responded to either of the first two options, the response was recorded in the appropriate column even if the sheet contained comments. In Appendix A, the comments received have been presented.

ISSUES:

1. Rationale for Selected Option

The recommended option for this situation is that left hand turn restrictions on McNaughton Avenue/Tillicum Road and Selkirk Avenue/Tillicum Road be removed. The survey of the neighbourhood and other interested parties indicates that majority desires the removal of the restriction.

Engineering has also reviewed the intersections and the restrictions. With the upgrade of the Craigflower Road/Tillicum Road intersection and the traffic calming measures in place the possibility of short cutting through the neighbourhood has been minimized.

With the removal of the left hand turn restrictions, south bound commuters will see a slight increase in travel time. The increase should be of a minor nature as the light sequence at Tillicum Road and Craigflower Road will create an opening in the north bound traffic flow allowing a driver to cross the north bound lanes at an interval similar to the left hand turn signal at Craigflower Road and Tillicum Road. This opening will also provide left hand turning vehicles with a degree of safety similar to the Craigflower and Tillicum Roads intersection.

2. Organizational Implications

There are no organization implications to this action.

3. Financial Implications

There are no significant implications to removing the signs.

4. Communication

Communication of the removal of the signs will be accomplished in two ways. On the site, signage will be installed prior to the intersection notifying drivers of a change in traffic control. These signs will remain up for approximately six months. The other method of notification will be a posting on the Township's web site and social media channels of the removal of the left hand turn restrictions. Engineering will also inform the individual who submitted the petition of the change in the restriction.

ALTERNATIVES:

1. That the left hand turn restrictions on McNaughton Avenue and Selkirk Avenue be removed.
2. That the left hand turn restrictions on McNaughton Avenue and Selkirk Avenue remain in place and be confirmed by a traffic order.

APPENDIX A

Survey Responses

Q3. What is your preferred option for left turn restriction and signage at Tillicum Rd and McNaughton Ave?		
1	Extend until 6	Feb 21, 2013 6:51 PM
2	Install three speed humps on McNaughton Avenue to slow the cut-through traffic	Feb 21, 2013 6:16 PM
3	3:00pm is too early to restrict turning. A one hour turning restriction between 4:00 and 5:00pm may be warranted. However, commuters also use this route in the morning, and many speed down Uganda Avenue up to Selkirk Avenue. So, a more effective solution would be to install traffic calming devices on McNaughton Avenue and Uganda Avenue to slow them down in order to protect children and pets.	Feb 20, 2013 8:58 AM
4	. Start to enforce speed limits on Selkirk. Many cars turn north off Craigflower to avoid the light at Craigflower and Tillicum and race along Selkirk to beat traffic. It is dangerous to children, pets and pedestrians in the area. The police seem to want to enforce the no left turns but ignore a problem which could have more drastic consequences. The left turn prohibition is a nuisance to local residents and ignored by people trying to avoid the lights. 2. There should be a no left turn sign at the junction of Lampson and Craigflower, in force between 4:00pm and 6:00 pm.. Cars trying to avoid the line up at the light at Craigflower and Tillicum create a different bottleneck for cars wanting to turn right on Craigflower.	Feb 18, 2013 5:49 PM
5	1. Start to enforce speed limits on Selkirk. Many cars turn north off Craigflower to avoid the light at Craigflower and Tillicum and race along Selkirk to beat traffic. It is dangerous to children, pets and pedestrians in the area. The police seem to want to enforce the no left turns but ignore a problem which could have more drastic consequences. 2. There should be a no left turn sign at the junction of Lampson and Craigflower, in force between 4:00pm and 6:00 pm.. Cars trying to avoid the line up at the light at Craigflower and Tillicum create a different bottleneck for cars wanting to turn right on Craigflower.	Feb 18, 2013 5:45 PM
6	Also extend left turn restrictions to include 7:00 to 9:00am, as well as 3:00 to 5:00pm.	Feb 14, 2013 9:10 AM
7	expand the time, add 7-9am. and go till 6pm from the 5pm now on the sign. If you traffic numbers - from the hoses on the road - you'd see the number of people using this neighbourhood as a shortcut.	Feb 13, 2013 11:25 AM
8	As I am in the direct line of sight for all cars cutting the intersection, I'm in favor of keeping the signage and furthermore, increasing the time restriction to 6pm. With a son I'm sick and tired of people doing 60kpm+ down our little street (Agnes). The problem is that we can't stop the people speeding and skipping the intersection coming the other way, turning on Arcadia to skip the light and turn onto Tillicum from Selkirk. This has become a serious problem as well!	Feb 12, 2013 3:17 PM
9	extend advance turn light at Tillicum & Craigflower from 3-5 p.m. Add another speed hump on other side of Agnes & Selkirk. More police enforcement.	Feb 12, 2013 11:38 AM
10	Let cars through but slow them down with speed humps on McNaughton and Uganda (at about 314 address)	Feb 11, 2013 4:37 PM
11	You might as well remove them since residents of the area ignore them any.	Feb 9, 2013 8:21 AM
12	Keep restriction, but have passes for the people who reside in the area	Feb 8, 2013 12:51 PM

Q3. What is your preferred option for left turn restriction and signage at Tillicum Rd and McNaughton Ave?

13	Put up a sign that states only residents can turn down the street between 3 and 5pm	Feb 7, 2013 9:25 PM
14	I would like to see the left turn restriction removed, and a speed restrictor like double speed-humps built on McNaughton & Uganda streets. Having lived in this neighbourhood for several years, I have observed that this route is used as a bypass for the frequently backed up intersection at Craigflower & Tillicum, and the issue isn't the left turn so much as the speed at which vehicles are travelling on McNaughton/Uganda/Selkirk. People using these streets as a by-pass tend to drive very quickly on these residential streets. Both myself and my girlfriend have nearly been hit by speeding vehicles on Selkirk numerous times when going out to our own vehicles, and I regularly see people almost jumping their vehicles off of the single speed-humps. I think that double-speed humps would be a very effective solution, allowing people to still use these streets as a bypass, but better controlling the rate of speed at which they are travelling.	Feb 7, 2013 7:30 PM

Q4. What is your preferred option for left turn restriction and signage at Tillicum Rd and Selkirk Ave?		
1	Extend until 6 discuss after admirals bridge is completed.	Feb 21, 2013 6:51 PM
2	a more effective solution would be to install traffic calming devices on McNaughton Avenue and Uganda Avenue	Feb 20, 2013 8:58 AM
3	. Start to enforce speed limits on Selkirk. Many cars turn north off Craigflower to avoid the light at Craigflower and Tillicum and race along Selkirk to beat traffic. It is dangerous to children, pets and pedestrians in the area. The police seem to want to enforce the no left turns but ignore a problem which could have more drastic consequences. The left turn prohibition is a nuisance to local residents and ignored by people trying to avoid the lights. 2. There should be a no left turn sign at the junction of Lampson and Craigflower, in force between 4:00pm and 6:00 pm.. Cars trying to avoid the line up at the light at Craigflower and Tillicum create a different bottleneck for cars wanting to turn right on Craigflower.	Feb 18, 2013 5:49 PM
4	1. Start to enforce speed limits on Selkirk. Many cars turn north off Craigflower to avoid the light at Craigflower and Tillicum and race along Selkirk to beat traffic. It is dangerous to children, pets and pedestrians in the area. The police seem to want to enforce the no left turns but ignore a problem which could have more drastic consequences. 2. There should be a no left turn sign at the junction of Lampson and Craigflower, in force between 4:00pm and 6:00 pm.. Cars trying to avoid the line up at the light at Craigflower and Tillicum create a different bottleneck for cars wanting to turn right on Craigflower.	Feb 18, 2013 5:45 PM
5	Implement higher speedbumps on Selkirk to discourage those who do not live on or around Selkirk but use it for speeding around traffic.	Feb 14, 2013 1:42 PM
6	Also extend left turn restrictions to include 7:00 to 9:00am, as well as 3:00 to 5:00pm.	Feb 14, 2013 9:10 AM
7	Why not have the road monitoring wires in Tillicum rd. at the end of Selkirk ave. If traffic is stopped, tempting people to take the shortcut, have the light run an extra amount of time. This will benefit Esq. residents going homes in Esq. and ease traffic in this Esq. neighbourhood. And for the main reason, Selkirk ave. is NOT wide enough for two way traffic with this kind of volume. I feel UNSAFE enough crossing to the sidewalk on the other side of the street.	Feb 13, 2013 11:25 AM
8	As I am in the direct line of sight for all cars cutting the intersection, I'm in favor of keeping the signage and furthermore, increasing the time restriction to 6pm. With a son I'm sick and tired of people doing 60kpm+ down our little street (Agnes). The problem is that we can't stop the people speeding and skipping the intersection coming the other way, turning on Arcadia to skip the light and turn onto Tillicum from Selkirk. This has become a serious problem as well!	Feb 12, 2013 3:17 PM
9	As above.	Feb 12, 2013 11:38 AM
10	The issue is speed, not volume. The inconvenience (plus the VicPD ticket fines) to our neighbourhood with the "no left turn btw. 3-5 would be mitigated and traffic circles on Selkirk at Uganda and Arcadia would help slow the traffic down even more.	Feb 11, 2013 4:37 PM
11	add compliance & enforcement activities	Feb 9, 2013 9:12 AM

Q4. What is your preferred option for left turn restriction and signage at Tillicum Rd and Selkirk Ave?

12	You might as well remove them since residents of the area ignore them any.	Feb 9, 2013 8:21 AM
13	Keep restriction, but have passes for the people who reside in the area	Feb 8, 2013 12:51 PM
14	Put up a sign that states only residents can turn down the street between 3 and 5pm	Feb 7, 2013 9:25 PM
15	I would like to see the left turn restriction removed, and a speed restrictor like double speed-humps built on McNaughton & Uganda streets. Having lived in this neighbourhood for several years, I have observed that this route is used as a bypass for the frequently backed up intersection at Craigflower & Tillicum, and the issue isn't the left turn so much as the speed at which vehicles are travelling on McNaughton/Uganda/Selkirk. People using these streets as a by-pass tend to drive very quickly on these residential streets. Both myself and my girlfriend have nearly been hit by speeding vehicles on Selkirk numerous times when going out to our own vehicles, and I regularly see people almost jumping their vehicles off of the single speed-humps. I think that double-speed humps would be a very effective solution, allowing people to still use these streets as a bypass, but better controlling the rate of speed at which they are travelling.	Feb 7, 2013 7:30 PM
16	Remove turn restrictions as Gosper Crescent does not have any restrictions. If this is not the selection of the majority then consider restricting ALL left turns OFF and ONTO Tillicum Road between Craigflower road and the Bridge for all vehicles all the time by putting a cement divider in the center lane covering the aforementioned distance.	Feb 7, 2013 12:35 PM

COMMENTS – LEFT TURN RESTRICTION AND SIGNAGE TILLICUM AND MCNAUGHTON AVENUE		
1	Keep restrictions – note that drivers still use left turn after 3:00 pm as a shortcut , but has reduced traffic on street at peak times. Speed bumps, one each at the beginning and end of Uganda would also reduce speeding and enhance public safety on the street.	Feb 7, 2013
2	Like to see restriction removed, and a speed regulator like double speed-humps built on McNaughton, Uganda, and Selkirk Streets. Issue isn't left turn so much as the speed as which vehicles are travelling on McNaughton/Uganda/Selkirk. People using these streets as by-pass tend to drive quickly – think that double-speed humps would be a very effective solution, allowing people to still use these streets as a by-pass.	Feb 8, 2013
3	Once sign is removed put up 30 Km signs on McNaughton	
4	These restrictions were originally installed to stop drivers speeding and short cutting through the neighbourhood. While not all drivers comply with the restriction, there has been noticeable reduction in traffic during the restricted period of 3-5 weekdays.	Feb 12, 2013
5	Add further restriction during morning commute times. Not noticed less traffic since the signs have been in place. Tillicum to Selkirk to Arcadia to Craigflower is and vice-versa a commuter short-cut. This is what I hope the signage addresses, but would support a better solution to signage as well.	Feb 12, 2013
6	Since signs have been re-installed totally negative effect on street, no benefit from these signs , area residents were neither consulted or notified about these signs, prohibiting access to their homes/neighbourhood, enduring long waits, and line ups.	
7	Tillicum Road is like a racetrack, every morning and afternoon, Monday through Friday. Signage should say "Residents Only Left Turn 3-5 p.m. \$100 Fine	Feb 12, 2013
8	Would be very pleased to have the left turn back	Feb 12, 2013
9	These signs create a hardship for people wanting to enter their neighbourhoods from Tillicum travelling southbound. If there are 2 or more vehicles waiting to turn onto Arcadia the east bound traffic is blocked causing even more congestion and driver frustration. The problem is less about cars coming into an area as it is about the speed. Traffic calming along Selkirk is required and "traffic circles" or such like will slow people down if they are installed at intersections of Agnes & Selkirk, Agnes & Inskip, Arcadia & Selkirk ad at Selkirk & Uganda	Feb 13, 2013
10	The signs mean nothing to the people. Continuous traffic goes by houses any way. No law enforcement for signage	Feb 20, 2013
11	Speeds humps McNaughton/Uganda	Feb 24, 2013
12	Before these signs went up-why neighbourhood not informed? See no need for these signs. What is the problem at Tillicum & McNaughton? Takes longer to get home . there is always some amount of delay a	Feb 22, 2013

	<p>minimum of 5 to 8 minutes to make up for the 30 seconds it would normally take. Number one problem in the area is the intersection of Craigflower/Tillium roads. This is for traffic heading in all directions, but concerning the Selkirk issue mainly for those heading straight south going through and/or turning east and west. City should appropriate land from the gas station to widen the area to make three lanes to accommodate the right hand turners on Craigflower going east.</p>	

COMMENTS – LEFT TURN RESTRICTION AND SIGNAGE TILLICUM AND SELKIRK AVENUE		
1	Signage has been a “pain” for clients of Day Care facility	Feb 7, 2013
2	Keep the restrictions	Feb 7, 2013
3	Signage is great inconvenience in getting to property due to increased congestion resulting along Tillicum as it approaches Craigflower as well as not being able to make the turn.	Feb 7, 2013
4	Would like to see turn restriction removed	Feb 8, 2103
5	Once sign is removed put up 30 Km signs on Selkirk	Feb 8, 2013
6	Present system works well	Feb 8, 2013
7	Keep restrictions without these restrictions Selkirk Avenue becomes very dangerous with cars trying to cut through to Craigflower	Feb 10, 2013
8	These restrictions were originally installed to stop drivers speeding and short cutting through the neighbourhood. While not all drivers comply with the restriction, there has been noticeable reduction in traffic during the restricted period of 3-5 weekdays.	Feb 12, 2013
9	Add further restriction during morning commute times. Not noticed less traffic since the signs have been in place. Tillicum to Selkirk to Arcadia to Craigflower is and vice-versa a commuter short-cut. This is what I hope the signage addresses, but would support a better solution to signage as well.	Feb 12, 2013
10	Existing speed humps on Selkirk have reduced the evasive practices and speeding of some drivers during the weekly 3:00 -5:00 pm period. The irritation at the newly signed 40Km speed limit on Craigflower becomes apparent by the rates of speed they use this perceived escape corridor. Further review of this area with possible speed humps installed on either/and Agnes, Inskip should be considered.	Feb 12, 2013
11	Add further restrictions during morning commute times.	Feb 12, 2013
12	No benefit to these signs. Why can't signs say “Residential Access Only” between 3-5 pm? Takes longer time to come into the Selkirk area since signs went up.	Feb 12, 2013
13	Simple “Residents Only” to get to their homes 3-5pm and enforce it	Feb 12, 2013
14	Would be very pleased to have left turn back.	Feb 12, 2013
15	These signs create a hardship for people wanting to enter their neighbourhoods from Tillicum travelling southbound. If there are 2 or more vehicles waiting to turn onto Arcadia the east bound traffic is blocked causing even more congestion and driver frustration. The problem is less about cars coming into an area as it is about the speed. Traffic calming along Selkirk is required and “traffic circles” or such like will slow people down if they are installed at intersections of Agnes & Selkirk, Agnes & Inskip, Arcadia & Selkirk and at Selkirk & Uganda	Feb 13, 2013
16	If you must have restrictions, then allow residents to still turn at ALL times. Take out speed humps.	Feb 15, 2013
17	Heavily in favour of speed humps on Agnes & Inskip	Feb 19, 2013

18	<p>No problems ever turning left onto Selkirk prior to signage going up. Generally a fine safe place to turn, never encountered any problems. Another issue on Selkirk and Tillicum is the few parked cars at the end of Selkirk Avenue. This creates single lane passage in an area that potentially can get a car back out onto busy Tillicum road. There should be no parking off road on the Craigflower side of Selkirk. Selkirk ave traffic that is bothersome is cars travelling west toward Tillicum Rd between 4:30 & 6:00 pm. Short cutting through the neighbourhood and speed is a major problem.</p> <p>There should be at least one sidewalk on Inskip for safety. A road hump or circle would help. One area important especially to have pedestrian sidewalks along Arcadia . It I well used walking area to get to the crosswalk for adults & children to go to bus stops and to go to the high school. Another area for sidewalks would be Selkirk Ave along from Arcadia to Tillicum. The double sidewalk on Selkirk stops at Arcadia and only one continues down long one of the most used and important walking routes. Get those signs left turn gone. Figure out what is really the issues going on.</p>	Feb 22, 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

Council Meeting: March 18, 2013
Staff Report No. DEV-13-011

REQUEST FOR DECISION

SUBJECT: DEVELOPMENT VARIANCE PERMIT
940 Dunsmuir Road
[Lot 36, Block E, Section 11, Esquimalt District, Plan 292]

RECOMMENDATION:

That Development Variance Permit No. DEV00004 authorizing the following relaxation to Zoning Bylaw, 1992, No. 2050, **be approved, and staff be directed to issue the permit and register the notice on the title** of Lot 36, Block E, Section 11, Esquimalt District, Plan 292 [940 Dunsmuir Road].

Zoning Bylaw, 1992, No. 2050, Section 34(9)(a)(ii) – Siting Requirements – Principal Building – Side Setback - a .52 metre reduction to the requirement that in the case where a parcel is not served by a rear lane, one (1) side yard shall not be less than 3.0 metres. [i.e. from 3.0 metres to 2.48 metres].

RELEVANT POLICY:

Zoning Bylaw, 1992, No. 2050
Parking Bylaw, 1992, No. 2011
Advisory Planning Commission Bylaw, 2012, No. 2792
Development Approval Procedures Bylaw, 2003, No. 2562

STRATEGIC RELEVANCE:

This Request For Decision does not directly relate to a specific strategic objective.

Submitted by: Writer Karen Hay

Reviewed by: CAO R. Hurst

Date: March 19/13

STAFF REPORT

DATE: March 12, 2013 Report No. DEV-13-011
TO: Laurie Hurst, Chief Administrative Officer
FROM: Karen Hay, Planning Technician
Bill Brown, Director of Development Services
SUBJECT: DEVELOPMENT VARIANCE PERMIT
940 Dunsmuir Road
[Lot 36, Block E, Section 11, Esquimalt District, Plan 292]

RECOMMENDATION:

That Development Variance Permit No. DEV00004 authorizing the following relaxation to Zoning Bylaw, 1992, No. 2050, **be approved, and staff be directed to issue the permit and register the notice on the title** of Lot 36, Block E, Section 11, Esquimalt District, Plan 292 [940 Dunsmuir Road].

Zoning Bylaw, 1992, No. 2050, Section 34(9)(a)(ii) – Siting Requirements – Principal Building – Side Setback - a .52 metre reduction to the requirement that in the case where a parcel is not served by a rear lane, one (1) side yard shall not be less than 3.0 metres. [i.e. from 3.0 metres to 2.48 metres].

BACKGROUND:

Context

Applicant/Owners: Geoff and Rosemary Murray
Property Size: Metric: 557.6 m² Imperial: 6002 ft²
Existing Land Use: Single Family Dwelling
Surrounding Land Uses: South: Single Family Residential
East: Single Family Residential
North: Single Family Residential
West: Single Family Residential
Existing Zoning: RS-1 [Single Family Residential] [No change required]

Purpose of the Application

The applicant is proposing to add two small additions (5.1 m² for a mudroom and 12.6 m² for a new dining room) to the front and back of the principal building. The house is non-conforming to the current zoning bylaw; as it does not have the required 3.0 metre side yard setback, and the

property is not served by a rear lane. The proposed additions would project no further into the side yard setback than the existing house, but would be within the required 3.0 metre setback; therefore a development variance permit is required before a building permit could be issued.

Comments from Other Departments

The plans for this proposal were circulated to other departments and the following comments were received:

Building Services: Construction must conform to BC Building Code 2006 and Municipal Building Code Bylaw, 2002, No. 2538. Applicant must address all issues contained within the Township Development Protocol and adhere to Noise Control Bylaw No. 2677.

Engineering Services: Engineering staff have completed a preliminary evaluation of Works and Services that would be required for the proposed construction. Staff confirms that the proposed construction does not impact the engineering aspects of the property.

Comments from the Advisory Planning Commission [APC]

This application was considered at the regular meeting of APC held on February 26, 2013. Members had no issues with the proposed additions and complimented the energy efficiency upgrades. The application was forwarded to Council with a **recommendation of approval**.

ISSUES:

1. Rationale for Selected Option

The proposed construction will encroach no further into the side yard setback than the existing building. The proposed construction is not out of character for this neighbourhood.

2. Organizational Implications

This Request for Decision has no organizational implications.

3. Financial Implications

This Request for Decision has no financial implications.

4. Sustainability/Environmental Implications

Improving the livability of existing residential housing is normally more sustainable and affordable than removal and replacement.

5. Communication

As this is a development variance permit application, notices were mailed to owners and occupiers of parcels within 50 metres [164 ft.] of the subject property on March 5, 2013 indicating that Council will be considering the requested development variance permit application on Monday, March 18, 2013. To date, no responses have been received from the public as a result of these notifications.

ALTERNATIVES:

1. Council **approve** the requested Development Variance Permit and direct staff to issue the permit and register a notice on the property title.
2. Council **deny** this application for a Development Variance Permit thereby preventing the applicant from expanding the building into the side yard setback.

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

DEVELOPMENT VARIANCE PERMIT

NO. DVP00004

Owners: Geoff Murray
Rosemary Murray
940 Dunsmuir Road
854 Carrie Street
Esquimalt, BC V9A 5C3

Lands: Lot 36, Block E, Section 11, Esquimalt District, Plan 292

Address: 940 Dunsmuir Road, Esquimalt, B.C.

Conditions:

1. This Development Variance Permit is issued subject to compliance with all of the bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Variance Permit regulates the development of lands by varying the provisions of Zoning Bylaw, 1992, No. 2050 as follows:

Zoning Bylaw, 1992, No. 2050, Section 34(9)(a)(ii) – Siting Requirements – Principal Building – Side Setback - a .52 metre reduction to the requirement that in the case where a parcel is not served by a rear lane, one (1) side yard shall not be less than 3.0 metres. [i.e. from 3.0 metres to 2.48 metres].

3. Approval of this Development Variance Permit has been issued in general accordance with the architectural plans provided by Geoff Murray, stamped "Received January 29, 2013" and sited as detailed on the survey plan prepared by Alan M. Powell, stamped "Received January 29, 2013, all of which is attached hereto as Schedule 'A'.
4. The terms, conditions and covenants contained herein shall enure to the benefit of and be binding upon the Owners, their executors, heirs or administrators, successors and assigns as the case may be or their successors to title in the lands.
5. This Development Variance Permit is not a Building Permit.

6. This Permit lapses two (2) years after the date it is issued if the holder of the Permit does not substantially start any construction with respect to which the Permit was issued.
7. For the purposes of this Development Variance Permit, the holder of the Permit shall be the owner(s) of the lands.

ISSUED BY MUNICIPAL COUNCIL RESOLUTION ON THE ____th DAY OF _____, 2013

SIGNED THIS _____ DAY OF _____, 2013

Director of Development Services

Corporate Officer
Corporation of the Township
of Esquimalt

BC Land Surveyors Site Plan of 940 Dunsmuir Road

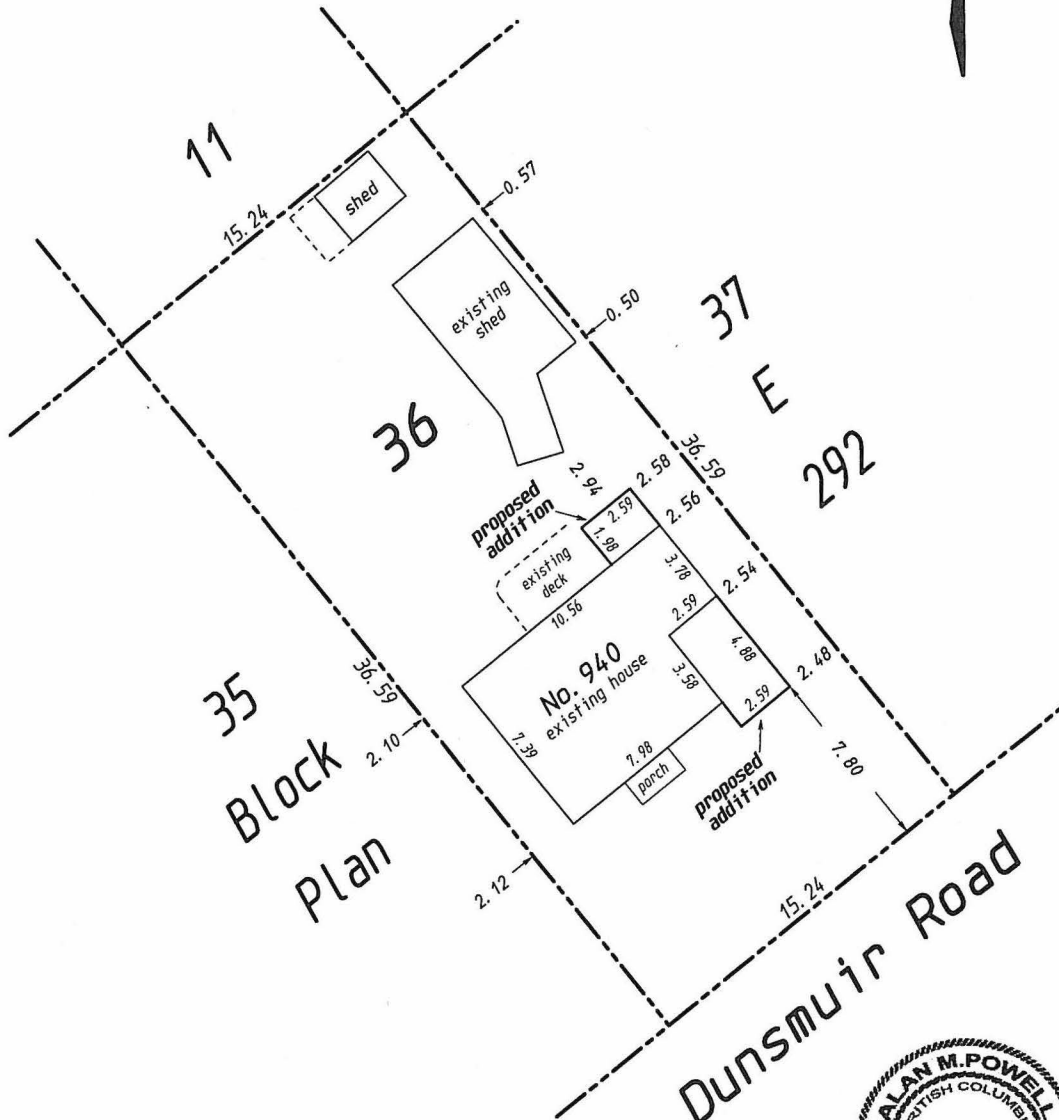
Legal - Lot 36, Block E, Section 11, Esquimalt District, Plan 292



All distances are shown in metres.



The intended plot size of this plan 216mm by 356mm (legal size) when plotted at a scale of 1:250.



Certified correct
this 4th day of Decmeber, 2012

Alan Powell
9BK1XK

cn=Alan Powell 9BK1XK,
c=CA, o=BC Land Surveyor,
ou=Verify ID at www.juricert.
com/LKUP.cfm?id=9BK1XK

Alan M. Powell, BCLS

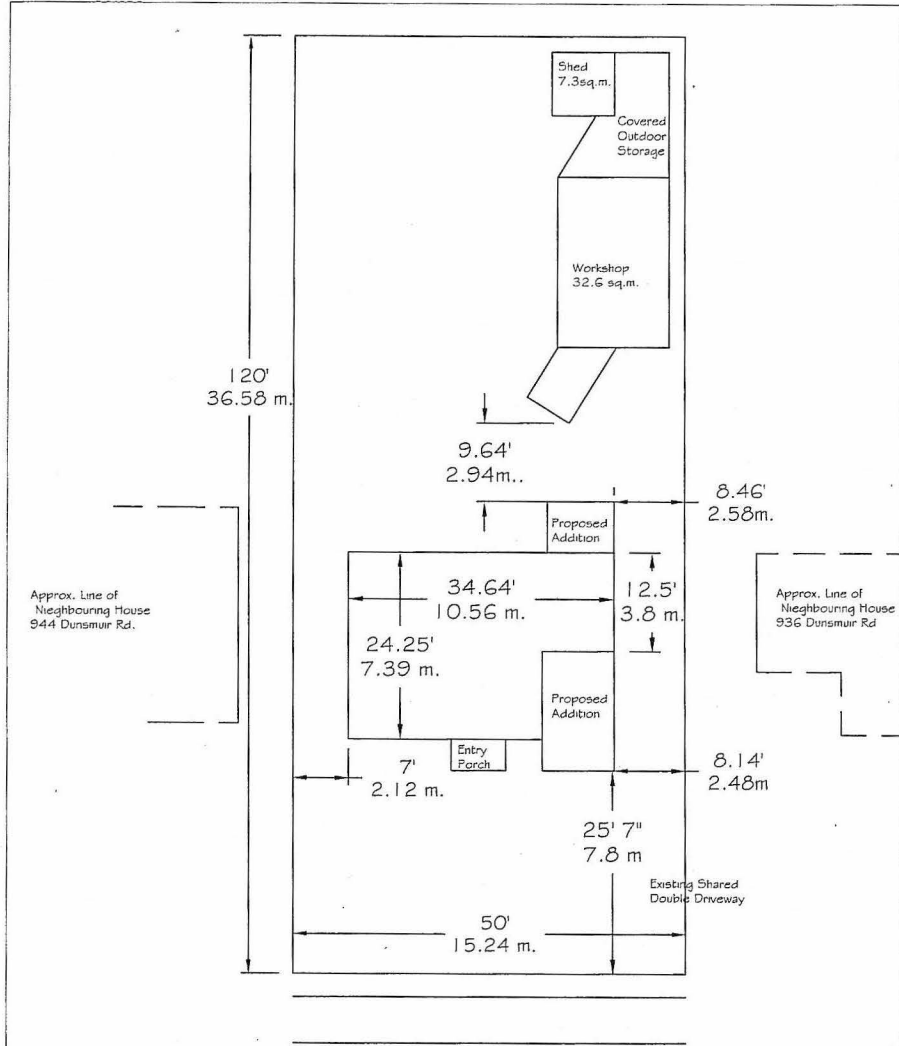
61

File: 9047bcls (18)
POWELL & ASSOCIATES
BC Land Surveyors
250-2950 Douglas Street
Victoria, BC V8T 4N4
phone (250) 382-8855

THIS IS SCHEDULE 'A' OF
DEVELOPMENT VARIANCE
PERMIT NO. DP00004

CORPORATE OFFICER

62



Plot Plan

Scale 1:200 $\frac{1}{16}'' = 1'$

Lot Information

Legal Description; Lot 36, Block E, Section 11, Esquimalt district, Plan 292

Civic Address; 940 Dunsmuir Rd
V9A 5C3

Zoning; R5-1

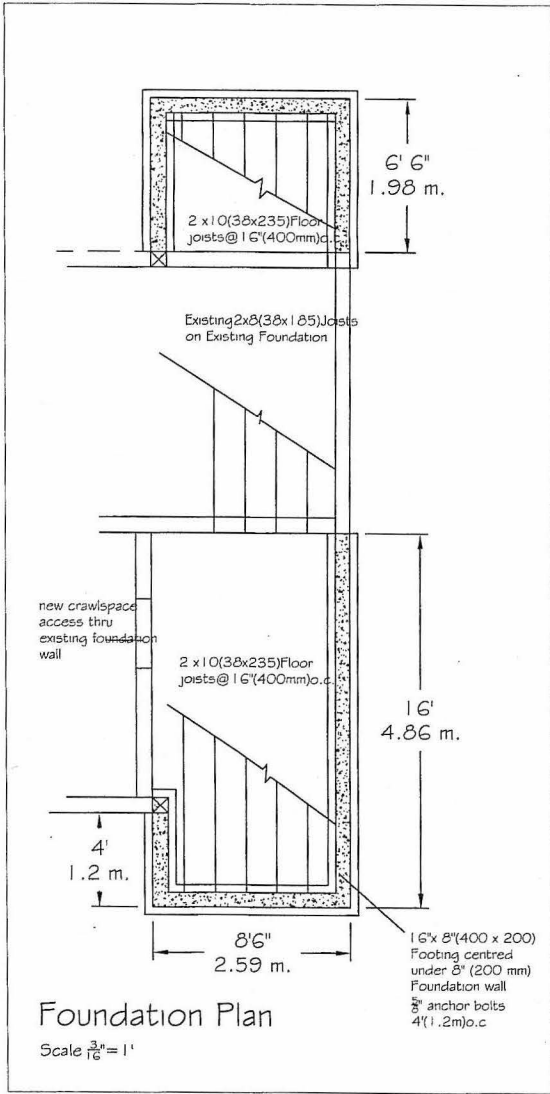
Total Lot Area= 557.5 sq.m.
Allowable Lot Coverage; 30% = 167.24 sq.m.
Existing Lot Coverage; 19.7% = 110 sq.m.
Proposed Lot Coverage; 21.42% = 127.77sq.m.

Allowable F.A.R.=0.35 = 195.13 sq.m.
Existing F.A.R. = 152.13 sq.m.
Proposed F.A.R.=0.30 = 170 sq.m.

Allowable Height= 7.3 m.
Existing=4.75 m.to mid point of upper roof (no change)

Proposed Project includes Upgraded Electrical Service from existing 100 amp to 200 amp Service; Electrical Permit Pending

Plumbing Permit to replace Perimeter Drain partially complete at front of house and ready for addition connection



Foundation Plan

Scale $\frac{3}{16}'' = 1'$

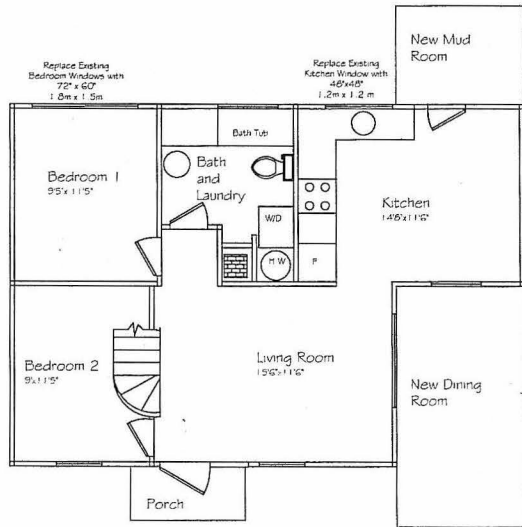


THIS IS SCHEDULE 'A' OF DEVELOPMENT VARIANCE PERMIT NO. DVP 00004

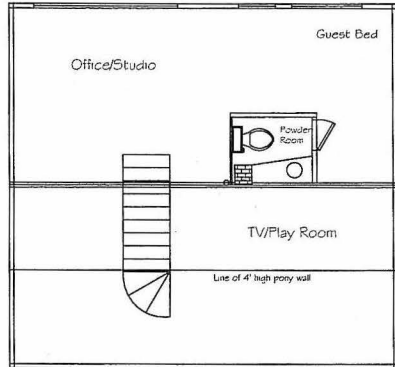
CORPORATE OFFICER

Scale As Shown	940 Dunsmuir Rd. Plot Plan and Foundation Plan	Date; Jan 10, 2013
Drwn by GM		Page 1 of 4

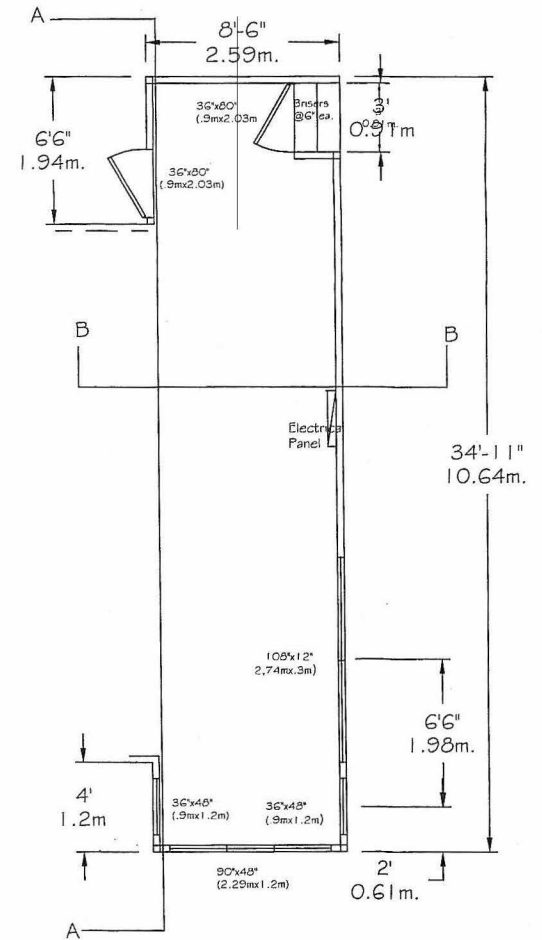
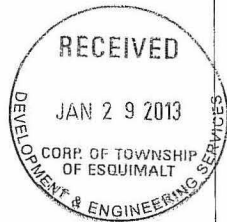
63



Main Floor Plan
1/8" = 1'



2nd Floor Plan
1/8" = 1'



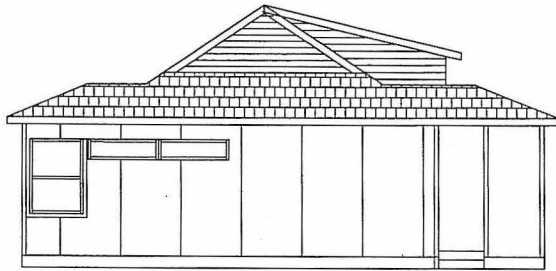
Proposed Addition
Floor Plan
3/16" = 1'

Scale as Shown	940 Dunsmuir Rd FLOOR PLANS	Jan 15, 2013
Drawn by GM		Page 2 of 4

THIS IS SCHEDULE 'A' OF
DEVELOPMENT VARIANCE
PERMIT NO DVP 00004

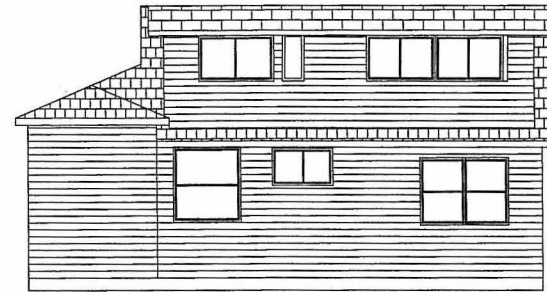
CORPORATE OFFICER

64

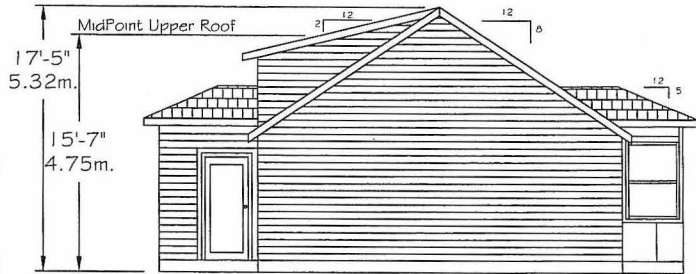


Hardie Panel Siding; Primed and Painted

Driveway Side

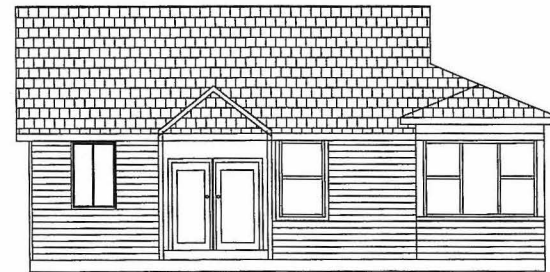


Back Elevation

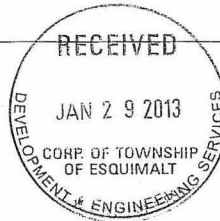


Left Side

Existing or Reused Bevel Cedar Siding
5" Exposure
1x4 Primed and Painted Trim Boards
1x6 Fascia



Front Elevation



Scale $\frac{1}{8}'' = 1'$	940 Dunsmuir Rd. ELEVATIONS	Jan. 15, 2013
Drawn by GM		Page 3 of 4

THIS IS SCHEDULE 'A' OF
DEVELOPMENT VARIANCE
PERMIT NO. DVP 00004

CORPORATE OFFICER

Roof Specifications

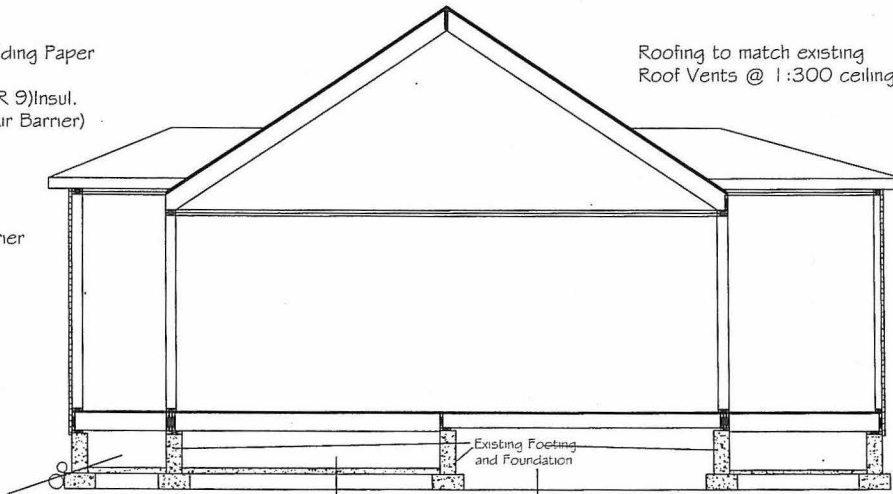
- 1/2" D Fir Plywood Sheathing
- Trusses to be designed and supplied by others
- Design Pending
- Existing 2x4 (38x89) ceiling joists @ 16" (400) o.c.
- R 40 batt and blown Insulation
- 1 0ml poly V.B.
- 1/2" Drywall Ceiling Board

Wall Specifications

- Hardie Panel Siding or Bevel Cedar Siding
- 2 layers 30 minute Building Paper (Moisture Barrier)
- 1.5" Polysocyanurate (R 9) Insul.
- Tyvek Building Paper (Air Barrier)
- 1/2" D Fir Sheathing
- 2 x 4 (38x 89) studs 16 o.c" (400) o.c.
- R 12 batt insulation
- 10 mil poly Vapour Barrier
- 1/2" Painted Drywall

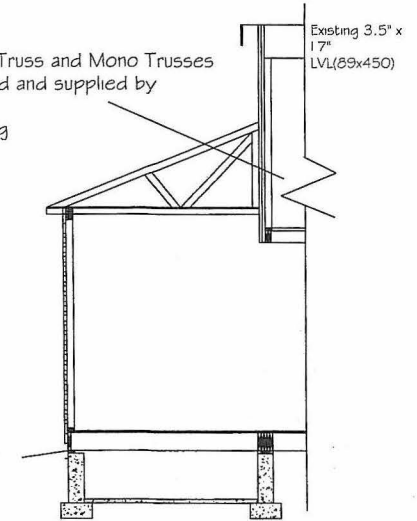
NOTE: Cladding on Front, Driveway and Back Sides of house to be removed and reused.

New 1 1/2" Polysocyanurate R 9 Insulation and 2 layers 30min B Paper to be installed over existing sheathing and old cladding reinstalled.



Roofing to match existing
Roof Vents @ 1:300 ceiling area

Beam, Girder Truss and Mono Trusses to be designed and supplied by others
Design Pending



Section B-B

Foundation Specifications

- 5/8" (16mm) anchor bolts 4' o.c
- Sill gasket
- 8" (200mm) thick concrete foundation wall
- 8" x 16" (200x400) footing cw 2 x 10M re bar
- Asphalt Damp proofing
- Drain Rock covering 4" (100mm) perforated
- Perimeter Drain tie into existing
- 3" (75mm) Tight Pipe RWL tie into existing
- Solid bearing on Undisturbed soil

New Foundation to be epoxy dowelled to existing

Ground Seal in new construction 10 mil poly c.w. 2' concrete topping
Ground seal in existing 10 mil poly

Floor Specifications

- Finish Floor to match existing
- 3/4" D Fir Sub Floor Sheathing on
- 2 x 10 (38 x 235) SPF #1 #2
- Floor Joists @ 16" (400) o.c.
- R 28 Batt Insulation

Cross Section A-A

65



Scale 1/8" = 1'	940 Dunsmuir Rd	Jan 15, 2013
Drawn by GM	Sections	Page 4 of 4

THIS IS SCHEDULE 'A' OF
DEVELOPMENT VARIANCE
PERMIT NO DVP00004

CORPORATE OFFICER



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C. V9A 3P1
Website: www.esquimalt.ca Email: info@esquimalt.ca

Voice: (250) 414-7100
Fax: (250) 414-7111

March 5, 2013

DEVELOPMENT VARIANCE PERMIT NOTICE

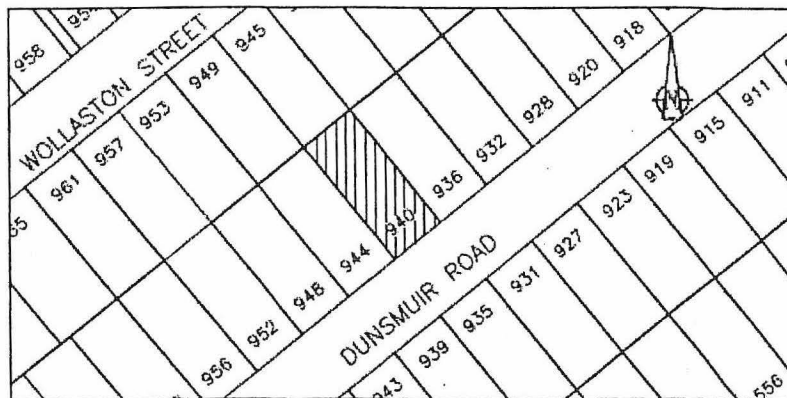
An application for a Development Variance Permit has been received from Geoff and Rosemary Murray, the registered owners of 940 Dunsmuir Road [Lot 36, Block E, Section 11, Esquimalt District, Plan 292 [940 Dunsmuir Road]].

Purpose of the Application:

The owner is requesting a Development Variance Permit to authorize two small additions (5.1 m² for a mudroom and 12.6 m² for a new dining room) to the principal building that would be within the required 3 metre side setback. The home is non-conforming in that it currently does not have the required 3 metre side setback. The proposed additions would project no further into the side yard setback than the existing house.

Authorization of the following variance to Zoning Bylaw, 1992, No. 2050 is required:

Zoning Bylaw, 1992, No. 2050, Section 34(9)(a)(ii) – Siting Requirements – Principal Building – Side Setback - a .52 metre reduction to the requirement that in the case where a parcel is not served by a rear lane, one (1) side yard shall not be less than 3.0 metres. [i.e. from 3.0 metres to 2.48 metres].



Site Location:

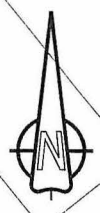
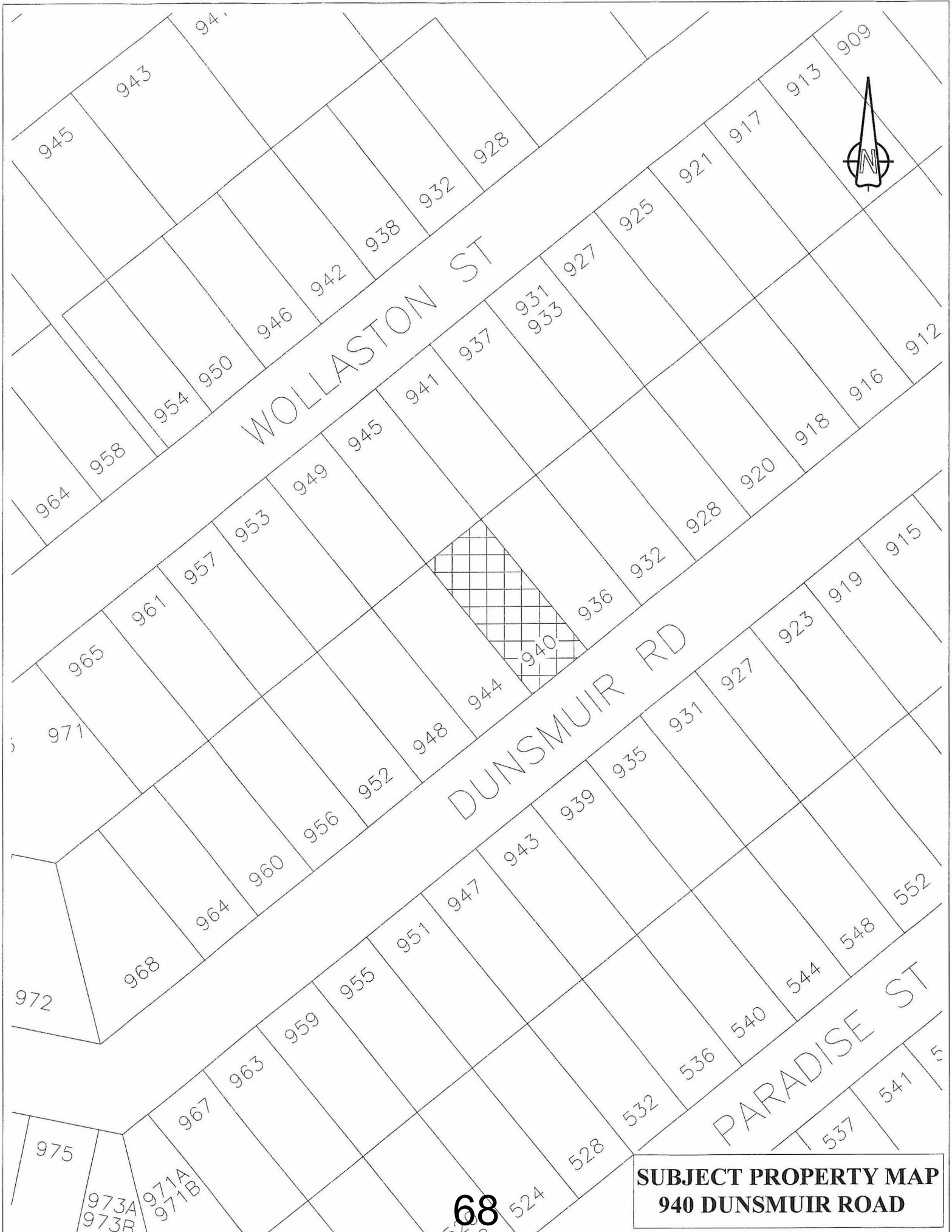
Lot 36, Block E, Section 11, Esquimalt District, Plan 292 [940 Dunsmuir Road]

The Municipal Council will consider this application at **7:00 p.m., Monday, March 18, 2013, in the Council Chambers, Municipal Hall, 1229 Esquimalt Road, Esquimalt B.C.** Affected persons may make representations to Council at that time or submit a written submission prior to that date.

Information related to this application may be reviewed at the Development Services counter, Municipal Hall, 1229 Esquimalt Road, from 8:30 a.m. until 4:30 p.m., Monday to Friday (excluding Saturdays, Sundays, Statutory Holidays) until March 18, 2013.

**BILL BROWN,
DIRECTOR OF DEVELOPMENT SERVICES**

Personal information contained in communications to Council and its Committees is collected under the authority of the Community Charter and Local Government Act and will be used to assist Council members in decision making. Please note that your comments relating to this matter will form part of the Township's public record and may be included in a public agenda and posted on our website.



WOLLASTON ST

DUNSMUIR RD

PARADISE ST

68

**SUBJECT PROPERTY MAP
940 DUNSMUIR ROAD**

945

943

941

928

932

938

942

946

950

954

958

964

913

909

921

917

925

927

931
933

937

941

945

949

953

957

961

965

971

912

916

918

920

928

932

936

940

944

948

952

956

960

964

968

972

915

919

923

927

931

935

939

943

947

951

955

959

963

967

971A
971B

975

973A
973B

552

548

544

540

536

532

528

524

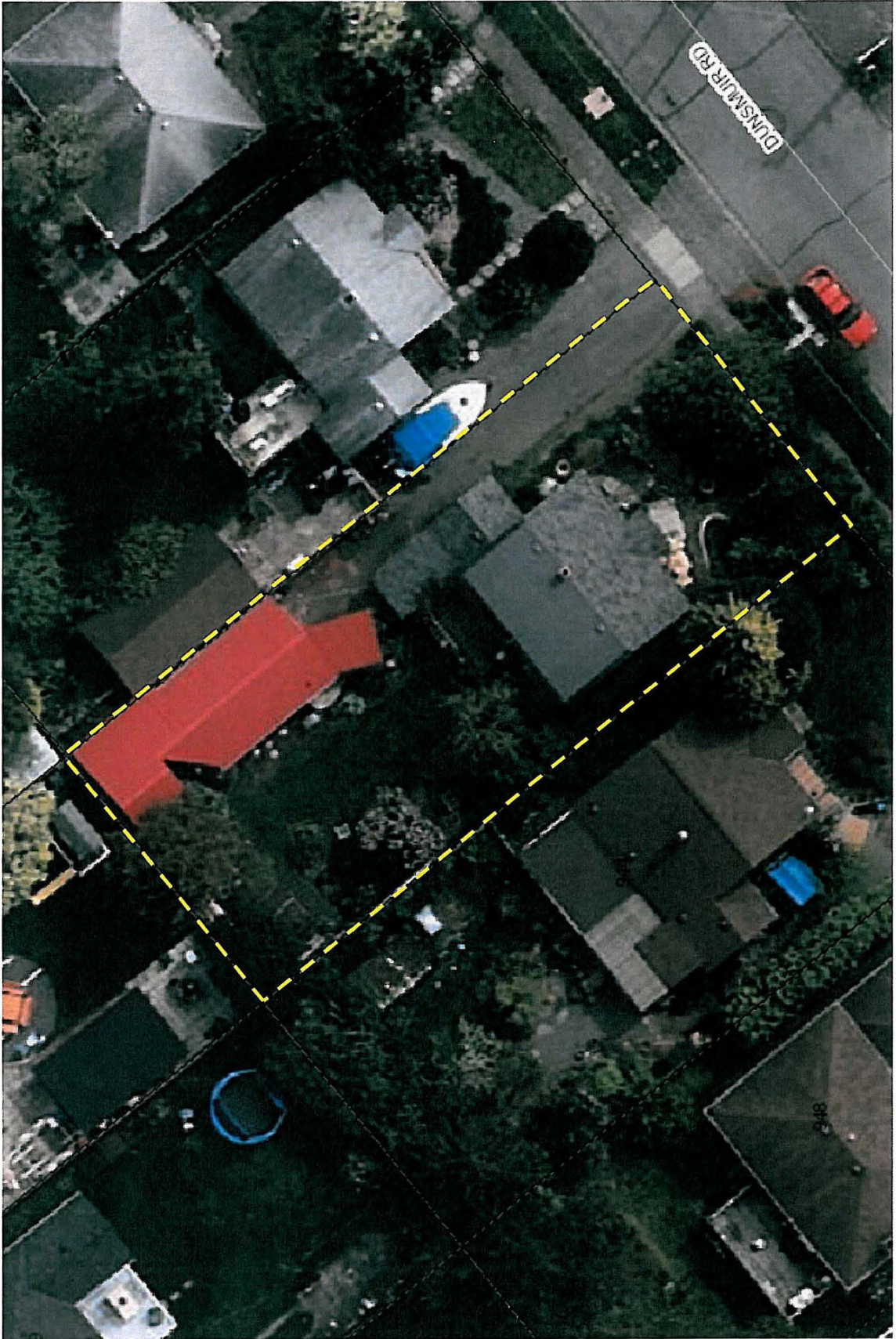
5

541

537



940 Dunsmuir Road



DIVISION 1 - RESIDENTIAL ZONES

34. SINGLE FAMILY RESIDENTIAL [RS-1]

The intent of this Zone is to accommodate Single Family Dwellings on individual Parcels of land.

(1) **Permitted Uses**

The following Uses and no others are permitted:

- (a) Single Family Residential
- (b) Home Occupation
- (c) keeping of up to a maximum of no more than two [2] Roomers or Boarders
- (d) Secondary Suite: subject to the requirement of Section 30.6
[Amd. No. 185, Bylaw No. 2709, adopted 9 October, 2009]

(2) **Parcel Size**

The minimum Parcel Size for Parcels created by subdivision shall be 530 square metres.

(3) **Minimum Lot Width**

The minimum width of Parcels created by subdivision shall be 16 metres measured at the Front Building Line.

(4) **Floor Area Ratio**

The Floor Area Ratio shall not exceed 0.35.

(5) **Floor Area**

The minimum Floor Area for the First Storey of a Principal Building shall be 88 square metres.

(6) **Building Height**

- (a) No Principal Building shall exceed a Height of 7.3 metres.
- (b) No Accessory Building shall exceed a Height of 3.6 metres.

(7) **Building Width**

The minimum width for any Single Family Dwelling shall be 7 metres.

(8) **Lot Coverage**

- (a) All Principal Buildings, Accessory Buildings and Structures combined, shall

not cover more than 30% of the Area of a Parcel.

- (b) All Accessory Buildings and Structures combined shall not exceed 10% of the Area of Parcel.

(9) **Siting Requirements**

(a) **Principal Building**

- (i) Front Setback: No Principal Building shall be located within 7.5 metres of the Front Lot Line.
- (ii) Side Setback: No Principal Building shall be located within 1.5 metres of an Interior Side Lot Line, with the total Setback of all Side Yards not to be less than 4.5 metres. In the case where a Parcel is not served by a rear lane, one [1] Side Yard shall not be less than 3 metres. In the case of a Corner Lot, no Principal Building shall be located within 3.6 metres of an Exterior Side Lot Line
- (iii) Rear Setback: No Principal Building shall be located within 7.5 metres of a Rear Lot Line.

(b) **Accessory Building**

- (i) Front Setback: No Accessory Building shall be located in front of the front face of the Principal Building.
- (ii) Side Setback: No Accessory Building shall be located within 1.5 metres of an Interior Side Lot Line nor 3.6 metres of an Exterior Side Lot Line.
- (iii) Rear Setback: No Accessory Building shall be located within 1.5 metres of a Rear Lot Line.
- (iv) Building Separation: No Accessory Building shall be located within 2.5 metres of a Principal Building.

(10) **Fencing**

Subject to Section 22, no fence shall exceed a Height of 1.2 metres in front of the front face of the Principal Building and 2 metres behind the front face of the Principal Building.

(11) **Off Street Parking**

Off street parking shall be provided in accordance with the requirements of Parking Bylaw No. 2011.

I have seen the plans for the proposed addition to 940 Dunsmuir Rd. and have had the project explained.



I support the request for a variance.

2013/01/26 Marvin Eng
2013/01/26 Christie Eng
2013/01/26 CHERYL + KEVIN STANDISH
2013/01/27 Charleen & Daron Graham

I oppose the request for a variance.

Louise Bligh
To: The Murrays
Re: House Renovation



Hi Geoff,

Your non-conforming reno is fine with me. I support the variance as I can see from the plans you'll do a high-quality renovation that is going to enhance the neighbourhood.

Louise

On 23-Jan-13, at 5:51 PM, The Murrays wrote:

Hi Louise.

I've attached a set of plans for the house renovation/addition we are planning. We are 520 mm too close to the lot line on our driveway side. We are therefore non conforming and must get a variance. When I speak to the APC I would like to let them know that I have informed my neighbours. Can you email me back to let me/them know that you have seen these? If you support, oppose, or don't care about the variance, that could be something you include in the note.

We hope to apply for the variance (cw 4 sets of plans+ various applications hoops and jumps) before the end of the month.

Any questions please let me know.



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

Council Meeting: March 18, 2013
Staff Report No. DEV-13-012

REQUEST FOR DECISION

SUBJECT: Council consultation with persons, organizations, and authorities it considers may be affected by the proposed amendment to the Official Community Plan for the proposed Waste Water Treatment Facility at McLoughlin Point.

RECOMMENDATION:

That Council authorize staff to circulate the Official Community Plan and Zoning Bylaw amendment package to those agencies listed in Schedule "A" of this report.

RELEVANT POLICY:

Section 879 of the *Local Government Act*

STRATEGIC RELEVANCE:

This proposal has not been identified in the municipality's strategic priorities.

Submitted by: Writer

Bill Brauer

Reviewed by: CAO

R. Rust

Date:

March 14/13

STAFF REPORT

DATE: March 13, 2013 Report No. DEV-13-012

TO: Laurie Hurst, Chief Administrative Officer

FROM: Bill Brown, Director of Development Services

SUBJECT: Council Consultation with Persons, Organizations, and Authorities it Considers May be Affected by the Proposed Amendment to the Official Community Plan for the Proposed Waste Water Treatment Facility at McLoughlin Point.

RECOMMENDATION:

That Council authorize staff to circulate the Official Community Plan and Zoning Bylaw Amendment for the proposed waste water treatment facility at McLoughlin Point to those persons, organizations, and authorities identified in Schedule "A".

SCHEDULES:

Schedule "A" – List of proposed persons, organizations, and authorities to be consulted.

BACKGROUND:

Section 877 (1) (f) of the Local Government Act states that an Official Community Plan must include statements and map designations respecting "the approximate location and type of present and proposed public facilities including...waste treatment and disposal sites". The Official Community Plan currently does not include any statements or map designations indicating that McLoughlin Point will be the location of a waste water treatment facility. Therefore it is necessary to amend the Official Community Plan prior to adopting any amendments to the Zoning Bylaw that would allow a waste water treatment plant to be located at McLoughlin Point.

Section 879 (1) of the Local Government Act states: "During the development of an official community plan, or the repeal or amendment of an official community plan, the proposing local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected." Section 879 (2) (b) provides the following list of organizations and authorities that Council **must** "specifically consider whether consultation is required with":

- The board of the regional district in which the area covered by the plan is located, in the case of a municipal official community plan;
- The board of any regional district that is adjacent to the area covered by the plan;
- The council of any municipality that is adjacent to the area covered by the plan;
- First Nations;
- School district boards, greater boards, and improvement district boards, and
- The Provincial and Federal governments and their agencies.

Staff have reviewed the requirements of Section 879 of the Local Government Act and have provided a tentative list (Schedule "A") of persons, organizations, and authorities that it feels should be consulted pursuant to Section 879 of the Local Government Act.

ISSUES:

1. Rationale for Selected Option

By law, Council must consider who should be consulted and how they should be consulted.

2. Organizational Implications

There are no organizational implications.

3. Financial Implications

There will be some added costs of postage. The applicant will supply adequate copies of the application and background material.

4. Sustainability/Environmental Implications

There are no extraordinary implications.

5. Communication

In addition to the consultation list in Schedule "A", the applicant will host an open house, meet with various neighbourhood associations, and put information on their web site.

A statutory public hearing will also be required.

ALTERNATIVES:

- 1) That Council authorize staff to circulate the Official Community Plan and Zoning Bylaw Amendment for the proposed Core Area Liquid Waste Management Facility at McLoughlin Point to those persons, organizations, and authorities identified in Schedule "A".
- 2) That Council amend the list in Schedule "A" by adding or deleting persons, organizations, and authorities that it considers will be affected by the proposed amendment to the Official Community Plan prior to authorize alternative "1".

Schedule "A"

Consultation List

- 1) Esquimalt First Nation
- 2) Songhees First Nation
- 3) Esquimalt Chamber of Commerce,
- 4) Esquimalt Residents Association,
- 5) West Bay Residents Association,
- 6) Lyall Street Residents Association,
- 7) Council, City of Victoria
- 8) Board, School District No. 61 (Greater Victoria)
- 9) Board, School District No. 93 (Conseil Scolaire Franophone de la Colombie – Britanique)
- 10) Department of National Defence (Base Commander, CFB Esquimalt)
- 11) Canadian Coast Guard (Assistant Commissioner Western)
- 12) Fisheries and Oceans Canada (Regional Director General - Western)
- 13) British Columbia Ministry of the Environment (Strategic Policy Division)
- 14) Greater Victoria Harbour Authority
- 15) Victoria Esquimalt Harbour Society



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

Council Meeting: March 18, 2013
Staff Report No. DEV-13-013

REQUEST FOR DECISION

SUBJECT: 622 Admirals Road (The Legion) Rezoning Update

RECOMMENDATION:

That Council accept Staff Report No. DEV-13-013 for information

RELEVANT POLICY:

Sections 903, 904, and 905 of the Local Government Act

STRATEGIC RELEVANCE:

Although not related to a specific strategic priority, this rezoning represents a significant economic investment in Esquimalt.

Submitted by: Writer

Bill Brown

Reviewed by: CAO

R. Hunt

Date:

March 14/13

STAFF REPORT

DATE: March 13, 2013 Report No. DEV-13-013
TO: Laurie Hurst, Chief Administrative Officer
FROM: Bill Brown, Director of Development Services
SUBJECT: 622 Admirals Road (The Legion) Rezoning Update

RECOMMENDATION:

That Council accept Staff Report No. DEV-13-013 for information

BACKGROUND:

On March 4, 2013, staff presented a report to Council requesting that Council give first and second reading to Bylaw No. 2798 being a bylaw to rezone the Legion site located at 622 Admirals Road from C-3 [Core Commercial] to CD No. 82 [Comprehensive Development District No. 82] in order to permit the development of a 12 storey mixed use building. During their review of the bylaw and accompanying staff report, Council expressed a number of concerns related to:

1. The three proposed parking variances;
2. The adequacy of the proposed amenities; and
3. The adequacy of the green building features.

In response to Council's concerns, the applicant has instructed his architect to redesign the building so that sufficient parking stalls are provided and no variances to the design of the parking area are required. Therefore, this application no longer contains any parking variances.

In addition, the applicant has added two additional amenities. First, the applicant will pay to have the overhead utility lines on the west side of Admirals Road from the south property line of the subject property to the intersection with Esquimalt Road (i.e. adjacent to the liquor store property) buried. This is a distance of approximately 38 m and represents a significant improvement to the streetscape at this important intersection. Furthermore, the applicant will provide \$30,000.00 to purchase a new wheel chair lift for the swimming pool at the Recreation Centre and a new aquatic wheel chair.

Finally, the applicant is proposing the following changes to the Green Building Checklist:

1. Increase the LEED rating from Bronze to Silver (this will not be certified).
2. They will consult with a Green Building consultant.
3. They will consider installation of wall mounted photovoltaic panels on the building.

Note that the green roof has been eliminated.

In addition to the above noted concerns, Council has requested that staff provide a tentative date for the public hearing. The first step for staff is to bring the rezoning bylaw back to Council for an amendment to add the new amenities into the bylaw. Once this has been accomplished, staff will organize a public hearing. The tentative date for the public hearing is May 6, 2013.

ISSUES:

1. Rationale for Selected Option
Council has requested an update.
2. Organizational Implications
None.
3. Financial Implications
No significant financial implications for the organization.
4. Sustainability/Environmental Implications
The applicant is proposing significant improvements to the green building features of the proposed development.
5. Communication
Staff are examining web based methods of keeping the community informed about the status of various applications.

ALTERNATIVES:

1. That Council accept Staff Report No. DEV-13-013 for information
2. That Council request further information from staff.



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

MAYOR'S AND COUNCILLORS' REPORTS

Report from: Councillor Dave Hodgins

Subject: FCM Board Appointment

Council Agenda: March 18, 2013

I request that Council consider passing the following Resolution:

"Whereas the Township of Esquimalt's Mayor and Council has established a very positive and productive record of involvement with the Federation of Canadian Municipalities ("FCM");

And Whereas the Township of Esquimalt and its residents significantly benefit from the work of the FCM as it works to petitioning the Federal Government on behalf of municipalities for programs such as infrastructure enhancement opportunities through gas tax funding, Payment in Lieu of Taxes regulations, social and economic development advice and incentives as well as research, information and recommendations related to the ever increasing costs of policing;

And Whereas having a Township of Esquimalt Council representative appointed to serve on behalf of this municipality via the FCM BC Caucus/Board including Steering Committee as assigned by FCM will ensure that there is the opportunity to directly influence FCM's recommended federal policies, programs and initiatives that are in the interest of and of benefit to Esquimalt and its residents;

Therefore be it resolved that Council approves that Councillor Hodgins seek election at the upcoming FCM Annual General Meeting for the position of FCM BC Caucus/Board Member;

And be it further resolved that Council approves that Councillor Hodgins continue as an appointed member of FCM's Steering Committees should he not be elected to the BC Caucus/Board at the FCM's Annual General Meeting;

And be it further resolved that Councillor Hodgins be reimbursed by the Township for any and all expenses directly related to his attendance at official FCM business sessions, in accordance with the approved budget."

Respectfully submitted,

Councillor Dave Hodgins



BRITISH COLUMBIA

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

For Information:

CAO Mayor/Council

RECEIVED: FEB 20 2013

Referred: **NEWS RELEASE**

For Action For Response COTW

For Report Council Agenda IC

BRITISH COLUMBIA
ACHIEVEMENT FOUNDATION

For Immediate Release
2013PREM0021-000281
Feb. 18, 2013

Office of the Premier
B.C. Achievement Foundation

2013 B.C. Community Achievers Announced

VANCOUVER – Premier Christy Clark and Keith Mitchell, chair of the British Columbia Achievement Foundation, today named this year’s recipients of the B.C. Community Achievement Awards.

“Communities are built by people who step up to the plate and contribute,” said Premier Christy Clark. “On behalf of all British Columbians, I would like to thank and congratulate the outstanding individuals named today for their contributions. British Columbia’s biggest strength is people like them.”

“The community achievement awards honour individuals who have made a significant contribution either as volunteers or in the course of their work,” said Mitchell. “We’re privileged to showcase and celebrate the contributions of these exceptional British Columbians.”

The recipients of the 2013 awards are:

- Dr. Jeannette Armstrong of Penticton
- Patricia Blair of Victoria
- Helen Boyd of Comox
- Mel Coulson of Quick
- Douglas Crow of Victoria
- John De Forest of Surrey
- Mary Forbes of Williams Lake
- Jean Gelwicks of Salt Spring Island
- Afraj Gill of Surrey
- Leonora Gregory-Collura of Gibsons
- Kathy Holmes of Ladysmith
- Maggie and Kelly Ip of Vancouver
- Mike Jang of Vancouver
- Ingrid Jeffrey of Coquitlam
- Margo Kane of Vancouver
- Susan Lane of White Rock
- Chief Jason Louie of Creston
- Tom Lymbery of Gray Creek
- Phyllis MacPherson of Lake Country
- Amrit Maharaj of Vancouver
- Kelly Mann of Victoria
- Dr. James McEwen of Vancouver
- Lennette McLean of Dease Lake
- John McQuade of Delta
- Brianne Moore of Kelowna
- Libby Nelson of Fruitvale
- Janet Renquist of Prince George
- Sherri Robinson of Esquimalt
- Aminollah Sabzevari of North Vancouver
- Donald Shumka of Vancouver
- Marnie Simon of Pemberton
- Karen Stacey of Vancouver
- Andrea Thomas Hill of Vancouver
- Catherine Van Alstine of West Vancouver
- Sing Lim Yeo of Vancouver

An independent advisory council selects the recipients of the British Columbia Community Achievement Awards. This year's council members are Mayor Mike Clay of Port Moody, Mayor Shari Green of Prince George, and past recipients Don Montgomery of Richmond (2009), Joyce Carlson of Powell River (2009) and Jane Frost of Vancouver (2006).

The recipients of the 2013 British Columbia Community Achievement Awards will be recognized in a formal presentation at Government House in Victoria on March 14, 2013. Each will receive a certificate and a medallion designed by B.C. artist Robert Davidson.

The British Columbia Community Achievement Awards are generously sponsored by Postmedia Network, publishers of The Vancouver Sun and The Province.

The British Columbia Achievement Foundation is an independent foundation established and endowed by the province of B.C. to celebrate excellence in the arts, humanities, enterprise and community service. Launched in 2003, the awards were the first initiative of the foundation, followed by the B.C. Creative Achievement Award for Applied Art and Design, B.C.'s National Award for Canadian Non-Fiction, the B.C. Creative Achievement Award for First Nations' Art, and the B.C. Aboriginal Business Awards.

A backgrounder follows.

Contacts:	Mike Morton	Nora Newlands
	Press Secretary	Executive Director
	Office of the Premier	BC Achievement Foundation
	250 588-8380	604 618-6949

Learn more about the BC Achievement Foundation at: www.bcachievement.com

Connect with the Province of B.C. at: www.gov.bc.ca/connect

BACKGROUND

For Immediate Release
2013PREM0021-000281
Feb. 18, 2013

Office of the Premier
B.C. Achievement Foundation

Biographies of 2013 Recipients

Jeannette Armstrong, Penticton

Artist, scholar and writer, Jeannette Armstrong from the Syilx Okanagan Nation was one of the founders and is the director of the En'owkin Centre, an interdisciplinary fine arts school that fosters Indigenous identity through the arts. Dr. Armstrong is recognized as a mentor and a visionary and one of British Columbia's great leaders and educators.

Patricia Blair, Victoria

Patricia Blair is critical to the success of the Victoria Operatic Society. Her enthusiasm, resourcefulness and commitment to the non-profit society is demonstrated with every production. Sewing costumes, painting sets, distributing programmes, Patricia, at 91, is also the society's leading ticket seller.

Helen Boyd, Comox

A registered nurse and mental health and addictions therapist, Helen Boyd established a vital program for the homeless in her community. She created and now oversees and volunteers for the Care-a-Van program, a mobile health-care unit which under the auspices of the Comox Bay Care Society brings medical attention to disenfranchised members of the community.

Mel Coulson, Quick

Retired civil engineer, Mel Coulson has contributed his expertise, energy and leadership to three major heritage restoration projects in the Bulkley Valley. The Old Church Project, The Round Lake Hall Renovation and the Camp Caledonia Restoration are all lasting legacies of Mel's dedication to his community.

Douglas Crow, Victoria

A valued and dedicated volunteer, peer mentor and ambassador for the CNIB on Vancouver Island, Doug Crow has worked tirelessly to support individuals facing the challenges of vision loss or low vision. He coordinates the Peer Counselling team, trains and mentors counselors, and provides one on one peer support.

John De Forest, Surrey

John De Forest has been a lifelong volunteer. It is his contributions to the Historic Stewart Farm in Surrey and Burnaby Village Museum for which he is being honoured. For 17 years, he undertook improvements and restoration to Burnaby Village's industrial collections and vintage vehicles and, today, at 92, he is an exhibition guide at the farm and a member of the Barn Committee.

Mary Forbes, Williams Lake

Mary Forbes' passion for her community is reflected in the many sustainable projects in which she is involved. From the Scout Island Nature and Interpretive Centre to the Cariboo Chilcotin Conservation Society's Waste Wise Program to her leadership and the facilitation of the restoration of Potato House and its community garden, Mary is a dynamic presence in her community.

Jean Gelwicks, Salt Spring Island

Environmental stewardship is the focus of Jean Gelwicks' extraordinary contributions to Salt Spring Island. Transition Salt Spring, Partners Creating Pathways, Salt Spring Island Conservancy and its Stewards in Training program, are examples of her commitment to better her community.

Afrac Gill, Surrey

Now a student at Queen's University School of Business, Afrac Gill is being honoured for his leadership and volunteer contributions during his high school years in Surrey. Afrac, a role model for youth volunteerism and engagement, was involved in all aspects of school life and contributed enthusiastically to non-profit organizations in his community.

Leonora Gregory-Collura, Gibsons

Through her consulting company Naturally Autistic ANCA, Leonora has given autism a voice in British Columbia. She has created unique programs and an annual awards' event and festival that showcases collaborations with the mainstream and autistic communities.

Kathy Holmes, Ladysmith

Kathy Holmes strengthens her community by volunteering her skills in marketing and project management. From the annual Home and Garden Show to Oktoberfest, Ladysmith Days, Paddlefest and the Waterfront Art Centre Gallery, Kathy makes a significant contribution to the betterment of her community.

Maggie and Kelly Ip, Vancouver

For the past 40 years, Maggie and Kelly Ip have been leaders in social services, education, culture, multiculturalism and civic engagement. Maggie was founding chair of SUCCESS and continues today as the chair of its foundation. Maggie was founding president of the BC Heritage Languages Association and has served on the boards of the YWCA, United Way, BC Multicultural Society and the Vancouver Public Library. Kelly is past president of the Canadian Club and has served on the boards of SUCCESS, the Vancouver Society for Asian Arts, the Telus Community Board, BC Coalition to Eliminate Abuse of Seniors, and Chinatown Millennium Society.

Mike Jang, Vancouver

Mike Jang is a community leader and role model. He has initiated events and programs that promote multiculturalism and the well-being of the Chinese Canadian community through his leadership of the Shon Yee Benevolent Association of Canada, the Chinese Cultural Centre of Greater Vancouver and the Chinese Benevolent Association of Vancouver.

Ingrid Jeffrey, Coquitlam

A speech language pathologist, Ingrid Jeffrey is dedicated to children with physical, mental and educational special needs. Ingrid helped to found the Variety Learning Centre over 20 years ago, and in 2003, she was the driving force behind the creation of the Mediated Learning Academy in Coquitlam, a full-time school that today serves 150 young people with special educational requirements.

Margo Kane, Vancouver

In 1992, Cree-Salteaux performing artist Margo Kane founded Full Circle: First Nations Performance. As artistic director, Margo has created work that is both socially relevant and empowering through initiatives such as the Talking Stick Festival and Workshops in Schools Series. Through music, dance, theatre, storytelling and the spoken word, Margo shares Aboriginal culture and traditions with all generations.

Susan Lane, White Rock

Susan Lane is a renowned speech–language pathologist whose work has had a lasting impact on young, deaf, and hard of hearing children. Susan served as executive director of the BC Family Hearing Resource Centre and is now the Provincial Intervention Coordinator for the BC Early Hearing Program.

Chief Jason Louie, Creston

Jason Louie, Chief of the Lower Kootenay Band, builds cultural and economic bridges in the Creston Valley. He shares and teaches the traditions of his First Nation, not only with the youth of the band, but with the wider community fostering awareness and knowledge. Chief Louie creates positive relationships and contributes successfully to an open community throughout the region.

Tom Lymbery, Gray Creek

For over 50 years, Tom Lymbery has been vital to the growth and development of Gray Creek and the East Shore of Kootenay Lake. From the chamber of commerce, the Trans Canada Trail, Gray Creek Historical Society, community celebrations, East Shore Health Board to the Gray Creek Store, he is unwavering in his dedication to his community.

Phyllis MacPherson, Lake Country

An extraordinary and longtime community volunteer, Phyllis MacPherson is responsible for the Lake Country Food Bank that now serves 8,400 people annually. Phyllis fundraises and coordinates this community resource, ensuring that the food bank is always staffed and provisioned. Phyllis is also an active member of the Lake Country Seniors' Club, Wheels to Meals and the Art Walk.

Amrit Maharaj, Vancouver

Since 2005, Amrit Maharaj has donated countless hours of service to the Canuck Place Children's Hospice in Vancouver. He is a Family Support Volunteer helping patients and families and serves as a mentor and trainer in the volunteer program. Amrit also supports the UBC Meal Exchange Program, the Ripple Effect Society and Habitat for Humanity.

Kelly Mann, Victoria

Kelly Mann is president and CEO of the BC Games Society where he oversees the BC Summer and Winter Games, working with members of host community boards to provide a multi-sport games experience for thousands of athletes, coaches, officials and volunteers. His leadership, his dedication to the benefits of sport and his commitment to British Columbia communities is exemplary.

James McEwen, Vancouver

Business leader and mentor, Dr. James McEwen is the driving force behind the growth of the MDDC Medical Device Development Centre in Vancouver, a not-for-profit organization dedicated to helping medical device companies from B.C. succeed in the invention, development, manufacturing and sale of home-grown B.C. devices on the world market.

Lennette McLean, Dease Lake

Lennette McLean has contributed significantly to healthy living in the rural communities of Dease Lake, Telegraph, Iskut and the Tahltan Nation. From initiatives that include libraries, the Parent Advisory Council and Moms and Tot group, Lennette has also been instrumental in the building of the Dease Lake Recreation Centre, a focal point for the communities.

John McQuade, Delta

John McQuade has generously volunteered his time to his community. Most recently, he was Director of Volunteers for the 2012 BC Seniors Games and was also volunteer organizer for the World Police and Fire Games held in 2009. A retired Burnaby firefighter, John has also volunteered for the Edmonds Canada Day celebrations, A Taste of Edmonds, the Terry Fox Run and the St. Michael's Centre.

Brianne Moore, Kelowna

An outstanding student leader, Brianne Moore organizes a wide range of school events to create an atmosphere of spirit and caring. The Global Service Club, the Me to We organization, District Student Council and District Forum are examples of Brianne's commitment to making a difference.

Libby Nelson, Fruitvale

Libby Nelson is a civic and regional leader in the West Kootenay area. She served as mayor of Fruitvale for 15 years, on the West Kootenay Regional Health Board, chaired School District 20 board of trustees, and was a director of the Regional District of Kootenay Boundary. Libby is also a strong voice for families and youth, a philanthropist and humanitarian.

Janet Renquist, Prince George

Janet Renquist is a dedicated volunteer in Prince George. A refugee from Uganda in 1989, Janet has used her experiences as a newcomer to Canada to assist and support immigrant and refugee families who have settled in the North. She is a pioneer member of the African Heritage Society and is a valued supporter and resource for the Immigrant and Multicultural Services Society of Prince George.

Sherri Robinson, Esquimalt

Sherri Robinson is a steward and advocate for the history of the Township of Esquimalt. She was instrumental in creating the municipal archives in 1983 to which she has given over 42,000 hours of volunteer time over the past 30 years. Sherri is passionate about ensuring that Esquimalt's history and heritage is preserved for its future.

Aminollah Sabzevari, North Vancouver

Now a graduate student at the University of Alberta, Amin has demonstrated tremendous initiative and commitment to his extracurricular and volunteer activities through his university years in BC. Tutoring, peer mentoring, event organization and leadership are qualities he has given to many organizations and projects at the University of British Columbia.

Donald Shumka, Vancouver

Don Shumka serves B.C.'s cultural community with distinction as a leader, philanthropist and an advocate. On the board of governors of Ballet BC from 1992-2003, he was critical to the organization's growth and success. He also chaired the British Columbia Arts Council from 2002 to 2009. Don now chairs the Emily Carr University of Art + Design Foundation.

Marnie Simon, Pemberton

Chair of the Whistler Public Library, Marnie is dedicated to organizations that serve both Whistler and Pemberton. She is a director of the Pemberton Seniors Society, past chair of the Whistler Healthcare Foundation and chair of the Friends of the Library Pemberton. Marnie is a role model for volunteerism in the Sea to Sky corridor.

Karen Stacey, Vancouver

Founder and president of the Happy Liver Society, Karen works to support affordable accommodation close to Vancouver General Hospital for liver transplant recipients. Karen helps educate the general public about liver diseases, fundraises for the society and provides moral support for patients in recovery and for those on the waiting list.

Andrea Thomas Hill, Vancouver

Andrea Thomas Hill founded the Cause We Care Foundation, an organization of women that supports single women and children living in poverty. Andrea spearheaded outreach initiatives and further, recognizing the necessity of housing, partnered with the YWCA, the City of Vancouver and the Vancouver Public Library to establish the YWCA Cause We Care House in the downtown eastside, slated to open in 2014.

Catherine Van Alstine, West Vancouver

Catherine Van Alstine demonstrates an unwavering commitment to her community, giving generously of her time and expertise. Arts Umbrella, YMCA Vancouver, United Way of the Lower Mainland, Women United in Philanthropy and the BC Chapter of Breakfast Clubs of Canada are examples of community organizations in which she has taken a leadership role.

Sing Lim Yeo, Vancouver

Sing Lim Yeo is a leader, philanthropist and lifelong volunteer. Vice chair of the Chinese Cultural Community of Greater Vancouver and SUCCESS, Sing Lim Yeo is also on the executive committee for the St. John's Ambulance Richmond Branch, on the board of the Tapestry Foundation for Healthcare and founder and director of the Canadian Realtors Care Foundation.

Contacts:	Mike Morton	Nora Newlands
	Press Secretary	Executive Director
	Office of the Premier	BC Achievement Foundation
	250 588-8380	604 618-6949

Learn more about the BC Achievement Foundation at: www.bcachievement.com

Connect with the Province of B.C. at: www.gov.bc.ca/connect

LH

MOVING TO A SYSTEM OF integrated early care & learning IN BC

CORPORATION OF THE TOWNSHIP OF ESQUIMALT
 For Information: Mayor/Council

RECEIVED: MAR 06 2013

Referred: IC

For Action For Response COTW
 For Report Council Agenda IC

COALITION OF child care advocates OF BC

February 2013

Dear Mayor Desjardins and Esquimalt Councillors,

You might know that the Coalition of Child Care Advocates of BC and the Early Childhood Educators of BC have released the \$10/day Child Care Plan - a Community Plan for a Public System of Integrated Early Care and Learning (enclosed).

Our 'made in BC' Plan emerged through an extensive community process that offers a concrete, innovative and ambitious strategy to meet the needs of all BC children, families and communities with quality \$10/day child care (no-user fees for families who earn less than \$40,000 a year), increased number of spaces and \$25/hr average wages for Early Childhood Educators. Our four 'Fact Sheets' detailing the Plan are enclosed..

Municipal governments across BC, anti-poverty, ECD, and community organizations, labour groups, businesses, school boards, academics, parents and grandparents are supporting the Plan. The long and growing list of organizational support is enclosed.

The Community Plan for a Public System of Integrated Early Care and Learning recognizes that First Nations must have the power and resources to govern their own early care and learning services.

Because you also know how important quality child care services are for children and parents and that early childhood educators should earn a living wage, we are writing to ask your organization to formally add your name to those endorsing the Plan. You can use the following motion or develop your own to reflect your specific interests.

We, Township of Esquimalt, endorse the Community Plan for a Public System of Integrated Early Care and Learning proposed by the Coalition of Child Care Advocates of BC and the Early Childhood Educators of BC. This Plan has the potential to make a real difference for BC children, women, families and communities. We urge the provincial government to commit to the Plan's vision and work with communities to immediately begin its implementation.

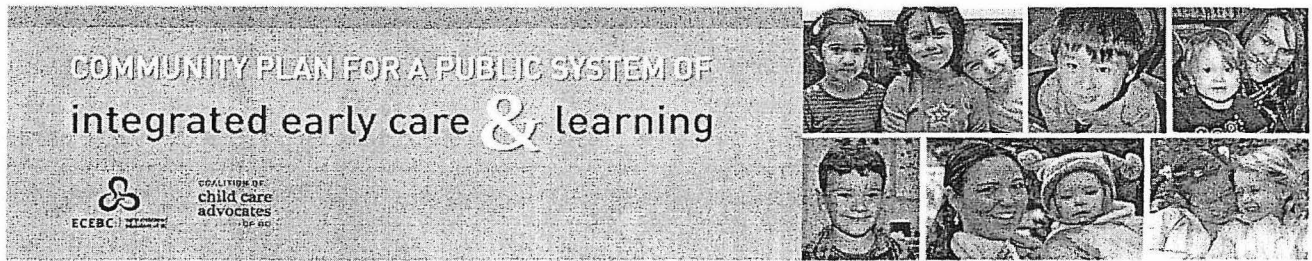
More information on the Plan is available at <http://www.cccabc.bc.ca/plan>. We also welcome invitations to present the Plan. Don't hesitate to contact us if you have more questions and please let us know at info@cccabc.bc.ca if you do endorse the Plan.

Denise Marshall
Early Childhood Educators of BC

Susan Harney, Coalition of Child Care Advocates of BC
2772 East Broadway, Vancouver, BC V5M 1Y8

WE APPRECIATE THE FINANCIAL OR IN-KIND SUPPORT OF:





Organizational Support

Municipal Governments and Governmental Organizations

- City of Burnaby – [Endorsement letter](#)
- City of Dawson Creek – [Endorsement letter](#)
- City of Duncan – [Council minutes \(see p. 4\)](#)
- City of Fort St. John – [Endorsement letter](#)
- City of New Westminster – [Council minutes \(see p. 11\)](#)
- City of North Vancouver – [Endorsement letter](#)
- City of Powell River – [Council minutes \(see p. 7\)](#)
- City of Surrey – [Endorsement letter](#)
- City of Vancouver – [Council meeting agenda](#)
- City of Vernon – [Endorsement letter](#)
- City of Williams Lake – [Endorsement letter](#)
- District of North Vancouver – [Council agenda](#)
- District of West Vancouver - [Council meeting minutes \(p. 6\)](#)
- Greater Vancouver Regional District (GVRD) Board of Directors – [Provincial Early Care and Learning Program](#)
- Lower Mainland Local Government Association – [Provincial & Federal Investment In Early Care & Learning](#)
- Municipality of Bowen Island – [Council meeting minutes](#)
- Municipality of North Cowichan – [Endorsement letter](#)
- Town of Comox – [Endorsement letter](#)
- Town of Ladysmith – [Council meeting minutes](#)
- Town of Lake Cowichan – [Council meeting minutes](#)
- Union of British Columbia Municipalities – [2012 Resolution \(B50\)](#), [2011 Resolution \(B66\)](#)
- Vancouver Joint Child Care Council
- Vancouver Parks Board – [Motion to support the Plan](#)
- Vancouver Public Library – [Board meeting minutes – June 2011](#)

ECD and Child Care Organizations

- Abbotsford Early Childhood Committee – [Letter of support](#)
- Alberni Valley Childcare Society, Port Alberni
- BC Confederation of Parent Advisory Councils – [Resolution: Develop an Early Care and Learning Strategy](#)
- Bowen Children’s Centre Society, Bowen Island
- Campbell River Child Care Society – [Endorsement letter](#)
- Campbell River Early Childhood Development Table – [Endorsement letter](#)
- Canadian Child Care Federation – [Letter of support](#)
- Child Care Advocacy Association of Canada – [Endorsement letter](#)
- Christian Life Children’s Centre Society, Campbell River
- Comox Valley Children’s Day Care Society – [Endorsement letter](#)
- Comox Valley Early Years Inter-Agency Council – [Endorsement letter](#)
- Cowichan Valley ECEBC Branch – [Endorsement letter](#)
- Cridge Centre for the Family
- Evolution Child Development Centre, Sooke
- First Call: BC Child and Youth Advocacy Coalition – [Endorsement letter](#)
- Forest Circle Society for Families – [Endorsement letter](#)
- Growing Together Child and Parent Society, Duncan

- Kamloops Branch, Early Childhood Educators of BC
- Kamloops Child Development Society – [Endorsement letter](#)
- Kaslo Early Childhood Coalition – [Endorsement letter](#)
- Kootenay Kids Society – [Endorsement letter](#)
- McGregor Child Care Society
- Nakusp Healthy Families Resource Group
- North Okanagan Early Childhood Development Coalition
- North Okanagan ECEBC Branch
- PacificCare – [Endorsement letter](#)
- Parent Support Services Society of BC
- Pied Piper Parent Participation Preschool – [Endorsement letter](#)
- Play and Learn Child Care, Kamloops
- PLAY Victoria
- Powell River ECEBC Branch
- Qaqaualas Heiltsuk House of Learning – [Endorsement letter](#)
- Quadra Children’s Centre, Quathiaski Cove
- Salmo Child Care Society – [Endorsement letter](#)
- School Age Child Care Association of BC – [Endorsement letter](#)
- Shining Star Daycare, Coquitlam
- Shuswap Early Childhood Development Committee
- Society for Children and Youth of BC
- The South Peace Building Learning Together Society, Dawson Creek
- Sunrise Resources for Early Childhood Development – [Endorsement letter](#)
- Sunshine Coast Early Childhood Development Planning Table – [Letter of support](#)
- Tofino Community Children’s Centre
- United Family Child Care Providers Society – [Endorsement letter](#)
- University of British Columbia Child Care Services Parent Council – [Advocacy website](#)
- Wee Ones Early Care and Learning, South Slokan
- Westcoast Child Care Resource Centre – [Westcoast Board of Directors Endorsement](#)
- Westview Child Care Centre Society, Prince Rupert – [Endorsement letter](#)
- Williams Lake Children First Initiative – [Endorsement letter](#)
- Williams Lake & District Daycare Centre – [Endorsement letter](#)

Labour

- BC Federation of Labour – [Endorsement letter](#)
- BC Ferry and Marine Workers’ Union – [Endorsement letter](#)
- BC Government and Service Employees’ Union (BCGEU) – [Endorsement letter](#)
- BC Nurses’ Union
- BC Teachers’ Federation – [Letter of support](#)
- Campbell River Courteney and District Labour Council
- Canadian Auto Workers BC Office – [Endorsement letter](#)
- Canadian Auto Workers Local 2002 – [Endorsement letter](#)
- Canadian Auto Workers Local 3000 – [Endorsement letter](#)
- Canadian Office and Professional Employees’ Union Local 378 – [Endorsement letter](#)
- Canadian Labour Congress – [Endorsement letter](#)
- Compensation Employees’ Union – [Endorsement letter](#)
- CUPE BC – [Endorsement letter](#)
- Health Sciences Association – [Endorsement letter](#)
- Hospital Employees Union – [Endorsement letter](#)
- International Union of Operating Engineers (IUOE) Local 963
- New Westminster and District Labour Council – [Endorsement letter](#)
- UFCW Local 247 – [Endorsement letter](#)
- UFCW Local 1518 – [Endorsement letter](#)
- Vancouver and District Labour Council – [Endorsement letter](#)

Education

- Anti-Poverty Committee of the Surrey Teacher's Association
- BC Primary Teachers' Association – [Endorsement letter](#)
- BC Retired Teachers' Association – [Letter of support](#)
- BC School Trustees' Association – [AGM 2012 Resolutions](#) (p. 37)
- Burnaby Teachers' Association
- Canadian Federation of Students – BC - [Endorsement letter](#)
- Coquitlam Teachers' Association – [Endorsement letter](#)
- Douglas Students' Union – [Endorsement letter](#)
- Federation of Post-Secondary Educators of BC – [Endorsement letter](#)
- Human Early Learning Partnership – [Endorsement letter](#)
- Langley Teachers' Association
- Peace River South Teachers' Association – [Endorsement letter](#)
- Prince Rupert District Teachers' Union – [Letter of support](#)
- Society for Canadian Women in Science and Technology – [Endorsement letter](#)
- School District 5, Southeast Kootenay – [Letter of support](#)
- School District 20, Kootenay Columbia – [Resolution](#)
- School District 39, Vancouver – [Trustees and representatives support the Plan](#)
- School District 41, Burnaby – [Report from meeting](#)
- School District 43, Coquitlam – [Letter of support](#)
- School District 44, North Vancouver – [Endorsement letter](#)
- School District 46, Sunshine Coast – [Submission to Standing Committee on Finance](#)
- School District 47, Powell River – [Meeting minutes](#) (p. 3)
- School District 48, Sea to Sky – [Letter of support](#)
- School District 61, Greater Victoria – [Meeting minutes](#)
- School District 64, Gulf Islands – [Letter to Minister Abbott](#)
- School District 68, Nanaimo-Ladysmith – [Endorsement letter](#)
- School District 72, Campbell River – [Meeting minutes](#)
- School District 79, Cowichan Valley
- Simon Fraser University Graduate Student Society – [Endorsement letter](#)
- Thompson Rivers University Student Union – [Endorsement letter](#)
- UBC Alma Mater Society – [Resolution](#)
- Vancouver District Parent Advisory Council – [Meeting minutes](#)
- Vancouver District Students' Council – [Website](#)

Community, Service and Advocacy Organizations

- ACORN Canada – [Endorsement letter](#)
- Atira Women's Resource Society
- BC Association of Community Response Networks
- BC Poverty Reduction Coalition
- Bowen Island Literacy Task Force
- Britannia Community Centre Services Society – [Endorsement letter](#)
- Burnaby Family Life – [Endorsement letter](#)
- Canada Without Poverty
- Canadian Centre for Policy Alternatives – BC office
- Canadian Federation of University Women – BC Council – [Letter of support](#)
- Child and Youth Care Association of BC – [Endorsement letter](#)
- Collingwood Neighbourhood House Society
- Council of Canadians, Victoria
- Council of Senior Citizens' Organizations of BC – [Endorsement letter](#)
- Developmental Disabilities Association of Vancouver-Richmond – [Endorsement letter](#)
- Downtown Eastside Neighbourhood House
- Frog Hollow Neighbourhood House – [Letter of support](#)
- Gordon Neighbourhood House
- Kootenay Boundary Community Services Co-operative – [Endorsement letter](#)

- Network of East Vancouver Community Organizations (NEVCO) – [Letter of support](#)
- Ontario Coalition for Better Child Care
- Pacific Community Resources Society – [Endorsement letter](#)
- Parksville-Qualicum Kairos
- Prince Rupert Association for Community Living – [Endorsement letter](#)
- Quadra Literacy Now – [Endorsement letter](#)
- Ray-Cam Co-operative Centre
- Sheway – [Endorsement letter](#)
- Social Planning Council for the North Okanagan
- Somenos Women's Institute – [Endorsement letter](#)
- South Vancouver Neighbourhood House – [Endorsement letter](#)
- Summit Community Services Society – [Endorsement letter](#)
- Union Gospel Mission – [Endorsement letter](#)
- Vancouver Council of Women – [Endorsement letter](#)
- Vancouver Rape Relief and Women's Shelter
- West Coast LEAF (Women's Legal Education and Action Fund) – [Endorsement letter](#)
- Women Transforming Cities International Society – [Endorsement letter](#)
- YWCA Metro Vancouver

Business Support

- Better Men Solutions
- Buddings Children's Garden & Daycare - [Endorsement letter](#)
- Ethos Strategy Group – [Endorsement letter](#)
- Hands On Publications
- Indo-Canadian Voice – [Endorsement letter](#)
- Joshua Berson Photographics
- Marine Printers – [Endorsement letter](#)
- Nails by Diane – [Endorsement letter](#)
- Natural Pod – [Endorsement letter](#)
- Pemberton and District Chamber of Commerce – [Motion](#)
- Solstice Salon & Boutique – [Endorsement letter](#)
- Surrey Board of Trade – [Letter of support](#)
- West Star Communications – [Letter of support](#)

Political Support

- Coalition of Progressive Electors – [Endorsement letter](#)
- Don Davies, Member of Parliament (Vancouver Kingsway)
- George Heyman, NDP MLA candidate Vancouver Fairview
- Libby Davies, Member of Parliament (Vancouver East) – [Letter of support](#)
- Vision Vancouver – [Endorsement letter](#)

Academic Endorsements

The Community Plan for a Public System of Integrated Early Care and Learning builds on a solid foundation of research and evidence from a wide range of disciplines.

Karen Chandler

Professor, Centre for Early Childhood Development
George Brown College, Ryerson Campus, Toronto, Ontario
[Letter of support](#)

Early Childhood Education Articulation Committee

[Endorsement letter](#)

Enid Elliot, Ph.D.

Adjunct Professor, University of Victoria School of Child and Youth Care
Camosun College Instructor
[Letter of support](#)

Dr. Tammy Findlay
Assistant Professor
Mount Saint Vincent University
[Endorsement letter](#)

Human Early Learning Partnership
University of British Columbia
[Endorsement letter](#)

Human Services Department
Selkirk College
[Letter of support](#)

Dr. Paul Kershaw
Associate Professor, University of British Columbia
Djavad Mowafaghian Foundation Scholar,
Social Care, Citizenship and the Determinants of Health
[Endorsement letter](#)

Laurie Kocher, Ph.D.
Early Childhood Education Program
Douglas College, BC
[Endorsement letter](#)

Patricia McClland, B.A. ECE, M.Ed.
Instructor Early Childhood Education and Care
British Columbia Teacher Federation Member
[Endorsement letter](#)

Dr. Charles E. Pascal
Author of Ontario's early learning blueprint, *With Our Best Future in Mind*
Professor of Human Development, University of Toronto
[Endorsement letter](#)

School of Child and Youth Care
University of Victoria
[Endorsement letter](#)

Susan Prentice, Ph.D.
Graduate Chair
Professor, Department of Sociology
University of Manitoba

Dr. Amy Salmon, Ph.D.
Clinical Assistant Professor, UBC School of Population and Public Health, Faculty of Medicine
Collaborating Scientist, Centre for Addictions Research of BC
Adjunct Professor, UVIC, Faculty of Human and Social Development
[Endorsement letter](#)

Dr. Diane-Gabrielle Tremblay
Canada Research Chair on the socio-organizational challenges of the Knowledge Economy
Director of the CURA (Community-University Research Alliance) on work-life balance over the lifecourse

Deborah Liske

Subject: FW: Bold Green Jobs Plan from Charley
Attachments: open letter, GJBC.pdf; municipal cover letter.docx; A resolution for your consideration.docx; GJBC building retrofits-CO.docx; GJBC energy-CO.docx; GJBC forestry IP December-CO.docx; GJBC transportation-CO.docx

From: Charley Beresford [cberesford@columbiainstitute.ca]
Sent: March 6, 2013 6:05 PM
To: Meagan Brame
Subject: Bold Green Jobs Plan from Charley

Here you are Megan,

The Green Jobs material we discussed. Letters went out to Municipal Councils a couple of weeks ago, there should be a copy in municipal correspondence for you. Happy to come and provide a more detailed briefing if you're interested.

The materials include:

- 1) An open letter for a Bold Green Jobs Plan
- 2) The letter that GreenJobs BC sent to BC councils
- 3) Four policy papers to buttress the plan

Let me know if you'd like another sample or two for a resolution you could take to council.

Thanks for taking a look!

Charley Beresford
Executive Director
Columbia Institute
Tel: 604-695-2031
@cbcolumbia
www.columbiainstitute.ca<<http://www.columbiainstitute.ca>>

From: Kristie Starr [<mailto:kstarr@greenjobsbc.org>]
Sent: February-20-13 9:33 AM
To: Charley Beresford
Subject: Green Jobs cover letter, open letter, policy papers, and resolution for consideration

Hi Charley,

As requested, here is the open letter, cover letter, and resolution for consideration that we mailed to municipalities on February 8th. I've also included the four policy papers. Let me know if you need anything else!

--KS

Kristie Starr
Campaigner :: GreenJobs BC
NOTE: I am in the GreenJobs BC office Tuesdays through Fridays.
www.greenjobsforbc.org<<http://www.greenjobsforbc.org>>
o: 604.695.2043
c: 604.780.2797

CORPORATION OF THE TOWNSHIP OF ESQUIMALT
 For information.
 CAO Mayor/Council

 RECEIVED: FEB 12 2013
 Referred: _____
 For Report In Policy COTW
 Council Agenda IC

February 1, 2013

Dear Mayor and Council,

From the mountain pine beetle epidemic to a rise in extreme weather events, evidence of the rapidly increasing impacts of climate change and environmental degradation are a wake-up call for BC communities. And yet, with the right plan, a future with good, green and plentiful jobs for our children and our grandchildren, as well as ourselves, is not out of reach.

That's where a Bold Green Jobs Plan comes in. One that is:

Sustainable: Focused on economic development that nurtures ecosystem health and communities and the ecological values on which we depend.

Low –Carbon: Positioning BC near the front of the curve to low carbon economy opportunities.

Adaptive: Helping communities adapt to the impacts of climate change.

Worker-Focused: Training that assists both employment transitions and economic development for youth and the existing workforce.

We invite your council to join the conversation.

For more information, please go to www.greenjobsbc.org. You'll find four policy papers to inform the discussion. The papers are focused on buildings and energy efficiency retrofits; forestry; energy and conservation; and transportation. These are industries where there is good potential to reduce GHG emissions and to produce plentiful green jobs. We know there are many more policy areas to explore and much more discussion ahead, but we are hopeful about the potential for green jobs!

Please join the call for a bold green jobs plan, by signing on to the attached letter. Enclosed, you'll find a resolution for your consideration. *To sign on, send the name of your township and the name of the contact person to GreenJobs for BC campaigner Kristie Starr by email at kstarr@greenjobsbc.org or by post, care of Columbia Institute, Ste 1200, 1166 Alberni St., Vancouver BC, V6E 3Z3.*

Communities will benefit from a Green Jobs Plan that will support and sustain our communities and the ecosystems on which we depend and within which we live. Together, we can work toward a greener, brighter future for our families and for our communities

Sincerely,



 Lisa Matthaus, Co-Chair



 Darryl Walker, Co-Chair

Open Letter Calling for a Bold Green Jobs Plan for BC

Dear Christy Clark/ John Cummins/Adrian Dix/Jane Sterk:

From the mountain pine beetle epidemic to a rise in extreme weather events, evidence of the rapidly increasing impacts of climate change and environmental degradation on our communities and economy have been a wake-up call to British Columbians. Reputable economists agree that the negative economic impacts of climate change and the cost of acting belatedly will be far greater than making change now.

British Columbians, and all Canadians, need a modern economy with plentiful, good, green jobs – a modern economy that will support and sustain our communities and the environment. To facilitate the creation of this economy BC needs a Green Jobs Plan.

Economic development policy must green existing industries, workplaces, infrastructure and public services as well as attract new and explicitly green industry. Today's British Columbians are looking for an approach that integrates environmental care with our economic development needs – rather than positioning the environment and the economy as opposing choices.

A Green Jobs Plan for BC must be:

Sustainable: Focusing on economic development that respects ecosystem health and the ecological values on which we depend;

Low-Carbon: Positioning BC near the front of the curve with respect to emerging economic opportunities in the low carbon economy;

Adaptive: Considering how best to help communities adapt to the impacts of climate change;

and

Worker-focused: Incorporating training and skills building that assist with both employment transitions and economic development opportunities for youth and the existing workforce.

The tools required include:

- Supportive policy (training funds, educational support, research and development)
- Investment (use of royalties as legacy funds to kick-start renewable energy development and strategies to green existing industries)



- Taxation instruments (that encourage and incentivize sustainable, low carbon or carbon reduction initiatives), and
- Political will (setting comprehensive policy to achieve strong but measurable targets, with clear time-lines for the short, medium and longer term)

BC needs bold and purposeful policy and action to meet our climate goals. It requires political leadership, social license and economic investment to build an economy with plentiful, good, green jobs that support and sustain human communities and the ecosystems on which we depend and within which we live.

We, the undersigned, look forward to working with government to develop a Green Jobs Plan for BC.

A resolution for your consideration:

BC Green Jobs Plan Launch March 2013

WHEREAS a Green Jobs initiative respects the values of British Columbians in ensuring ecosystem health and strong communities;

WHEREAS BC is well positioned to capitalise on this emerging trend and many communities are already showing leadership;

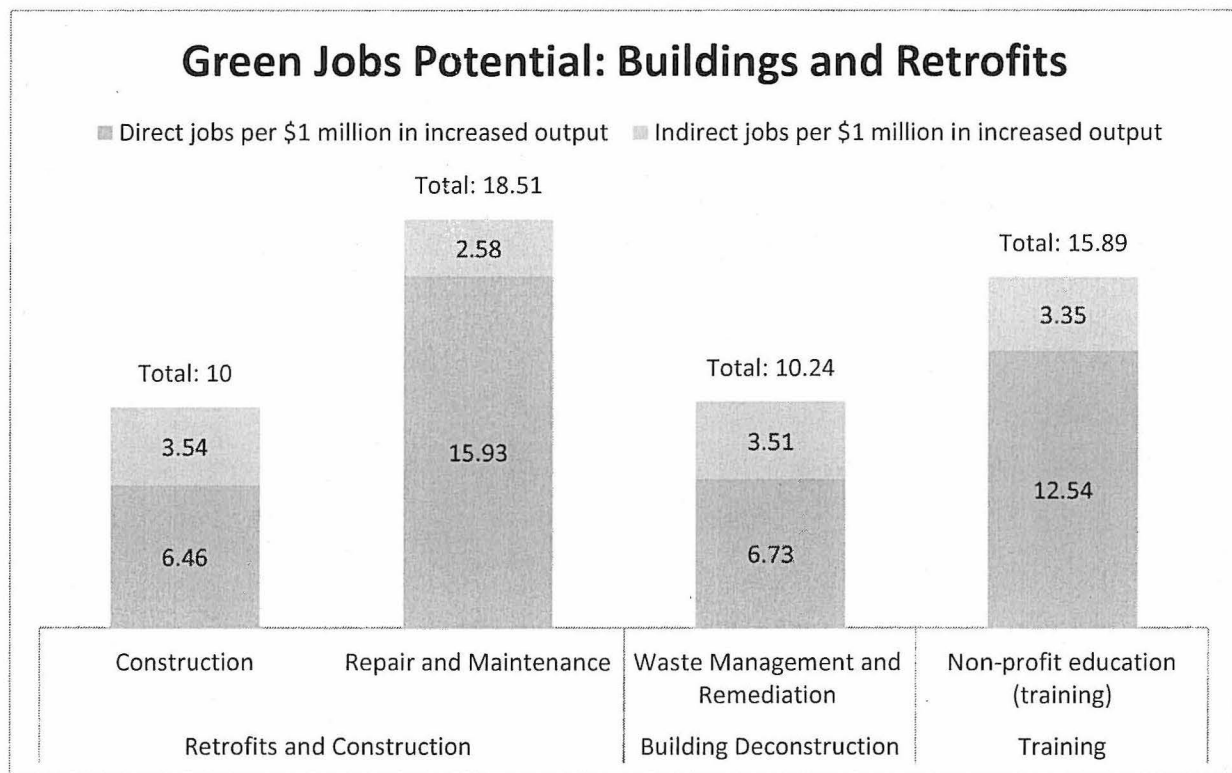
WHEREAS Green Jobs will increase resilience and prosperity in our communities;

THEREFORE BE IT RESOLVED that the city of _____ joins the call for a bold Green Jobs Plan for British Columbia

These documents resulted from a series of stakeholder forums, and a two-day conference, hosted by GreenJobs BC. The policy recommendations are a result of the discussions and on-line participation of more than 200 people from environmental organizations, labour unions, business, academia, and First Nations. These documents do not reflect official policy of GreenJobs BC member organizations, but rather indicate a way forward.

Key DRAFT Policies:

1. Scale up and/or develop energy efficiency retrofit financing and incentive programs for all types of BC residential and commercial buildings.
2. Invest more in greening public sector buildings, including schools, hospitals, office building and community centres.
3. Update the BC Building Code to require higher energy efficiency standards for new construction and for renovations of existing buildings.
4. Invest in quality training, apprenticeships and education for the green buildings sector that meet CSA Standards and can be integrated with Red Seal trades certification.
5. Support research, product development and 'Made in BC' manufacturing of energy efficiency equipment and materials.
6. Accelerate the transition from demolition to deconstruction in the construction industry.



Source: Provincial Economic Multipliers (BC Stats, 2008)

Overview

“Buildings offer the largest share of cost-effective opportunities for GHG mitigation...Over the whole building stock the largest portion of carbon savings by 2030 is in retrofitting existing buildings and replacing energy-using equipment.”

-UN IPCC 2007

GHG reductions potential in BC buildings

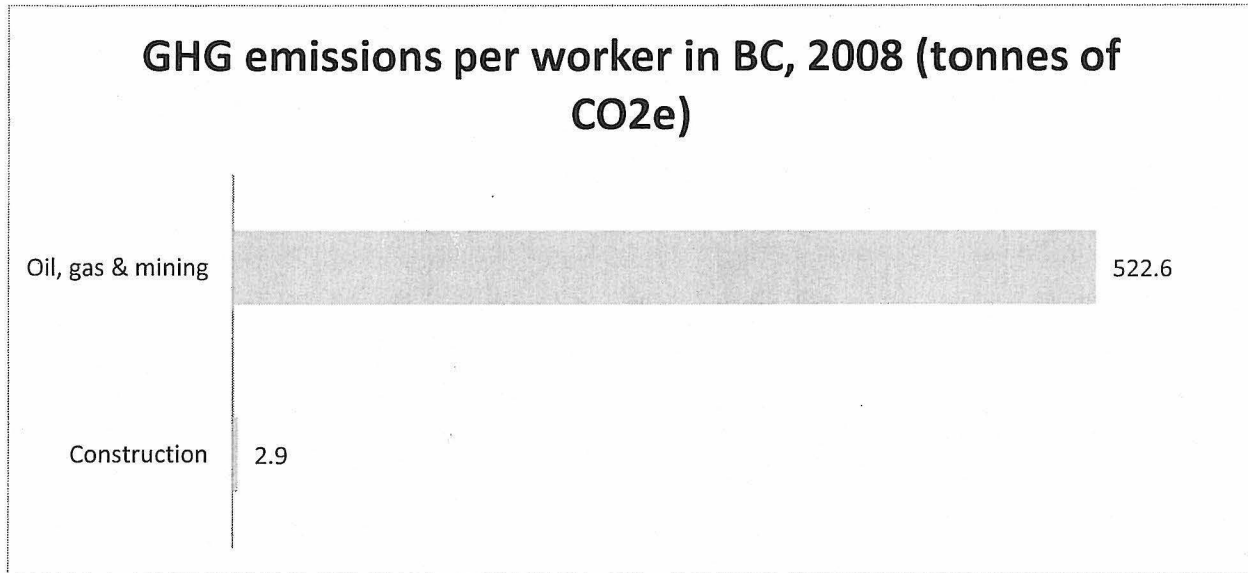
BC's low emission electricity sector means that buildings account for less GHG emissions in this province than in most other North American jurisdictions. However, energy used to heat and cool buildings and heat water still accounts for about 11% of BC GHG emissions. A significant percentage of these emissions can be cut through building retrofits and other energy efficiency measures. Recent research suggests a 25% reduction in emissions from buildings is a realistic short term goal in North America, and would move BC about 10% of the way towards our provincial GHG reduction targets for 2020.

A coordinated, well-supported effort to improve energy efficiency in buildings across the province would also save homeowners, businesses and the public sector hundreds of millions of dollars in energy costs, and create thousands of new jobs.¹ On top of these direct benefits, clean electricity freed up from energy use in residential, commercial and institutional buildings can be redirected to supply the increased use of renewable energy in transportation and other fossil fuel-reliant sectors.

Economic Impact of Energy Efficiency and Green Buildings

Jobs Intensive and low emissions

Construction, repair and maintenance work involved in energy retrofitting and green building construction is low emissions and labour intensive. BC estimates show that construction and retrofitting create between 10 to 18 direct and indirect jobs for every \$1 million in increased output.² This contrasts with oil and natural gas extraction, where it takes about \$4 million in increased output to support a single direct job. From an environmental perspective, each construction job is associated with only 0.5% (or 1/180th) the GHG emissions of a job in fossil fuel extraction.³



Source: Lee and Carlaw, CCPA, 2010

Total Jobs potential:

Economic modeling commissioned jointly by the governments of BC, Washington, Oregon and California shows that energy efficiency and green buildings is the sector with the highest potential for green job growth in the region. According to this research, a strong policy focus on energy efficiency and green buildings could create 362,000 new jobs across the west coast of North America by 2020, increasing employment in the sector by 448%.⁴

While no comprehensive estimates are available for retrofits across the entire BC building stock, there are estimates for job creation in retrofitting residential buildings.

- Basic upgrades on 400,000 homes could produce about 8,200-13,200 person years of employment.⁵
- More intensive upgrades at 100,000 home per year would see 14,000 to 30,000 people directly employed⁶

The job creation potential for energy efficiency retrofits in BC public sector buildings can also be roughly estimated. According to the provincial government, the Public Sector Energy Conservation Agreement reduced GHG emissions from BC schools, hospitals and other government buildings by about 5% between 2008 and 2011 and created 500 new jobs. If the ratio of job creation to energy savings stays the same, reaching the provincial target of 33% GHG reductions by 2020 should create around 2,500 new jobs in public sector construction and energy efficiency work.⁷

Other economic and environmental benefits:

- Financial savings from reduced commercial, residential and institutional energy bills could free up billions for other job creating economic activity and investments.⁸
- Electricity saved through energy efficiency would be freed up for other uses (for example increased electrification of transportation), which could help further reduce BC GHG emissions.
- Incentives provided by government for energy retrofits stimulate considerable private spending, significantly leveraging the job-creation potential of public investment.⁹
- Reduced energy use means less strain on existing energy infrastructure and reduced need to create expensive new infrastructure.
- Well implemented programs can also provide young people and the unemployed with opportunities to acquire high skilled jobs, leading to long term careers in the industry.
- Jobs in energy efficiency retrofits are high-skilled, well-paid, distributed throughout the province and will be in demand for many years.

Policy opportunities:

- 1. Scale up and/or develop energy efficiency retrofit financing and incentive programs for all types of BC residential and commercial buildings.**

Goals:

- *Maximize potential energy efficiency gains and GHG emissions reductions from existing residential and commercial buildings.*
- *Reduce financial barriers and provide support to encourage energy customers to undertake retrofits and other efficiency measures.*

Policy Actions:

- Help create demand by legislating mandatory energy performance audits and labeling for all buildings at time of resale.
- Require landlords to supply energy performance audits to new tenants.
- Phase in minimum energy performance requirements for existing buildings, with support and assistance programs to help owners meet requirements.
- Develop stable, long-term financing programs for residential and commercial energy efficiency retrofits that include:
 - low interest loans
 - targeted grants
 - programs for owners and renters
 - solutions that support residential energy customers on low and fixed incomes

- measures to address financial and other barriers faced by small businesses
 - Accelerate the roll out of proposed on-utility bill financing programs (PAYS-BC) across the province, and expand PAYS-BC to include owner occupied multi-unit residential buildings (MURBs), rental and commercial properties.
 - Investigate enabling municipalities to provide property tax repayment financing programs for on-site renewable energy measures not covered in on-utility bill financing programs.
 - Reallocate a portion of carbon tax revenue to fund energy efficiency grants and low cost financing, especially for renters and lower income British Columbians.
 - Use tax credits and other incentives to support high energy efficiency construction and retrofits that exceed mandatory provincial standards.
 - Collaborate with community groups, industry, utilities, public sector agencies, NGOs, local governments and others to deliver effective education, marketing and outreach strategies to stimulate demand for energy efficiency retrofits.
- 2. Invest more in greening public sector buildings, including schools, hospitals, office building and community centres.**

Goals:

- *Maximize energy savings and GHG emission reductions from public sector buildings.*
- *Show public sector leadership in energy efficiency and green buildings.*
- *Stimulate energy efficiency and green buildings sector through public procurement.*

Policy Actions:

- Launch a stable, well-funded program to maximize the energy efficiency potential of existing public sector buildings, including schools, offices and recreational facilities.
 - Require carbon neutrality and maximum feasible energy efficiency in all new public sector buildings.
 - Explore opportunities to include energy efficiency retrofits whenever there are major construction efforts in public buildings, for example at the time of earthquake upgrades at schools.
- 3. Update the BC Building Code to require higher energy efficiency standards for new construction and renovations of existing buildings.**

Goals:

- *Develop requirements of 'net zero' GHG emissions for all new buildings.*
- *Make BC a leader in energy efficient, green building construction.*

Policy Actions:

- Accelerate the development and implementation of energy efficiency, smart grid compatibility, renewable energy readiness and other 'green' standards into the BC building code.
 - Schedule regular updates to energy efficiency standards in the provincial building code, in synchronization with evolving international standards.
 - Provide municipal governments with the resources to ensure that new standards are met.
 - Make energy performance ratings mandatory for all new homes and buildings.
 - Increase capacity to enforce energy efficiency requirements in building code standards, particularly in smaller communities and rural areas.
 - Empower municipalities to implement 'green' standards that go beyond provincial building code requirements.
 - Work with industry, energy efficiency experts and building trades to harmonize construction quality standards with best practices in energy efficiency.
 - Explore opportunities to include energy efficiency retrofits whenever there are major renovations in residential and commercial buildings, for example during rain screen remediation.
 - Legislate a mandatory energy efficiency labeling system applicable to all new buildings constructed in BC.
 - Engage and educate construction industry around the benefits and importance of energy efficiency in buildings.
- 4. Invest in quality training, apprenticeships and education for the green buildings sector that meets CSA Standards and can be integrated with Red Seal trades certification.**

Goals:

- *Develop the training capacity and skilled workforce necessary to meet the demands of energy efficiency retrofitting and design, construction and materials manufacturing in the 'green buildings' sector.*

Policy Actions:

- Launch a taskforce on the development of green building design and construction training, with representation from provincial ministries, industry, the BC building trades, professional associations, K-12 educators and post-secondary education institutions.
 - Identify gaps in the green jobs sector in BC and meet those gaps with new training, research and education programs.
- Commit to providing targeted 'green jobs' training and employment for First Nations, youth, women and others marginalized in the current economy.

- Consider a special role for the non-profit sector and trades in delivery of training and employment programs.
 - Work with all relevant levels of government, trades, professional associations, ENGOs and industry to incorporate 'green standards' into existing training and certification.
 - Ensure capacity to deliver energy audits and post-retrofit inspections by providing training for sufficient numbers of certified auditors and inspectors.
 - Provide additional funding to BC's public training institutions (BCIT, Community Colleges, Universities) to expand apprenticeship and training programs and to fund more extensive 'high level' green construction training programs for qualified journeypersons, including the development of master's trades qualifications.
 - Develop curricula and provide necessary classroom resources to incorporate energy efficiency-related knowledge and skills training into K-12 trades and science education.
 - Introduce an industry wide training levy to provide funding to expand apprenticeships and related training for construction workers, with the long term objective of providing all building workers with a minimum, certified, standard of training as well as raising the overall level of training in the construction labour force.
 - Take measures to reduce the size and impact of BC's extensive underground construction whose existence undermines efforts both to improve green building standards and the capacity of workers in the industry to develop the skills needed meet green building objectives.
- 5. Support research, product development and 'Made in BC' manufacturing of energy efficiency equipment, technology and materials.**

Goals:

- *Foster the growth of leading edge green building materials, technologies and equipment manufacturing in BC.*

Policy Actions:

- Provide targeted support for research and development of energy efficient and low emissions building materials and technologies in BC, especially involving value-added BC forestry products.
- Use tax credits and other incentives for manufacturing of energy efficient heating equipment, residential renewable energy systems and related products within BC.
- Leverage public procurement as a tool to stimulate production of 'made in BC' green building materials and technologies.
 - Work with municipal governments to include BC materials, technologies and manufactured goods in their contract tender documents for new public construction projects.

6. Accelerate the transition from demolition to deconstruction in the construction industry.

Goal:

- *Divert the majority of BC demolition and construction material from landfills.*

Policy Actions:

- Develop and phase in legislated requirements and standards for building deconstruction and recycling to the greatest extent feasible with existing technologies.
- Provide regulatory and financial support for the development of technological, physical and market infrastructure needed for greater recycling and reuse of materials from deconstruction.
- Provide additional training and education for workers and companies involved in the deconstruction of buildings.
- Take measures to ensure that there is a 'level playing field' for deconstruction to address market pressures that currently encourage industry participants to adopt the cheapest approach to deconstruction.
- Develop updated health and safety standards and practices that address deconstruction and materials recovery.

¹ US researchers estimate potential savings of about 27% through basic retrofitting across building sector in that country. See Granade,, H.C., Creyts, J., Derkach, A., Farese, P., Nyquist, S., Ostrowski, K. *Unlocking energy efficiency in the US economy*. McKinsey Global Energy and Materials. July 2009. Web.

http://www.mckinsey.com/clientservice/electricpowernaturalgas/downloads/us_energy_efficiency_full_report.pdf

² Marc Lee and Kenneth Carlaw. *Climate Justice, Green Jobs and Sustainable Production in BC*. CCPA-BC, September 2010.

www.policyalternatives.ca/sites/default/files/uploads/publications/BC%20Office/2010/09/CCPA_bc_climatejustice_green_jobs.pdf

³ Lee and Carlaw, 2010

⁴ GLOBE Advisors & The Center for Climate Strategies. *The West Coast Clean Economy: Opportunities for Investment & Accelerated Job Creation*. The Pacific Coast Collaborative. March 2012:

http://globeadvisors.ca/media/3322/wcce_report_web_final.pdf

⁵ Dave Thompson and Rob Duffy. *Jobs, Justice, Climate: Building a Green Economy for BC*.

Columbia Institute, November 2010, p.39: www.columbiainstitute.ca/files/uploads/Columbia_green_jobs_final.pdf

⁶ Matt Horne, cited in Dave Thompson and Rob Duffy. *Jobs, Justice, Climate: Building a Green Economy for BC*. Columbia Institute, November 2010: www.columbiainstitute.ca/files/uploads/Columbia_green_jobs_final.pdf

⁷ Author's calculations based on figures from BC Government New Release (April 21, 2011):

http://www2.news.gov.bc.ca/news_releases_2009-2013/2011PREM0037-000432.htm and reported BC public sector GHG emissions, available at http://www.livesmartbc.ca/government/carbon_neutral/

⁸ According to statistics collected by Natural Resources Canada, "Canadians spent about \$166 billion in 2007 on energy to heat and cool their homes and offices and to operate their appliances, vehicles and industrial processes. This amount is equivalent to almost 12 percent of the country's gross domestic product (GDP)." See the NRCan/Office of Energy Efficiency report "Improving Energy Performance in Canada – Report to Parliament Under

the *Energy Efficiency Act* For the Fiscal Year 2009-2010,” available at:

<http://oee.nrcan.gc.ca/publications/statistics/parliament09-10/chapter1.cfm>

⁹ See Natural Resources Canada “ecoENERGY-Retrofit Program Expanded” (Backgrounder, 2009).

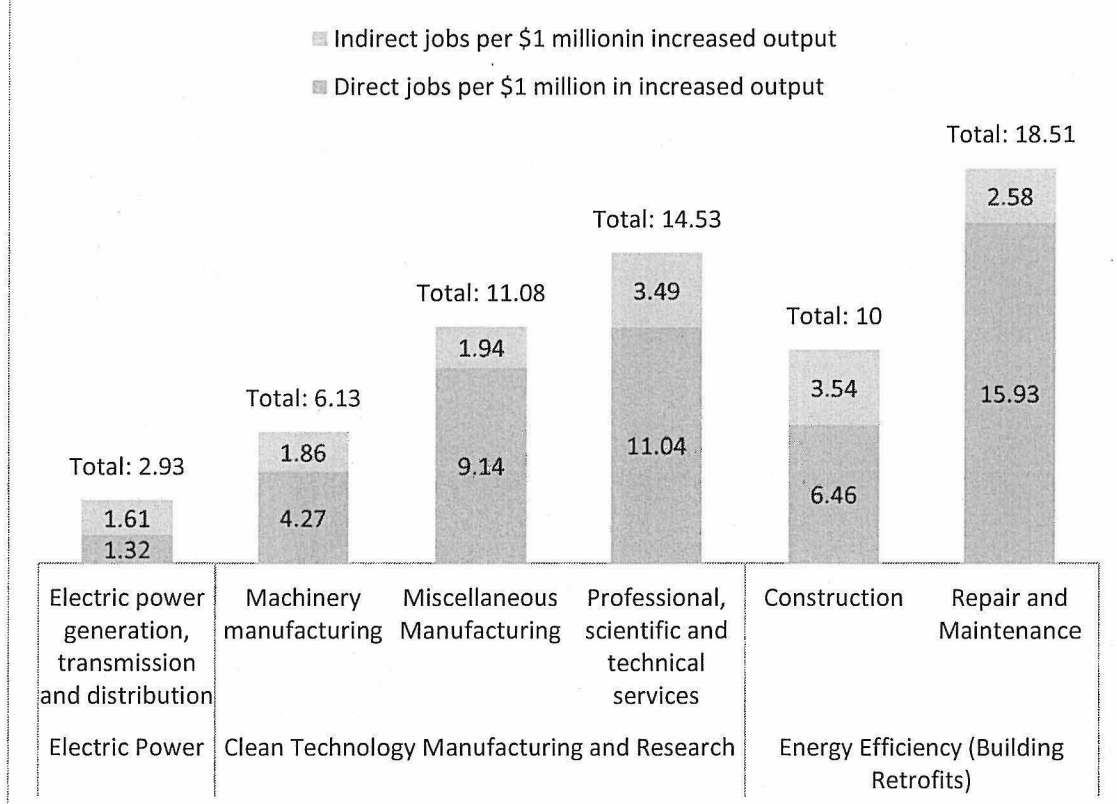
<http://www.nrcan.gc.ca/media-room/news-release/20a/2009-03/1440>

These documents resulted from a series of stakeholder forums, and a two-day conference, hosted by GreenJobs BC. The policy recommendations are a result of the discussions and on-line participation of more than 200 people from environmental organizations, labour unions, business, academia, and First Nations. These documents do not reflect official policy of GreenJobs BC member organizations, but rather indicate a way forward.

Key DRAFT Policies:

1. Prioritize conservation and efficiency as the lead strategy for meeting BC's energy needs.
2. Invest in an environmentally and economically sustainable electricity system.
3. Accelerate the transition from fossil fuels to renewable energy use in BC.
4. Support growth and job creation in BC's low-carbon clean technology and green manufacturing sectors through tax incentives, research and development support, regulatory incentives, supportive financing options and public procurement.

Green Jobs Potential: Energy, Conservation and Clean Technology



Source: Provincial Economic Multipliers (BC Stats, 2008)

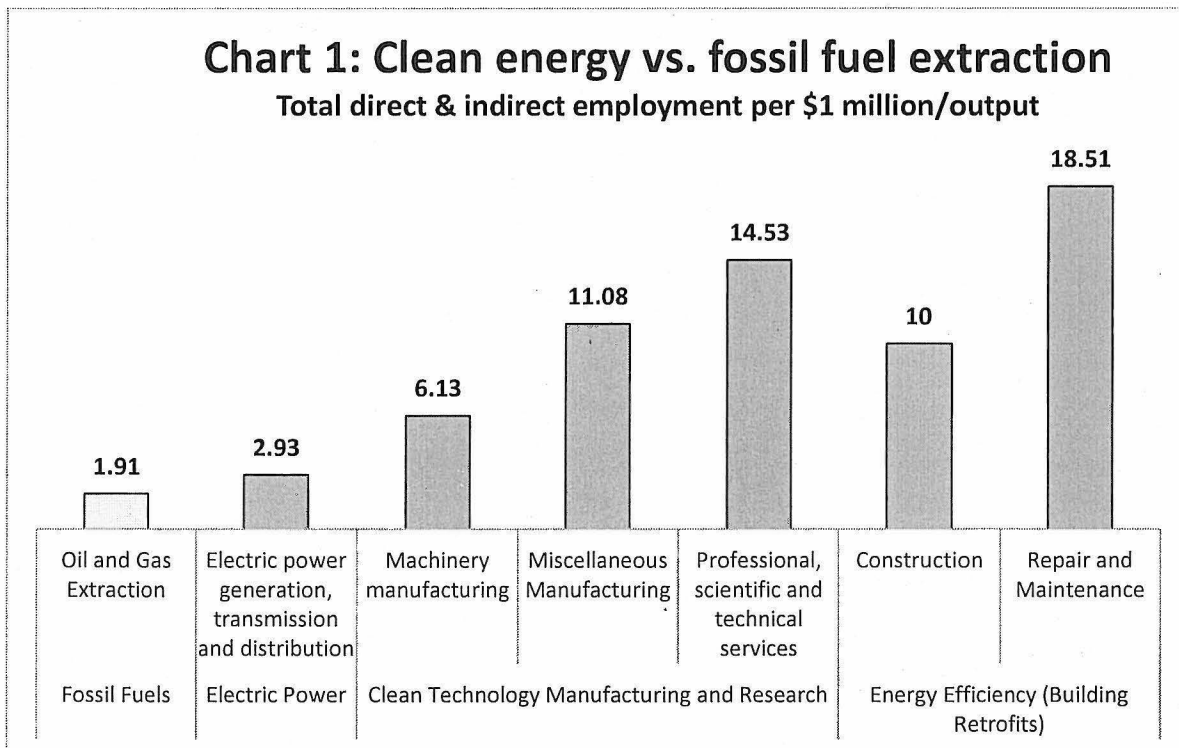
Overview

BC's largely hydroelectric and publically owned electricity system means that the province has one of the cleanest and most affordable electricity systems in North America. Unlike many North American jurisdictions, BC currently burns very little fossil fuel to generate electricity and has very low GHG emissions intensity in electricity production. With the right policy choices, BC can build on this legacy to become a green economy leader, focusing on energy conservation, renewable energy generation and low-carbon 'clean technology' development and manufacturing.

Increasing employment in BC's energy sector

BC's fossil fuel sector generates significant profits for industry, and natural gas royalties have been a significant provincial revenue source. However, direct employment in fossil fuel extraction is relatively low (about 1% of total employment in BC), and the sector accounts for over 30% of all BC industrial GHG emissions.¹

As shown in Chart 1 (below), economic activity associated with energy efficiency and low-carbon technologies creates significantly more jobs per \$1 million in increased output than would activity in the fossil fuel sector. From the perspective of job creation, investments targeting growth in energy efficiency and clean technology are likely to be more cost-effective than ones focused on stimulating the fossil fuel sector.



Source: Provincial Economic Multipliers (BC Stats, 2008) and Lee and Carlaw, (CCPA, 2010)

Policy Opportunities

- 1. Invest in conservation and efficiency as the lead strategy for meeting BC's energy needs.**

Goals:

- *Work with BC Hydro to develop aggressive medium and long –term targets for meeting new electricity demand through conservation and efficiency.*
- *Maximize the job creation potential of energy conservation and demand management.*

Policy Actions:

- Enact the most aggressive energy conservation and efficiency measures feasible in BC, including options outlined in BC Hydro's 2010 *Resource Options Report*.
- Commit to a wide ranging incentive- and regulation-based policy agenda supporting energy efficiency upgrades in BC buildings and higher energy efficiency standards in new construction (*as outlined in the Green Jobs BC "Buildings and Retrofits" policy document*).

- 2. Invest in an environmentally and economically sustainable electricity system.**

Goals:

- *Ensure that BC has an electricity generation and transmission system capable of meeting current and future demand.*
- *Maintain or increase the percentage of BC electricity generated through hydroelectric and other renewable energy sources.*

Policy Actions

- Support necessary investments to renew existing electricity generation and transmission infrastructure.
- Prioritise renewable sources for any new electricity generation capacity, and ensure that the share of BC electricity generated through hydroelectric and other renewable energy sources is maintained or increased.
- Incorporate provincial GHG reduction targets and climate objectives as a core component of BC Hydro's planning process.
- Require a provincial review of industrial electricity policy and BC Hydro's industrial tariff to determine alignment with economic development priorities.

3. Accelerate the transition from fossil fuels to renewable and lower emissions energy sources.

Goals:

- *Set strong targets for reductions in fossil fuel GHG emissions.*
- *Develop a provincial plan to replace fossil fuel use with renewable energy to the greatest extent practical.*
- *Look for opportunities to expand electricity to alternate end-uses, such as transportation and industrial processing.*
- *Eliminate subsidies for fossil fuel production.*
- *Expand the carbon tax to cover process emissions from the production of fossil fuels.*

Policy Actions:

- Develop regulations and incentives to reduce carbon emissions associated with residential and commercial space and hot water heating, through electrification, improved efficiency, and lower emission fuels and technologies.
- Build infrastructure and create incentives for reduced carbon emissions from public transportation, private automobiles and freight transport, including:
 - Incentives to adopt electric and other low carbon emission vehicles
 - Spending on alternate fuel infrastructure, such as charging stations
 - Standards to incorporate higher biofuel mixes to existing transport fuels
- Encourage low-carbon fuel standards and support the development of environmentally responsible bioenergy sector in BC.

4. Support growth and job creation in BC's low-carbon clean technology and green manufacturing sectors through tax incentives, research and development support, regulatory incentives, supportive financing options and public procurement.

Goals:

- *Expand employment and the share of provincial GDP in renewable energy, low-carbon clean tech and 'green manufacturing.'*
- *Expand BC's share of global clean tech market*

Policy Actions:

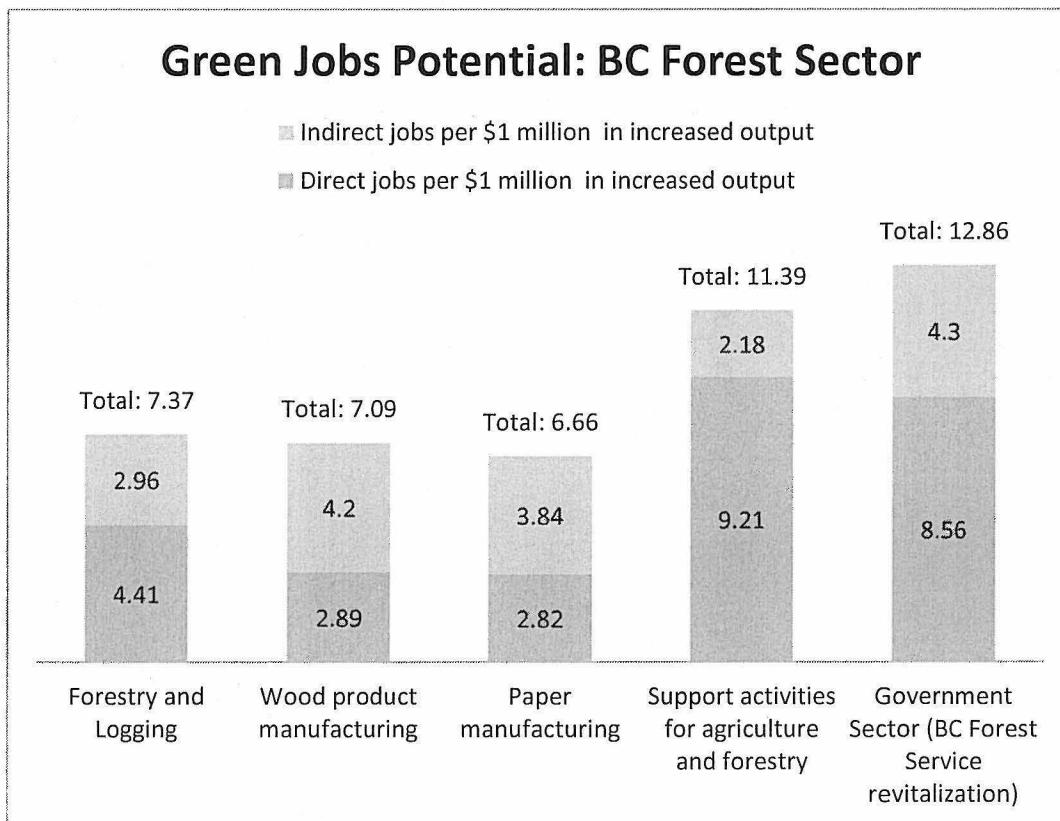
- Increase support for research, development and marketing of made in BC low-carbon clean technologies ('clean tech'), including energy efficiency products, energy storage technologies, energy infrastructure technologies, renewable energy equipment, emissions control equipment, etc.
- Support the development of financing mechanisms that encourage growth and start-ups in the sector.
- Stimulate domestic demand for the development and production of BC clean technology through provincial environmental and GHG regulations.
- Provide tax credits and other incentives for cleantech start-ups and cleantech companies that create long term jobs in BC.
- Use public procurement as a tool for supporting the growth of BC-based manufacturing of clean tech products.

¹ See Marc Lee and Kenneth I. Carlaw, *Climate Justice, Green Jobs and Sustainable Production in BC*, CCPA-BC, September 2010.

These documents resulted from a series of stakeholder forums, and a two-day conference, hosted by GreenJobs BC. The policy recommendations are a result of the discussions and on-line participation of more than 200 people from environmental organizations, labour unions, business, academia, and First Nations. These documents do not reflect official policy of GreenJobs BC member organizations, but rather indicate a way forward.

Key DRAFT Policies:

1. Make increasing jobs per cubic metre harvested a guiding economic principle of BC forestry policy.
2. Provide support and incentives for increasing manufacturing and other value added activities in the forest sector, as well as product diversification.
3. Invest in the future of BC forests through expanded reforestation and revitalized public oversight and management.
4. Restore the capacity of the BC Forest Service and strengthen the office of the Chief Forester.
5. Ensure the recovery, long term health and resiliency of BC forests through improved stewardship and management.



Source: Provincial Economic Multipliers (BC Stats, 2008)

Green Job Creation in the Forest Sector: An Estimate

A 2011 report from the Canadian Centre for Policy Alternatives found that with targeted policies, more than 15,000 new full time forestry jobs and thousands more additional seasonal positions could be created while boosting the health of BC's forests.¹ Potential job creation in this scenario would include:

- 2,630 jobs processing logs that are currently exported into solid wood, pulp and paper and bio-energy products in BC
- 10,100 new jobs in higher value forest product manufacturing
- 5,200 seasonal jobs in tree planting and associated tree nursery work
- 2,400 new jobs in processing usable wood waste
- 200 jobs from immediately reinstating 20% of BC Forest Service positions cut since 2001 (or 1,000 jobs if BC Forest Service staffing is restored to pre-2001 levels)

Overview:

Climate change is already impacting BC forests and the people who depend on them. Warmer winters have contributed directly to the mountain pine beetle kill, which has ravaged BC forests and hurt forestry-based communities throughout the province.

But the biggest dangers may be yet to come. Severe storms, forest fires and other climate change related factors are expected to worsen the situation over the coming decades. Analysis by the National Roundtable on the Environment and the Economy estimated that the quantity of timber in BC will fall at least 3% by 2020 and by as much as 14% by 2080.² In economic terms, this will cost the BC economy anywhere from \$5 billion to \$32 billion dollars by 2080, depending on the success of global climate change mitigation efforts.³

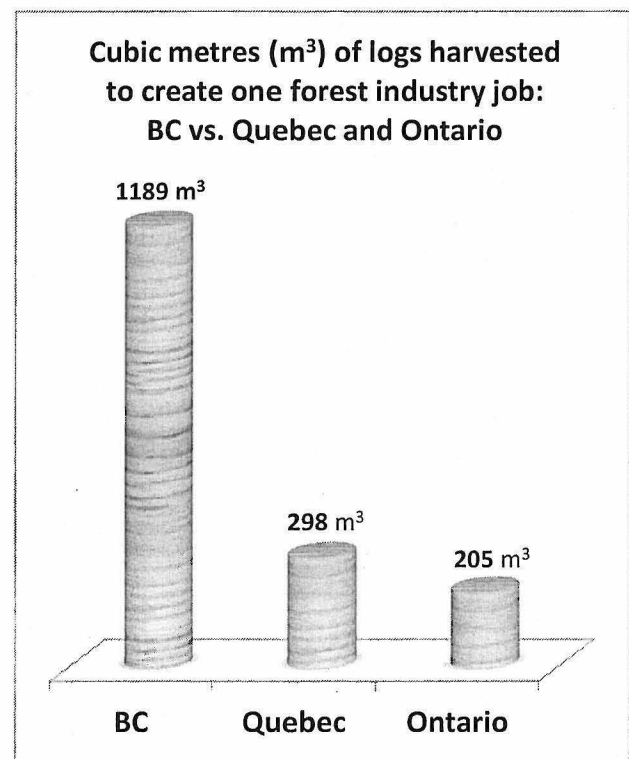
At the same time as BC forests will be impacted by climate change, how we manage our forests will also have an impact on global climate change. Excessive carbon dioxide (CO₂) in the atmosphere is the primary cause of climate change, and BC forests have historically been a significant 'carbon sink,' absorbing vast amounts of atmospheric CO₂ and in effect 'storing' it in wood and biomass. However, over the last decade BC's forests have turned from carbon sink to carbon source, and according to the latest data, now release more carbon dioxide than the official emissions of the province.⁴ With improved management, BC forests can play a key role in sequestering carbon, while remaining a source of certifiable solid wood products.

A February 2012 audit of the Ministry of Forests, Lands and Natural Resources

by the BC Auditor General warns that the province has a lot of work to do if we are going to meet these economic and environmental challenges. In the words of the report, “existing management practices are insufficient to offset a trend toward future forests having a lower timber supply and less species diversity.” BC needs to start strategizing now to ensure healthy forests and a strong forestry sector over the coming decades.

Better stewardship, improved forest management, increased reforestation efforts and a focus on creating more ‘value added’ jobs in BC forestry manufacturing and processing can play key roles in helping our forest sector thrive economically in the face of climate change impacts, while at the same time increasing the positive environmental impacts of BC forests and wood products as carbon sinks.

To make this happen, BC needs to make increasing jobs per cubic metre harvested a guiding economic principle of forestry policy. The raw log export focus of BC’s forest sector has meant that the province has in effect been exporting thousands of jobs in wood processing, manufacturing and other value added activity every year. While BC has perhaps the largest pool of forest resources in Canada, the province performs poorly in job creation per cubic metre of logs harvested. By comparison, Ontario’s forestry sector creates more than five times as many jobs as BC per cubic metre and Quebec performs about four times better than BC for forest sector jobs intensity. Policies that support increased value added activity in the BC forest sector can create thousands of new jobs based on ingenuity, skills, technology and labour, while at the same time reducing the economic pressures that lead to unsustainable levels of harvesting.



Policy Opportunities:

- 1. Make increasing jobs per cubic metre harvested a guiding economic principle of BC forestry policy.**

Goals:

- *Maximize job creation within a harvesting strategy that supports the health of BC forests, species habitat, environmental services and the long term viability of forest industries.*
- *Ensure a strong and resilient primary forestry sector.*

Policy Actions:

- Investigate policy mechanisms that can increase the availability of wood and fibre for secondary processing and manufacturing in BC, including measures such as:
 - Restricting raw log exports, either directly through quotas or indirectly through higher fees in lieu of manufacturing, tax incentives and other measures
 - Creating regional log markets accessible only to manufacturers/processors active in BC
 - Linking access to wood and fibre to investment in BC 'value added' manufacturing and processing (i.e. appurtenancy)

2. Increase support and incentives for product diversification, manufacturing and other value added activities in the forest sector.

Goals:

- *Economic diversification that maximizes jobs per cubic metre cut, including:*
 - *New jobs in value added processing and manufacturing*
 - *New jobs in processing usable wood waste*
 - *New jobs in research, development and marketing of wood and pulp-based products*

Policy Actions:

- Provide support for the development of regional value added clusters in wood and pulp and paper products
- Increase funding and tax incentives for research and development that supports product diversification, including
 - Expedited and scaled up research on cross laminated timber and other 'mass timber' products and their use in medium and higher rise construction.⁵
 - New wood pulp technologies and products

- Promote the use of BC wood products in 'green' construction and energy efficiency retrofitting through regulatory reform, new product development, incentives to construction industry and marketing
- Use regulations and incentives to encourage efficient usage and maximum economic benefits from usable wood waste, while leaving sufficient material on the ground to support forest regrowth, recovery and soil health.
- Better address the potential for quality jobs and high value economic activity outside the traditional forestry sector in economic decision making related to BC forests, including:
 - High-value recreation and tourism jobs,
 - Revenues related to managing forests as carbon offsets
 - Traditional use of forests by First Nations

3. Invest in the future of BC forests through expanded reforestation and revitalized public oversight and management.

Goals:

- *Expand and diversifying BC's silviculture and reforestation efforts*
- *Create new jobs in reforestation and forest management*

Policy Actions:

- Revitalize public sector forest management and oversight, including the immediate hiring of new forest inventory staff and other needed personnel
- Support the expansion and diversification of BC silviculture and reforestation, including:
 - Scaling up reforestation efforts to recover from the Mountain Pine Beetle kill
 - Planting more high value indigenous species
 - Planting trees as part of a carbon sequestration strategy.

4. Restore the capacity of the BC Forest Service and expand oversight power of the Chief Forester.

Goals:

- *Empower an effective forest service with the necessary capacity and resources for research, inventory, compliance, enforcement and stewardship*

Policy Actions:

- Restore the capacity of the BC Forest Service by restoring staff and funding cut since 2001
- Empower a strong, independent Office of the Chief Forester, with jurisdiction over inventory, compliance, enforcement and stewardship

5. Ensure the recovery, long term health and resiliency of BC forests through improved stewardship and management.

Goals:

- *Improve stewardship to ensure the health and resiliency of BC forests and the long term wellbeing of forest reliant communities, with a special focus on climate change impacts and mitigation*
- *Create new jobs in forest stewardship*

Policy Actions:

- Improve stewardship practices to better support forest biodiversity, health and resiliency
- Develop long-term climate change adaptation and mitigation strategies for BC forests
- Commit to effective public stewardship by hiring additional researchers, compliance and enforcement officers, planners and other needed staff.

¹ Ben Parfitt. *Making the Case for a Carbon Focus and Green Jobs in BC's Forest Industry*. CCPA-BC. August 2011: <http://www.policyalternatives.ca/greenforests>

² *Paying the Price: The Economic Impacts of Climate Change for Canada*. The National Round Table on the Environment and the Economy. 2011, p.52: <http://nrtee-trnee.ca/wp-content/uploads/2011/09/paying-the-price.pdf>

³ *Paying the Price: The Economic Impacts of Climate Change for Canada*, p.54

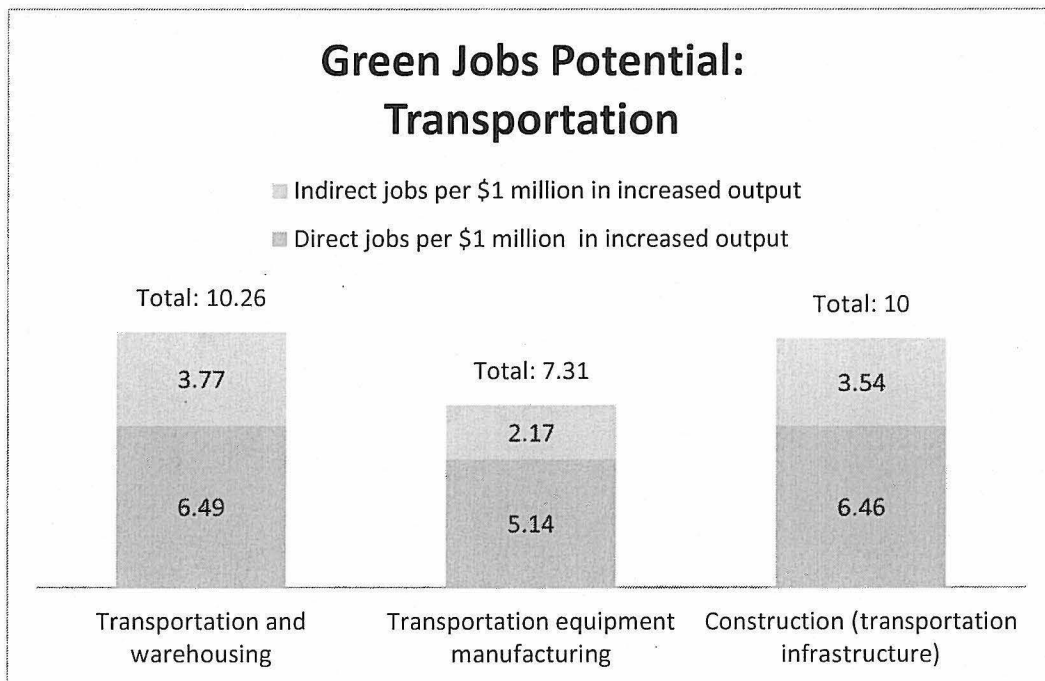
⁴ BC's official emissions were 62 million tonnes carbon dioxide in 2010, while uncounted emissions from provincial forests were 82 million tonnes, a 363 % increase over the last 10 years
http://www.env.gov.bc.ca/cas/mitigation/ghg_inventory/pdf/pir-2010-full-report.pdf

⁵ Michael C. Green. *The Case For Tall Wood Buildings: How Mass Timber Offers a Safe, Economical, and Environmentally Friendly Alternative for Tall Building Structures*. mgb ARCHITECTURE + DESIGN; Equilibrium Consulting; LMDG Ltd; BTY Group. FEBRUARY 22, 2012

These documents resulted from a series of stakeholder forums, and a two-day conference, hosted by GreenJobs BC. The policy recommendations are a result of the discussions and on-line participation of more than 200 people from environmental organizations, labour unions, business, academia, and First Nations. These documents do not reflect official policy of GreenJobs BC member organizations, but rather indicate a way forward.

Key DRAFT Policies:

1. Expand public transit capacity and infrastructure for all BC communities.
2. Support the revitalization and expansion BC's highway bus and passenger rail systems, and ensure fares are affordable and equitable.
3. Create incentives and improved infrastructure to move goods by rail and other efficient, low-carbon modes of transportation
4. Invest in infrastructure and provide incentives for increased electrification and use of lower emissions technologies in public transit, freight and passenger rail, private automobiles and other vehicles currently running on high GHG emission fuels.
5. Balance BC's role as an international import/export gateway with an increased emphasis on regional economic development and transportation links.
6. Make public transportation more viable and efficient across the province by helping BC communities implement smart growth principles, including better planned, more compact neighborhoods.
7. Improve pedestrian and cycling infrastructure across the province, and introduce cycling education in public schools.



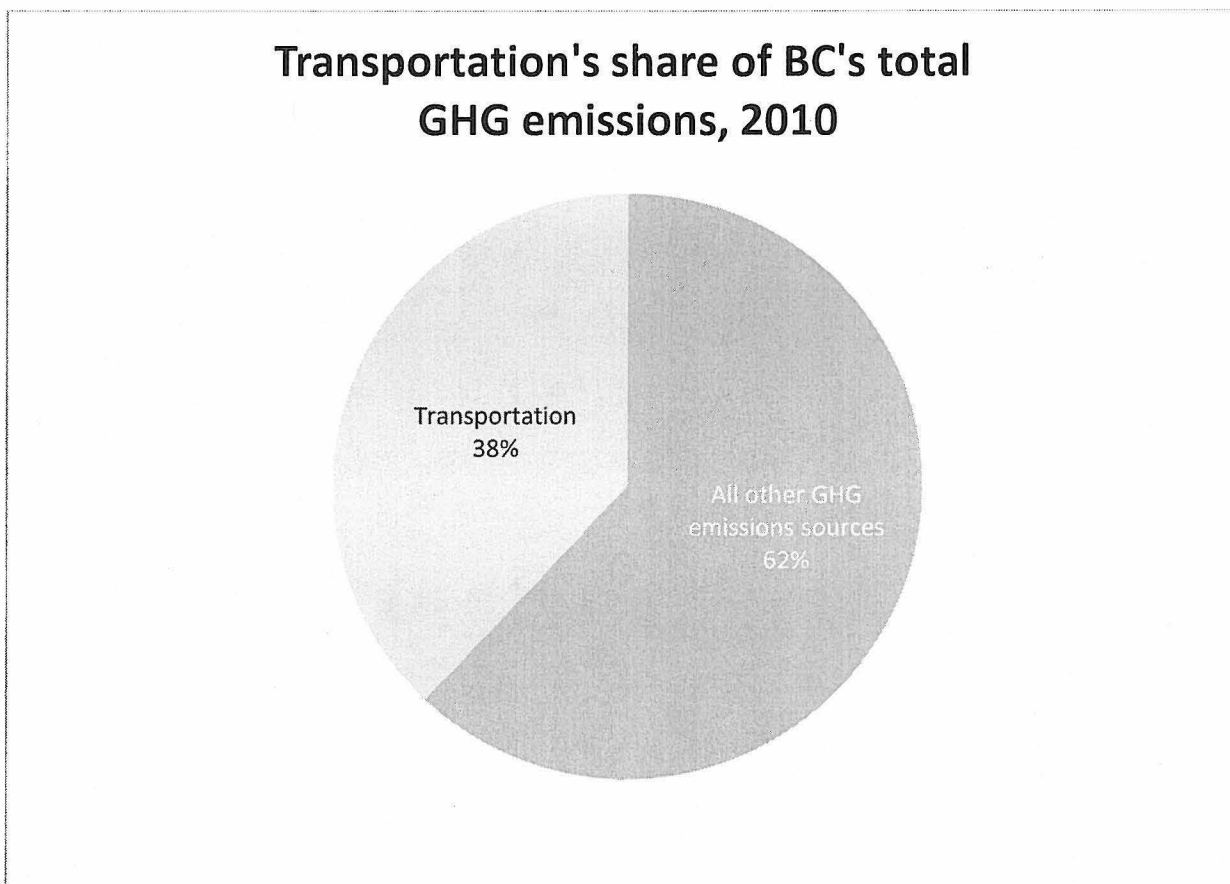
Source: Provincial Economic Multipliers (BC Stats, 2008)

Overview

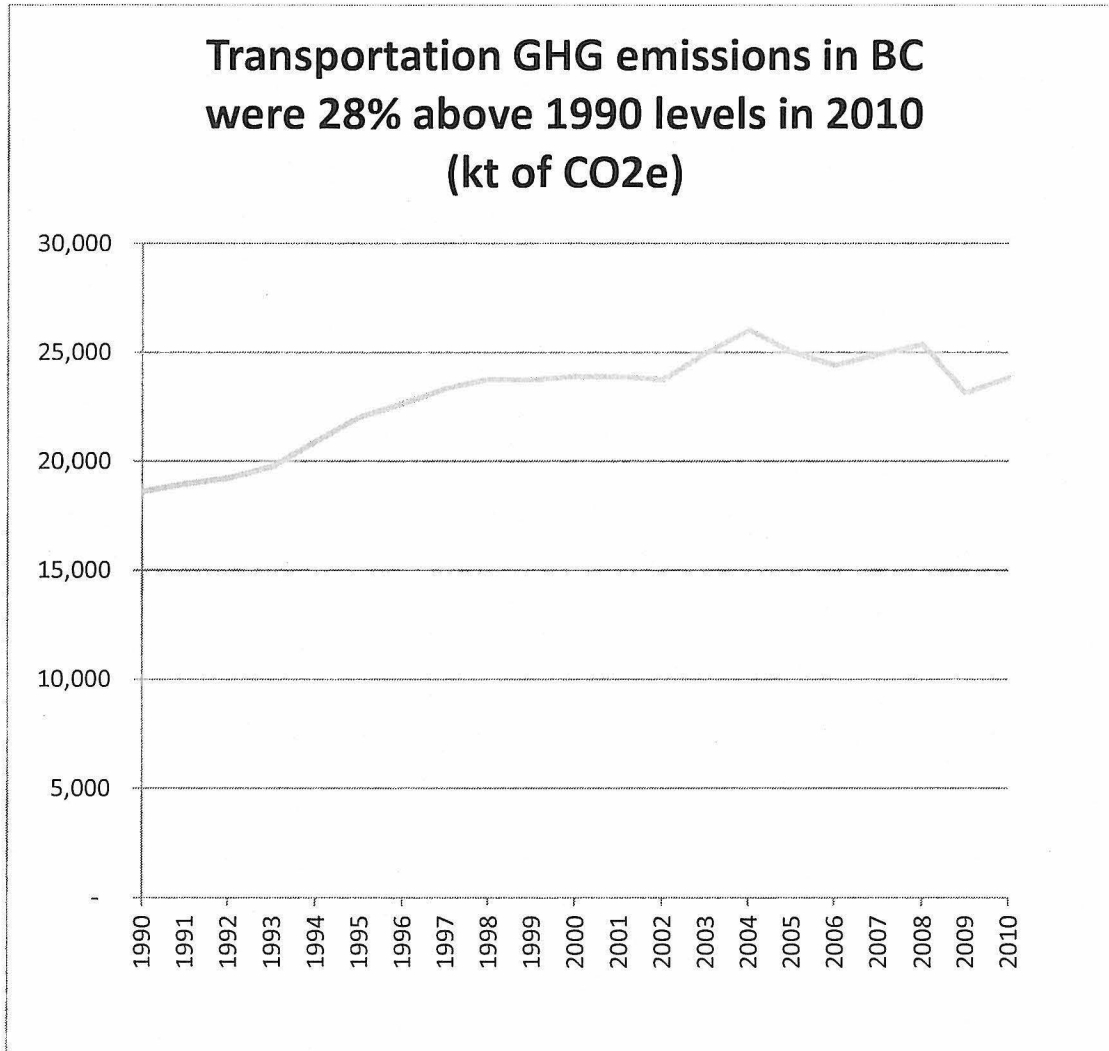
If BC is going to reduce GHG emissions, we need to get serious about improving the ways people and freight are moved in this province. Moving to a low GHG freight and passenger transportation model can create tens of thousands of jobs in BC, and also reduce the negative economic, health and quality of life impacts associated with traffic congestion and long commutes.

Transportation Emissions in BC

Transportation is the single largest source of GHG emissions in BC, accounting for 38% of all emissions. Emissions from transportation have grown significantly during most of the past two decades, and were 28% above 1990 baseline levels in the most recent BC GHG inventory.¹

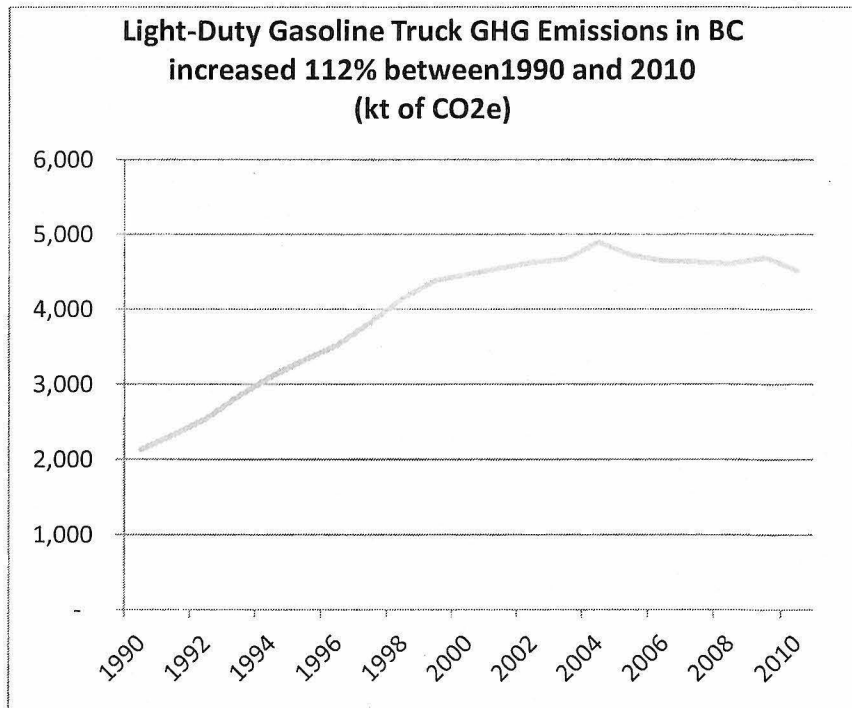


Source: BC Ministry of Environment, 2012

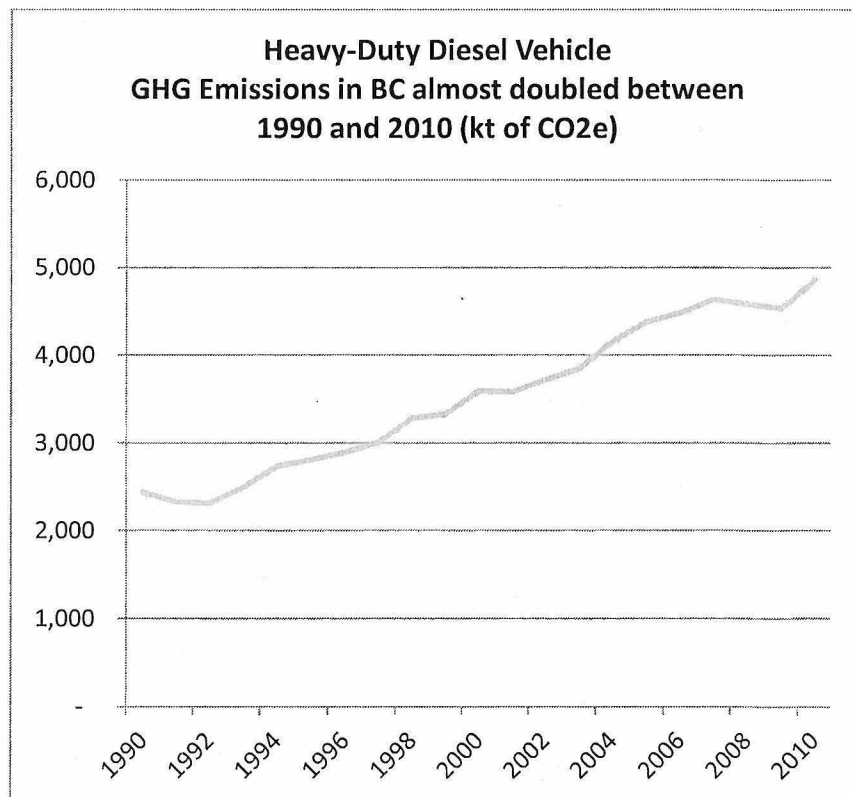


Source: BC Ministry of Environment, 2012

Road transportation accounted for about three quarters of BC emissions growth. Growth was particularly pronounced in emissions from light duty trucks (pickups and SUVs), which have more than doubled since 1990, and from heavy-duty diesel vehicles, which were up almost 100%. Emissions from light duty gasoline vehicles (cars and motorcycles) rose more slowly over the past two decades, but still emitted almost as much carbon as gasoline trucks in 2010.



Source: BC Ministry of Environment, 2012

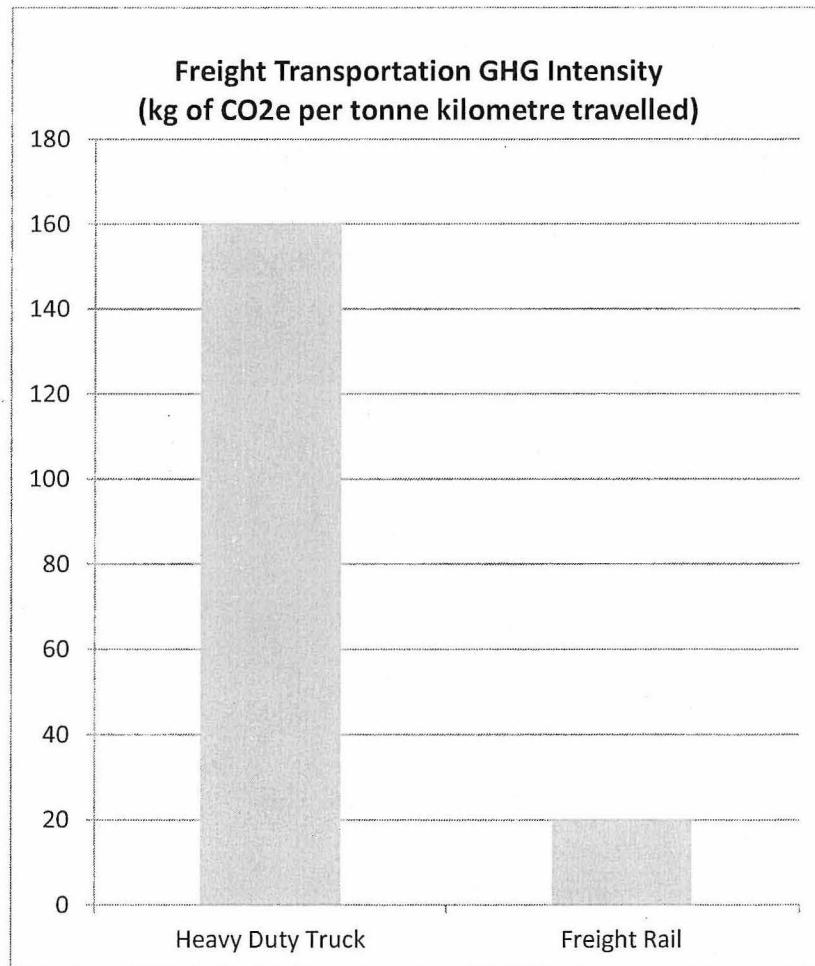


Source: BC Ministry of Environment, 2012

Moving Forward on Greener Transportation

Tackling transportation emissions will require ongoing regulatory changes and significant investments in infrastructure. In terms of moving people, it will be especially important to develop less fossil fuel intensive ways to get to and from work, as well as planning communities in ways that reduce travel distances for everyday activities.

Freight emissions can be reduced by greater use of railways. Moving freight by rail reduces GHG emissions by almost 90% compared to moving the same goods with conventional fossil fuel powered trucks. For areas where moving freight by rail is not feasible, emissions could be reduced significantly through increased use of electric and other low emission vehicles in the trucking industry. Short sea and river corridor shipping also has potentially far fewer associated emissions per unit of freight than conventional trucking, and should be investigated as an alternative, pending a thorough review of environmental costs and benefits.



Source: Statcan 2011

Balancing international trade links with regional development

International and domestic trade will continue to be important to the BC economy. However, BC is taking big risks by investing so much in infrastructure associated with resource and commodity exports and imports of manufactured goods. Fluctuations in international commodity prices and a lack of value added production in the province leave BC vulnerable to the boom and bust cycles that have long been a problem for the provincial economy. Transportation infrastructure that supports both the export trade and regional linkages needed for value added job creation in BC can help encourage a more balanced pattern of economic development in the province.

Job creation and other economic benefits

Greening BC's transportation system offers opportunities to create thousands of good quality jobs. Research has shown that investments in public transit and railways in North America create between 9 and 22 jobs per \$1 million.² Economic modeling commissioned jointly by the governments of BC, Washington, Oregon and California found that clean transportation has the second biggest jobs potential of all green economy sectors (after buildings and retrofits), and that the right mix of policies could increase clean transportation jobs 278% by 2020.³ Another recent estimate found that investments in needed public transit and railway upgrades in BC could create 230,000 to 270,000 person-years of employment, with jobs ranging from bus and train drivers, to warehouse and shipping work, to vehicle manufacturing and maintenance, to employment in trades and construction.⁴

Investments in transportation can also have economic benefits beyond direct job creation. For example, traffic congestion is a significant economic drag in urban areas, causing between \$400 million and \$628 million in lost productive time, wasted fuel and GHG emissions annually in Metro Vancouver alone.⁵ Much of this lost productivity could be recovered with the help of better transportation systems and more efficiently planned communities. As an example, transportation and urban planning policies implemented to reduce commuting distances in Portland Oregon are saving that community as much as \$2.6 billion per year.⁶

Economic and Environmental Costs of Traffic

- Traffic congestion costs Vancouver's economy between \$400 million to \$628 million annually in lost productive time, wasted fuel and increased GHG emissions.
- Public transit use can reduce GHG emissions by 90% or more per person compared to automobiles travelling the same distance.⁷

Policy Opportunities

1. Expand public transit capacity and infrastructure for BC communities.

Goals:

- *Increase transit usage significantly, with a special focus on increasing the percentage of workers using public transit to get to work.*
- *Make transit more attractive by increasing service levels and introducing transit priority measures to reduce the time of the average public transit commute.*
- *Develop public transportation models that increase ridership in smaller cities and rural communities.*

Policy Actions:

- Reallocate a percentage of the provincial capital budget towards investments in public transit, railway infrastructure, electric vehicle infrastructure and other support for low GHG transportation infrastructure.
 - Target a portion of carbon tax revenue to fund transit infrastructure investment.
 - Increase investment and research in effective rural and small community public transportation solutions, including:
 - resource sharing between school districts and local transit systems,
 - deployment of cost-efficient transit vehicles for smaller routes
 - partnering transit services with local employers and public institutions
- ### 2. Support the revitalization and expansion BC's highway bus and passenger rail systems, and ensure fares are affordable and equitable.

Goals:

- *Make all BC communities accessible via affordable, efficient and lower carbon passenger transportation options, such as rail and highway buses.*
- *Launch new domestic and cross border passenger rail services on feasible routes .*

Policy Actions:

- Support investments to improve existing passenger rail line capacity and speed.
- Work with operators to restore or expand passenger rail service on viable domestic and cross-border routes.
- Work with the public and private sectors to create a revitalized and expanded highway passenger bus system that meets the needs of all BC communities, including small towns, rural areas and the north.

3. Create incentives and improved infrastructure to move goods by rail and other efficient, low-carbon modes of transportation

Goals:

- *Set goals and timelines for shifting a significant percentage of freight from trucking to rail.*
- *Set goals and timelines for significant reductions in trucking and heavy duty vehicle emissions.*
- *Increase rail capacity through new and reactivated lines, improving existing lines, and advanced safety and control technology*
- *Investigate other low-carbon freight transportation modes such as short sea and river corridor shipping.*

Policy Actions:

- Work with the railway sector to find solutions to increase freight rail capacity and improve railway infrastructure.
- Investigate the feasibility of reactivating unused railway lines in various regions across BC.
- Support the development of new rail lines, either directly through public investment or through the use of incentives to the private sector.
- Investigate the potential environmental and economic benefits of moving more goods via short sea and river corridor shipping in BC and along the Pacific coast.

4. Invest in infrastructure and provide incentives for increased electrification and use of lower emissions fuels and technologies for freight and passenger vehicles and heavy equipment.

Goals:

- *Increase the market share of private electric vehicles*
- *Make electric charging stations widely available across BC*
- *Reduce GHG emissions intensity per KM travelled significantly*
- *Make electric vehicles account for the majority of public transit travel in BC*
- *Reduce Carbon intensity per service hour in public transit significantly*
- *Reduce passenger automobile and light truck emissions*
- *Reduce GHG emissions from freight trucking*

Policy Actions:

- Use tax incentives to encourage purchases of both new and used hybrid and electric vehicles, particularly for heavily used work vehicles such as taxis, delivery vans, and other commercial vehicles.
 - Expand the use of electric trolley buses and other forms of electric transit across the Lower Mainland and look for opportunities to transition to electric transit vehicles in other communities across the province.
 - Support investments in electric vehicle charging infrastructure across BC.
 - Require electric vehicle charging capacity in all new residential construction.
 - Provide low cost or grants financing to encourage installations of electric vehicle charging infrastructure in existing buildings.
 - Accelerate transition of provincial and school district fleets to electric, hybrid and other low emissions vehicles.
 - Develop programs and incentives to support a large scale transition to lower emissions technologies in the trucking sector, with special attention to fairness for owner operators and avoiding downloading of costs to workers in the sector.
- 5. Balance BC's role as an international import/export gateway with an increased emphasis on regional economic development and transportation links**

Goals:

- *Develop and enhance transportation infrastructure and routes that support regional economic development and integration, including manufacturing and value added activity in forest products and agricultural goods.*

Policy Actions:

- Reallocate a percentage of the capital budget currently directed towards resource export infrastructure towards targeted development of regional freight transportation capacity and support for BC based value added manufacturing and processing industries.
- 6. Make public transportation more viable and efficient across the province by helping communities develop better planned, more compact neighborhoods and implement other smart growth principles.**

Goals:

- *Reduce light duty car and truck km travelled per capita.*
- *Reduce average distance commuted to work.*
- *Increase proportion of workers telecommuting for part or all of their job.*

Policy Actions:

- Increase provincial government assistance and financial resources available to local governments for planning and new infrastructure that supports smart growth objectives.
- Accelerate the implementation of regulations and incentives that encourage smart growth.
- Ensure all communities have high-speed internet and other telecommunications linkages.

7. Improve pedestrian and cycling infrastructure across the province, and introduce cycling education in public schools.

Goals:

- *Make cycling and walking safer and more viable means of daily transportation for the majority of British Columbians.*
- *Increase the percentage of British Columbians walking and cycling to work, school and for other daily trips.*

Policy Actions:

- Work with municipalities and the federal government to make significant investments in new and expanded trails, paths, lanes and other infrastructure for cyclists and pedestrians.
- Promote walking and cycling through the K-12 public education system and develop strategies to encourage more walking and cycling by adults.
- Make safe commuter cycling courses affordable and broadly available.
- Ensure vehicle driver training and exams include specific and expanded awareness of road-sharing with bicycles and other human-powered vehicles.

¹ Overall growth in BC transportation emissions has leveled off over the past few years, possibly because of the economic downturn. See Ian Bailey. "Economy plays key role in B.C. meeting greenhouse-gas targets." *The Globe and Mail*, Jun. 28 2012: <http://www.theglobeandmail.com/news/british-columbia/economy-plays-key-role-in-bc-meeting-greenhouse-gas-targets/article4375930/>

² For estimates of jobs intensity from transit and rail investment in Canada and the USA, see:

- Metropolitan Knowledge International, McCormick Rankin Corporation and Jeff Casello, *The Economic Impact of Transit Investment: A National Survey*. Canadian Urban Transit Association, 2010 (online at www.cutaactu.ca/en/publicationsandresearch/resources/Final_CUTA%20-%20Economic%20Benefits%20of%20Transit%20-%20Final%20Report%20E%20Sept2010.pdf)
- "Measuring Success: the Economic Impact of Transit Investment in Canada," *CUTA Issue Paper 35*, May 2010. Online at: www.cutaactu.ca/en/publicationsandresearch/resources/Issue_Paper_35E.pdf
- Pollin, Robert, James Heintz, and Heidi Garrett-Peltier. *The Economic Benefits of Investing in Clean Energy: How the economic stimulus program and new legislation will boost U.S. economic growth and employment*. Center for American Progress. 2009. http://www.americanprogress.org/issues/2009/06/clean_energy.html

³ GLOBE Advisors & The Center for Climate Strategies. *The West Coast Clean Economy*, March 2012.

⁴ Thompson and Duffy, 2010

⁵ *The cost of urban congestion in Canada*, Transport Canada Environmental Affairs, March 2006 (revised July 2007), p.16

⁶ Joe Cortright. "Portland's Green Dividend." CEOs for Cities, July 2007. www.ceosforcities.org/city-dividends/green/special-reports/portland

⁷ Kennedy (2002), cited Metropolitan Knowledge International, McCormick Rankin Corporation and Jeff Casello, *The Economic Impact of Transit Investment: A National Survey*. Canadian Urban Transit Association, 2010, p.22

Minister of State
Democratic Reform



Ministre d'État
Réforme démocratique

Ottawa, Canada K1A 0A6

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

For Information:

CAO Mayor/Council

RECEIVED: MAR 12 2013

Referred:

For Action For Response CGTW

For Report For Approval IC

MAR 06 2013

Her Worship Barbara Desjardins
Mayor of the Township of Esquimalt
1229 Esquimalt Road
Esquimalt, British Columbia
V9A 3P1

Dear Mayor:

Thank you for your letter attaching the resolution of the Township of Esquimalt about the proposed change to the name of your electoral district. Our Government values your thoughts as we move forward with our commitments to strengthen and enhance our democratic institutions by making them more representative of Canada and Canadians in the 21st century.

Pursuant to the *Electoral Boundaries Readjustment Act*, after each decennial census independent electoral boundaries commissions are established for each province to determine the boundaries and name of each electoral district. While the commissions have the final say in setting boundaries and names for electoral districts, the process includes opportunities for the public to comment and make suggestions.

While the public hearings of the Federal Electoral Boundaries Commission for British Columbia are now complete, I would encourage you to forward a copy of your resolution to the British Columbia Commission for its consideration. The commissions take into account the information received during public hearings and from submissions received and may make adjustments to the initial proposal. In that regard, you will find further information about the British Columbia boundary readjustment process at www.redecoupage-federal-redistribution.ca.

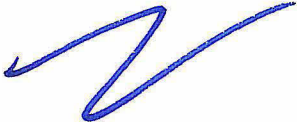
The Commission's report has been tabled in the House of Commons to allow Members of Parliament to review the provisions and to identify any objections for the Commission's consideration.

I understand that the House's Standing Committee on Procedure and House Affairs will be meeting in the coming days and weeks to review the British Columbia Commission's proposals. Moreover I believe that the Township's views will be considered in their deliberations.

- 2 -

Once again, thank you for your interest in this important matter. I suggest that you visit www.democraticreform.gc.ca for further information on our Government's democratic reform initiatives. I am copying my colleague, the Honourable Tim Uppal, the Minister of State (Democratic Reform), so that he may be aware of your views.

Yours sincerely,



Peter Van Loan, P.C., M.P.
Leader of the Government in the House of Commons

cc.: The Honourable Tim Uppal, P.C., M.P.
Minister of State (Democratic Reform)

THE CITY OF VICTORIA



OFFICE OF THE MAYOR

March 7, 2013

CORPORATION OF THE TOWNSHIP OF ESQUIMALT
 For Information:
 CAO Mayor/Council
 Jeff
 RECEIVED: MAR 09 2013
 Referred:
 For Action For Response COTW
 For Report Council Agenda IC

To all AVICC Member municipalities:

Dear Mayor and Council,

Re: Reducing Default Speed Limits for Municipal Roads

The City of Victoria has forwarded a motion regarding reducing speed limits to be discussed at the Association of Vancouver Island and Coastal Communities (AVICC) convention on April 12-14, 2013. Please find a copy of the motion attached.

On behalf of the Council of the City of Victoria, I would like to encourage a dialogue at your Council table regarding traffic safety initiatives and invite motions of support for the resolution. It is our hope that with the combined voice of many local governments the resolution to reduce default speed limits for municipal roads will be supported at the AVICC convention and be forwarded onto a wider debate at the Union of British Columbia Municipalities (UBCM) convention in September.

We appreciate your support during the resolutions debate at the convention.

Sincerely,

Dean Fortin
MAYOR

REDUCING DEFAULT SPEED LIMITS FOR MUNICIPAL ROADS

Victoria

WHEREAS local governments are concerned about resident safety on municipal streets, and lower vehicle speeds reduce the severity of injuries to pedestrians in vehicle/pedestrian collisions;

AND WHEREAS consistent province-wide speed limits promote driver awareness and ease enforcement between municipalities;

THEREFORE BE IT RESOLVED that UBCM lobby the Province of British Columbia to amend the *Motor Vehicle Act* to limit the default speed limit on a highway in a municipality to 40 km/h.