

**PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT  
ADVISORY COMMITTEE**

Saanich Municipal Hall, Committee Room No. 2  
Thursday, March 14, 2019 from 5:30 p.m.

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**I. REGULAR MEETING**

1. **ADOPTION OF MINUTES** (attachment)
  - January 10, 2019
2. **CHAIR'S COMMENTS**
3. **LIVABLE ROADS FOR RURAL SAANICH** (attachment)
  - Presentation - Action Needed on Rural Traffic Concerns
4. **THE HUB: A PROPOSAL FOR A MULTIPLEX RECREATION CENTRE IN SAANICH** (attachment)
  - Presentation by Dr. David Atwell
5. **HOME ENERGY RETROFIT MUNICIPAL FINANCING PILOT** (attachment)
  - Report from the Manager of Sustainability
  - Presentation by the Sr. Sustainability Planner
6. **UBCM: UPDATE ON COMMITTEE RELATED ROAD SAFETY INITIATIVES** (attachment)
  - Memo from the Committee Clerk

**II. PTED 2019 COMMITTEE PRIORITIES**

1. **REVIEW OF 2018 INITIATIVES**
  - Presentation from the Committee Clerk
2. **FACILITATED DISCUSSION**

\* Adjournment \*

\* \* Next Meeting: April 11, 2019 \* \*

Please email [jeff.keays@saanich.ca](mailto:jeff.keays@saanich.ca) or call at 250-475-1775 ext. 3430 if you are not able to attend.

**GO GREEN! MEMBERS ARE ENCOURAGED TO  
BRING THEIR OWN MUG TO THE MEETING**

**MINUTES**  
**PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE**  
Held at Saanich Municipal Hall, Committee Room No. 2  
**January 10, 2019 at 5:30 p.m.**

Present: Councillor Zac DeVries (Chair), Sophia Baker-French, Lois-Leah Goodwin, Robin Kelly, Travis Lee, Peter Rantucci and Richard Michaels

Staff: Jeff Keays, Committee Clerk

Regrets: Allan Cahoon

Guests: None

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**MINUTES**

**MOVED by L. Goodwin and Seconded by S. Baker-French: "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meetings held July 12, 2018 and July 27, 2018, be adopted as circulated."**

**CARRIED**

**CHAIR'S REMARKS**

After a roundtable of introductions, the Chair provided the committee with his opening remarks regarding the upcoming term. The following highlights are noted:

- Excited to be Chairing the PTED committee
- Looking to his Council colleagues to do things differently.
- The supply of affordable housing, improved transportation and Economic Development initiatives are key for Saanich moving forward.
- Time to forge our own identity and no longer be viewed as simply a bedroom community.
- Opportunities exist throughout the District, i.e. A Business Improvement Area for the Shelbourne Valley.
- Pre-zoning parcels of land can help to assist with concerns related to housing.

Committee discussion ensued, the following highlights are noted:

- District is in a good position to develop sustainable strategies for both housing and Ec. Dev.
- Growth strategies should be identified in a manner that ensures people can "grab onto them"
- Significant differences between Saanich and Victoria with regard to density and land-use.
- Current Local Area Plan updates should include policy provisions for Ec. Dev. and affordable housing
- Council adopted the committee's recommendation and referred the Economic Development Report to the Strategic Plan process as background information.
- The report was a summation of the committee's conversations on the topic to date.
- The District could investigate changes to the tax-ratios (commercial and residential)

- as a catalyst for economic development and affordable housing.
- Diversity Saanich's tax-base is important to long-term sustainability.

The Clerk advised the Chair that their presentation on the Review of Terms of Reference and Committee Procedures could be deferred until after the Staff update on Electric Vehicle Infrastructure.

### **ELECTRIC VEHICLE INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENT - PROGRESS UPDATE ELECTRIC VEHICLE CHARGING STATION**

The Senior Sustainability Planner provided the committee with an overview of the Electric Vehicle Charging Strategy. The following highlights are noted:

- Council adopted the September 21, 2017 Motion from PTED at their January 8, 2018 meeting.
- In 2017 Council adopted new long-term targets for renewable energy (100% by 2050) and GHG emissions (80% reduction by 2050 over 2007 totals).
- Personal transportation accounts for 58% of Saanich's GHG emissions.
- EVs can help achieve an 18% decrease in GHGs.
- Zero Emissions Vehicle (ZEV) Mandate
  - Supply side policy.
  - ZEV mandate bans sale of new internal combustion engines by 2040 (for passenger vehicles and light duty trucks)
- Local governments have an important role in facilitating access to charging (home and on the go)
- 2018 Q3 EV sales are up 151% in BC from Q3 2017.
- EV sales accounted for 15% of all passenger car sales (BC) in 2018.
- Benefits of Electric Vehicles
  - Five times more efficient
  - Lower fuels costs
  - Decreasing battery costs
  - Less maintenance
- Latent demand for EVs (as portion of market share) is primarily constrained by home charging access.
- Good policies can increase EV market share.
- There are currently three types of charging infrastructure
  - L1 – 120 V (8-12 hrs. full charge) = \$500 retrofit cost
  - L2 – 240 V (4-6 hrs. full charge) = \$2,500 - \$15,000
  - DCFC – Variable DC Voltage (30 mins for 80% charge) = \$75,000+
- EV owners charge their vehicles at home 80-90% of the time
- With batteries and range increasing, L2 is preferred for performance and consumer expectation.
- Findings of the Capital Region EV and E-Bike Infrastructure Planning Project -- Public Survey
  - 27% of people living in multi-family residences said access to a charging station was their largest barrier to market entry.
  - 92% felt that it was important for local governments to ensure new construction future proofed to allow for future EV charging equipment.
- Findings of the Capital Region EV and E-Bike Infrastructure Planning Project – Development Industry Survey
  - 79% had installed a charging station and 63% had a development “EV ready” (conduit or wiring for one or more stalls)
  - 68% supported or strongly supported local governments in the CRD requiring

new development to EV ready

- Climate Plan Engagement – Public Survey
  - EV adoption is one of the top three climate action priorities (41% of respondents)
- Since 2017, 7 local governments have adopted L2 infrastructure requirements for 100% of stalls in new residential developments.
- There was a shift away from partial installation (e.g. 20% of stalls) for a variety of reasons
- The City of Richmond (with funding support from BC Hydro) produced a guide for local governments, developers and Stratas
- The City of Richmond also developed a costing study of the installation and operating costs of different charging requirements for various building archetypes.
- Proposed Approach:

Single-Family, Duplex and Town House Developments	Multi-Family Development	Commercial and Institutional Development (TBC with additional analysis)
1 on-site parking space per unit to be energized (L2), excluding secondary and garden suites.	All off-street residential parking spaces in multi-fam. dwellings to be energized (L2), excluding visitor parking.	10% of parking spaces to be energized I2 EVSE up to a maximum of 12 stalls. Applies to Devs. With 10+ off-street spaces

- Next Steps:
  - Establish performance standards
  - Host Engagement with the Urban Development Institute (UDI)
  - Seek input from key stakeholders e.g. Vancouver Island Strata Owners Association, Drive Electric Victoria etc.
  - Summarize Phase 2 engagement results and amend proposed approach as required.
  - Final recommendation to Committees and Council.

Committee discussion followed the presentation. The following comments are noted:

- How will future EV retrofit projects be managed/implemented?
- The Strategy is only one element of a much broader, multi-faceted approach.
- A reduction in the ratio of required parking spaces (e.g. to 1:1) for new developments would make “future proofing” the stalls more affordable for the development industry.
- There is a 3:1 ratio (dollars spent vs. tax dollars raised) of transportation spending.
- The rise of the shared economy will result in diversity and availability over time i.e. BC Hydro will not remain the sole seller of electricity.
- GHG reductions are measured by the tail pipe emissions only.
- The advent of Compressed Natural Gas (CNG) as an alternative transportation fuel headed off further Hydrogen Vehicle Development.
- The “Hydrogen highway” from Vancouver to Whistler was shelved in 2011.

## REVIEW OF TERMS OF REFERENCE, COMMITTEE PROCEDURES & DATES

The Clerk provided the committee members with an overview of the terms of reference, procedures and proposed meeting dates. Copies of all relevant policies, and procedures were circulated on-table to all committee members. A summary of the topics presented includes:

- Guiding Legislation and Policies



- Role and Mandate of PTED
- Expectations and Responsibilities of Committee Members
- Code of Conduct – Respectful Workplace
- Personal Safety of committee members
- Access and Privacy at the District of Saanich

## **NEW BUSINESS**

The committee discussed items that they would like to see appear on the upcoming agenda. The following items were highlighted:

- Status of the Uptown Douglas Corridor Plan
- Update on UBCM items pertaining to the Motor Vehicle Act
- Brainstorming Session

The Clerk will work with the Chair and Staff Liaisons to incorporate these items into an upcoming agenda.

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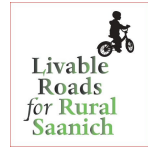
Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary

## Livable Roads for Rural Saanich Feb. 5, 2019 Background to PTED



Dear PTED Committee members:

Livable Roads for Rural Saanich (LRRS) looks forward to presenting before you on February 12<sup>th</sup> 2019. We include here some background information in order to make our time on that date most effective.

Livable Roads for Rural Saanich is an advocacy group for five rural roads in Saanich. We formed in January of 2017 as a result of long-standing resident concern about the traffic on Prospect Lake Road (PLR), Sparton and Goward Roads, plus more recent representation and input from residents on southern Old West Saanich (OWS) and southern Oldfield within Saanich. Map on page 3.

We have a working group of ten, and a growing List Serve of approximately 115.

These five roads are within the Prospect Lake District. We liaise with but are independent from the Prospect Lake District Community Association.

Our mandate has always been to work with Saanich to improve safety and livability on these five roads.

The problem in brief: Residents and vulnerable users, both resident and visitor, can no longer reliably use these roads in comfort and safety. Driver behaviors also endanger other drivers. Traffic is dominating rural neighbourhoods.

Below we outline the many steps we have taken over the last two years. However, we have made little progress; our problems have not been recognized. Yet we know that the problems have not diminished.

We look forward to meeting with you in order to find a way forward to achieve our goals.

Since December of 2016 we have:

- o familiarized ourselves with over a decade of work by PLR residents and the Community Association prior to the formation of LRRS
- o held two well attended and recorded public meetings
- o formed a task group representing residents on five roads
- o maintained a monthly bulletin to our List Serve of over 115 people, as well as to the PLDCA newsletter
- o started a facebook page



- collected and reported credible, well organized data on speeds, local vs non local usage, truck use, drive time analysis, pavement widths, plus anecdotal accounts
- spoken with all Councillors during 2017, some more than once
- presented at a Saanich Open Forum
- presented as a Delegation to Saanich
- had a succession of meetings with Saanich Engineering through Troy McKay and including Police, culminating in our issues going to the ATC for a second time
- provided design expertise for the Welcome to Rural Saanich signage pilot program
- received publicity for these signs in Saanich News
- achieved truck route signage in Central Saanich
- became stakeholders in the Keating Business District report; presented a detailed response to that report, copied to all relevant members in Saanich
- became stakeholders in Saanich's Active Transportation Plan development; sent a detailed response to Dave Williams
- reached out to, or responded to many other individuals or advocacy groups concerned about similar traffic issues both inside and outside Saanich (FARN, Hector Conway Loop, Prospect Lake Road at Munn, Emily Carr, Granville/Hudson, Highlands, Central Saanich, Oldfield within Central Saanich, North Saanich)
- (We have resisted taking on these issues in a broader way, as we feel our strength is in remaining credible and reasonable. We therefore seek only to speak for the five roads on which we have active representation. )
- met with all aspirant councilors prior to the election, and followed up with at least one after the election.
- initiated an incident reporting form at our facebook page
- prepared a post election strategy for continuing towards our goals

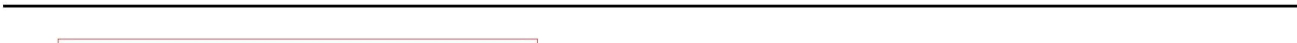
Countless hours have been spent in both formal and informal data collection, meetings of the task group, with residents, with Staff and councilors and with other groups, writing documents that reflect consensus, learning how Saanich municipal governance works, and trying to find answers to many questions. Our goal is always to be reasonable, accurate and credible. We are working to support positions already taken in Saanich's own documents (RS 2007 LAP, the Active Transportation Plan and Vision Zero).

Our greatest frustration has been the lack of acknowledgement of our traffic problems.

Sincerely

Livable Roads for Rural Saanich.



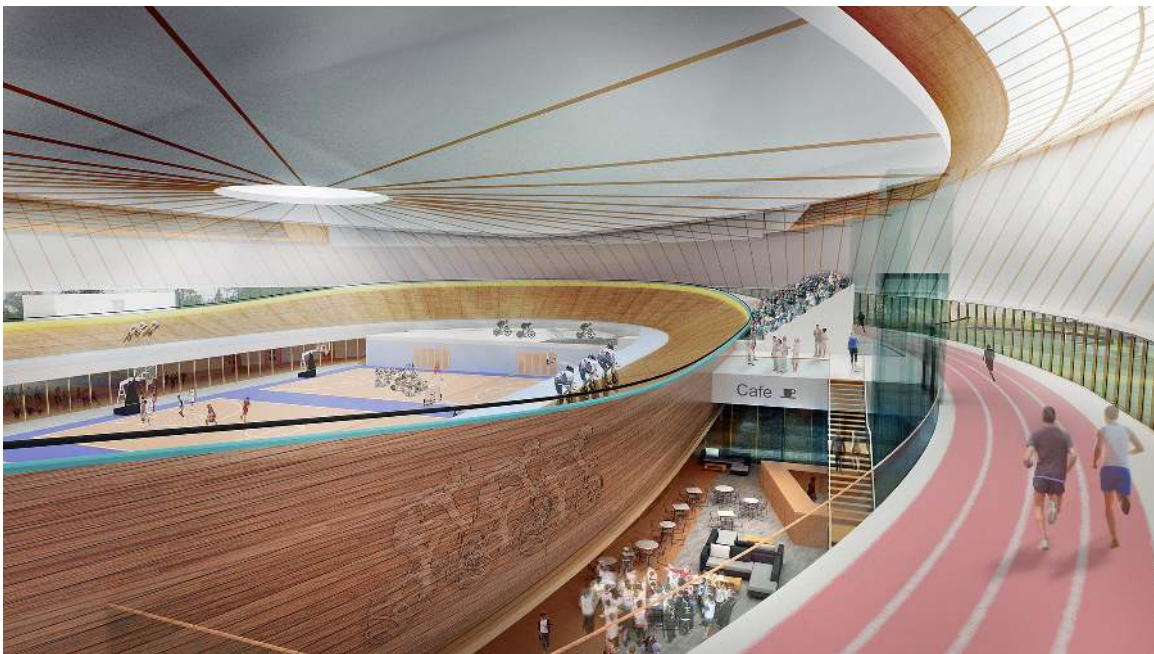


# The Hub

*Victoria, British Columbia*

## **A Proposal for a Multiplex Recreation Centre in Saanich**

*Submitted by David Attwell*



*The Hub and Heart of Our Community*

(Photo credit: FaulknerBrowns)

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## Executive Summary

*The proposal before you is being championed by the cycling community as a result of the need to replace the current outdoor velodrome and a desire to create a world-class environment for cycling.*

The greater Victoria region is a mecca for active living and is considered the “Cycling Capital of Canada” with a temperate climate, outdoor lifestyle, great cycling facilities, and a safe, stable and friendly community. The 1994 Commonwealth Games left a legacy of Sport and Culture that is being harnessed to enhance wellness, tourism and business. The region’s population is growing rapidly and requires additional amenities and programs to meet the needs of the community.

In seeking partnerships for the velodrome, numerous community needs were identified which provide an opportunity to create something truly unique. The identified needs include accessible public and private amenities, including:

- Recreation facilities for sport and culture,
- Hotel capacity,
- Commercial space,
- Affordable housing,
- Sustainable ‘active’ transport,
- Enhanced mass Transit facilities,
- Tourism infrastructure,
- High performance sport facilities,
- Community health facilities,
- Indoor velodrome and courts,
- Libraries and learning centres,
- Convention, exhibition and conference infrastructure.

The largest municipality in the Greater Victoria region is the District of Saanich, which is centrally located, ideally situated, and actively seeking to promote the development of these amenities. In addition, Saanich Council wishes to develop a town centre, a core, which includes a landmark public space as a hub of the community.

The needs identified have led to a proposal for a centrally located urban Multiplex-Velodrome that will address most of the identified needs. It is essential to partner with government to create a public space that is a community asset; however, it is understood that public infrastructure projects must be financially viable and sustainable. It is on this premise that establishing a healthy business case to include private partners in the build-out can enhance the design, function and usability of the facility.

A strategically chosen location that leverages the transportation network along with symbiotic amenities will increase the impact of this proposal. Leveraging the walking and cycling trail system, BC Transit's current and future network, and vehicle arteries will optimise access and exposure to the amenities within the facility. The proposed location adjacent to the massive Uptown Shopping Centre and the Uptown Douglas Corridor will complement existing infrastructure and businesses, while creating a much-needed core for the Saanich community.

The business case is predicated on a core public space and amenities that will be subsidized by the public on a per capita basis; however, the build and maintenance costs will be mitigated by symbiotic partnerships with private business and other governmental agencies that require infrastructure and amenities. The estimated cost depends upon the final location, design, construction and associated amenities; however, it is with confidence that the public liability will be substantially less than a comparable stand-alone facility, while the private components too will benefit from the efficiencies anticipated within this joint venture.

As of this writing, relationships are being cultivated in order to achieve the required funding, partnerships and social license to move forward with this conceptual proposal.

Support for this proposal is palpable from many different individuals who represent many corners of the political, cultural, sports and business spectrum. The positive responses have provided further energy to continue advancing the development of this 'living document'.

The perspective represented in this document is from the cycling community; however, the cycling community is very much aware of the required partnerships with the local community, government and businesses in order to achieve success. As such, we anticipate that as the proposal evolves it will not be as cycling centric and will move toward a community recreation and amenity theme with a strong emphasis on active transportation and its synergies.

Thank you for taking the time to consider the concepts, ideas and synergies presented herein.

David Attwell

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## VISION

*To build a world-class velodrome within a community accessible multi-use facility that will foster a vibrant community, drive economic growth, nurture citizens and produce great athletes.*

## Forward

*The West Coast of Canada and the Greater Victoria region are in need of a new Velodrome as well as other community amenities to serve the increasingly active and growing population. In today's social and economic environment large public and private infrastructure projects must increasingly fulfill the demands of broader segments of the community, be relevant, sustainable and financially viable. It is on this premise that building a facility that is not just a velodrome, but rather a public space that is engaging, open to the community and will produce a sustainable community asset while nurturing great citizens and athletes.*

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*"Bikes may not be able to solve our health care crisis singlehanded...But bicycling is one of the rare areas where people can directly and concretely address our own health and the health of our community, and quickly see big results. In this light, bicycling for transportation isn't so much a lifestyle choice as it's a form of civic action."*

*[Bikenomics: How Bicycling Can Save the Economy, Elly Blue, p. 61.](#)*

## THE ENVIRONMENT

### Cycling in the Greater Victoria context

Victoria, British Columbia, located on the southern tip of Vancouver Island has the mildest year-round climate in Canada. It has a population of nearly 345,000 and has developed a vibrant culture of cycling and active human powered transportation that has been promoted by regional Official Community Plans (OCP). “The City of Victoria is extremely well positioned to host a world class cycling network and support a 25% transportation mode share of cyclists of all ages and abilities. Given our mild climate, moderate topography, scenic routes and compact density, many of the ingredients to attract citizens to cycle as a means of mobility are already here”. The municipality of Saanich is also developing an extensive network of cycling and active transportation trails as part of its OCP. In addition, the municipality of Saanich and Tourism Victoria have adopted a plan to grow sports tourism as a strategic objective.

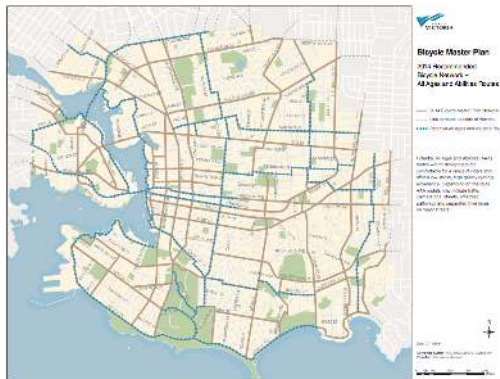


Figure 1: City of Victoria Bicycle Path Network

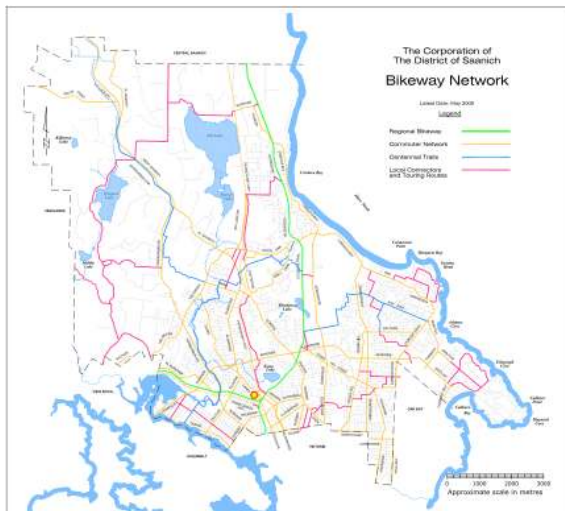
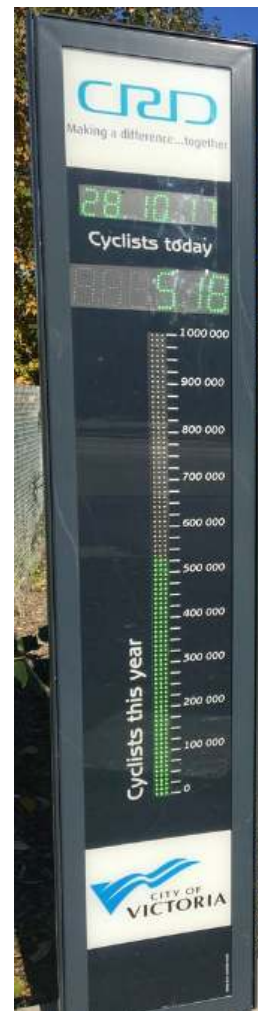


Figure 2: Municipality of Saanich Regional Trail Network



As of October 28, 2017, there were more than 520,000 bike trips along a segment of the Galloping Goose that leads to the proposed site of the Multiplex-Velodrome.

An overlay of the Victoria and Saanich Cycling Networks demonstrates a comprehensive network of paths, trails and bike lanes that promote active transport.



Figure 3: Overlay of Victoria Cycling Network over the Saanich Cycling Network with proposed Multiplex-Velodrome (Yellow Hexagon)

## The Heart of Cycling in Canada

Victoria has a reputation as “The Cycling Capital of Canada”, embracing year round transport, and recreation and competition Road, Mountain Biking, Track, BMX and Cyclocross. Numerous provincial and trade teams use Victoria as a base for winter and spring training. In 2015, Canada’s National Mountain Biking team relocated its headquarters to Bear Mountain and in 2017 Triathlon Canada relocated to Victoria.



Figure 4: Westshore Velodrome (1994 Commonwealth Games Velodrome)

## A Legacy of 1994

In 1994, Victoria hosted the Commonwealth Games and as a result was left a legacy of a 333m outdoor velodrome located on the grounds of Juan de Fuca Recreation Centre in Colwood Westshore. The Commonwealth Legacy Fund has provided funds in the past to operate the facility along with gaming grants from BC Lottery Corporation. Political inertia and an “out of sight out of mind” situation led to the near closure of the facility; however, a concerted effort by the cycling community revived the velodrome in 2004. Unfortunately, this outdoor velodrome is only usable for 4 months a year due to weather constraints and is not suitable to host significant competitions and events that could promote economic development in the region.

There is an active cycling community who use the velodrome for cycling introduction, youth and masters development, training and competition. Over this time, a new generation of young cyclists has emerged to compete Provincially, Nationally and Internationally from the track programs offered through the Greater Victoria Velodrome Association (GVVA). An even younger cohort of new cyclists is emerging from the junior ranks within organizations like the Tripleshot Cycling Club’s junior and elite development program with 5 coaches. Unfortunately, multiple competing interests with other field sports, as well as the deteriorating facility require a proactive plan to replace the existing facility.



## THE NEED

The challenge faced now is to replace the current track with a new year-round facility that is financially viable and sustainable, while being more than just a velodrome. A purpose-built velodrome is a hard sell in today's economy where the primary purpose would be cycling. Historically, landmark indoor velodromes have been built primarily to stage major cycling events like the Pan American Games, Commonwealth Games and the Olympics.

The growth of cycling in Canada and Canada's prominence on the world cycling stage argues for a West Coast facility that can grow the sport. Currently Britain, Denmark, Switzerland, USA, Australia and New Zealand have focused cycling development on the track as a primary entry point into the sport. Track cycling provides a safe, vehicle-free environment that fosters exceptional technical skill and develops an athlete's physiology conducive to optimal cycling performance.

Currently, Canada has nine velodromes, of which only three are indoor. Unfortunately, the only Union Cycliste Internationale (UCI) compliant velodrome in Canada is in Milton, Ontario at the Mattamy National Cycling Centre. The other two indoor velodromes are the Forest City Velodrome in London, Ontario (a 138m track in a former hockey arena) and the other in Burnaby, BC (an ageing 200m track in a pressurized dome). There are only three UCI homologated velodromes in North America that are located in Milton, Mexico City and Los Angeles. Only UCI homologated facilities can hold UCI recognized events such as Elite World Championships, Olympics, Pan-Am Games or Commonwealth Games.



Figure 5: The spectacle of a Rio2016 limited use velodrome 'white elephant' is to be avoided.

## Facility and Program Needs

In addition to the needs of cycling, there are numerous public and private needs, including facilities for recreation, conventions/exhibitions, hotels, commercial space and affordable housing in the growing region.

*(District of Saanich, "Population Projections, Trend & Capacity Build-Out Analysis", September 2013)*

There is currently a need for numerous amenities in the Saanich Municipal district as well as the surrounding region. Facilities required include:

- A multi-use recreation centre to complement the G.R. Pearkes Recreation Centre and Saanich Commonwealth Place
  - The G.R. Pearkes Rec Centre (located 1.5km west) is primarily a skating facility with a community library, gym, meeting rooms and daycare
  - Saanich Commonwealth Place (SCP, located 6km north) has an Olympic size pool, several courts, library, meeting rooms and aerobic/weight training facility
- A High-Performance Sport Facility for cycling and other sports that will add to the inventory of other similar facilities in the region
- Hotel capacity: A hotel room demand analysis shows a need for approximately three hundred hotel rooms in the near future to meet the needs of Saanich and the Greater Victoria region *(District of Saanich, "Population Projections, Trend & Capacity Build-Out Analysis", September 2013, pp. 136-139)*
- Commercial space: A commercial (retail and office) space demand analysis shows a need for commercial space in the future to meet the economic needs of Saanich and the Greater Victoria region *(District of Saanich, "Population Projections, Trend & Capacity Build-Out Analysis", September 2013, pp. 99-113, 140-141)*
- Residential building: A residential demand analysis shows a need for affordable and higher density housing to accommodate the projected population growth in the municipality and the Greater Victoria region *(District of Saanich, "Population Projections, Trend & Capacity Build-Out Analysis", September 2013, pp. 144-153)*
- Court Facilities: There is an expressed need for additional tennis, squash, racquetball, basketball, volleyball, pickle ball and badminton courts
- Daycare Facilities and Services are in constant demand
- Seniors' Recreation, Activity, Learning and wellness centres
- Community medical and multidisciplinary health centre
- Enhanced public transit facilities to benefit the region

Additional regional facility needs:

- Canadian Sport Institute (CSI) Pacific and Pacific Institute for Sport Excellence (PISE) require additional space and are planning an expansion campaign
  - The arrival of Triathlon Canada in Victoria will place additional demands on existing facilities for all levels of triathletes as they embrace Victoria as a destination for training and competition. The velodrome and associated facilities can become a vital part of the triathlete training infrastructure
  - Cycling Canada's Mountain Bike National training centre is now located at Bear Mountain; however, the velodrome and associated facilities can become a vital part of their training, testing and rehabilitation
  - As regional housing density increases, so will the need for additional facilities and programs for citizens,
  - Synergies will be cultivated with Tourism Victoria and their new strategic approach to attract major sporting events through the Greater Victoria Sports Tourism Commission (effective April 1, 2018)
-

## Support of the Greater Victoria Velodrome Association (GVVA) to move forward

The GVVA is a constituted non-profit organization whose purpose is to manage Track Cycling programs, events and fundraising at the existing velodrome.

The Board of Directors of the GVVA held a Board meeting in August 2017 at which was passed the following enabling motions:

- “The GVVA Board supports the development of an indoor velodrome for Victoria”.
- “The GVVA Board supports the development of an indoor velodrome for Victoria that is centrally located to promote maximum community participation”.
- “The GVVA Board supports the development of a community survey to gauge support for various options with respect to the development of an indoor velodrome in Victoria”.

The GVVA has been appraised of the current proposal document and feedback from stakeholders and advisors. On February 20<sup>th</sup>, 2018, the GVVA Board reaffirmed its support for the proposal and passed a motion supporting the proposed location adjacent to the Uptown Mall as the preferred location (as outlined in this document). If this location does not pan out, then consideration will be given to a second candidate location on offer.

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***“Cycling in Canada will only reach the pinnacle***

***with multiple world class facilities and programs.”***

“It is well documented that track cycling is a leader in youth development and a long- term career pathway towards professional road status. Many nations have proven this over the years and continue to do so today; e.g. GBR, AUS, DEN, NZL, SUI, etc. “

– *Cycling Canada, NextGen Men’s Track Endurance 2018 Selection & Maintenance Criteria Document, Published Sept. 22, 2017*



## A PROPOSED SOLUTION

There are several communities around the country that are expressing increased interest in cycling, which is stimulating a closer look at the value and economics of building indoor velodromes as year-round focal points for cycling and community recreation. However, in order to make such bold ventures successful, a paradigm shift in thinking is required by proponents to create facilities that are community assets that engage citizens by embracing culture, sport, lifestyle, environment and community needs to become more than just a velodrome. The concept of a Multiplex-Velodrome that can be an integral public space with sport, culture and commercial components that provides a focal community centre, openly accessible public space, enhances an integrated transportation network and is an economic driver.

### A vision for a sustainable multiplex facility with a cycling heart.

Velodromes by their nature are large facilities that occupy a significant footprint. As a result of this constraint, velodromes are frequently located on the outskirts of towns or cities where land is affordable. More peripheral locations reduce the initial capital costs of construction, but in the long-term the location constrains access and usability of the facility and therefore threatens the facility's future viability. These very large facilities are more often than not designed with a limited scope of use as a velodrome with secondary facility rental of the infield for sports such as basketball, volleyball, badminton, etc. and at times for exhibitions and conventions. As an example, the Canadian National Cycling Centre (Mattamy Cycling Centre) is located on farmland on the periphery of Milton, Ontario. The facility includes a 250M cycling track, 3 gymnasium courts, indoor walking/jogging track, fitness centre, active living studio and meeting rooms. This spectacular facility is used as stated but limited in its accessibility to the general public. Although it does attract significant traffic for its infield court facilities, walking/jogging track and weight room/gym, it is far from optimally utilized and depends to a great extent on external funding for its \$3-4M annual operating costs to remain a going concern.

The vision incorporated into this proposal would call for a strategic approach incorporating:

1. A Strategic Location
2. Catalytic and Symbiotic Amenities

in order to maximally benefit the community and to ensure its long-term sustainability and viability.

*“Numerous cities around the globe have invested in bicycle commuting and recreational cycling infrastructure to provide active/non-motorized options to their residents. The third spoke in the wheel of establishing a complete cycling portfolio in a community is to provide a safe and accessible location for bicycle racing and/or training – a.k.a. a velodrome.”*

*“Designed and properly located, a velodrome is a potential economic development tool for a community by attracting cycling competitors from around the country/world, their friends and families, as well as cycling enthusiasts and tourists. Beyond that however, the facility must be designed with the local residents in mind, so that it is not just an intermittent attraction, but a focal point of the entire community. Improperly placed or focused and a velodrome will not be successful in the long term.*

*As an urban planner, I tend to disagree with the approach of locating lone velodromes in a large park setting away from area restaurants, hotels, shopping, housing, and/or other sport and entertainment venues. To be successful over the long-term and become a community focal point (or great third place), a velodrome must be engrained into the urban environment in the same way a baseball stadium, arena, outdoor ice rink, amphitheater, or civic center are done. Mixing a sports venue with the adjacent urban landscape helps produce economic spin-off and other side benefits beyond the periphery of the track. ....*

*To do otherwise risks the potential of an “out of sight, out of mind” scenario that could lead to operational and financial problems. Just like any other kind of real estate – **location, location, location** are the three most important aspects of assuring a site will be successful.”*

*– Rick Brown, Beyond Velodromes*

Posted on May 31, 2012, by problogic,  
<https://panethos.wordpress.com/2012/05/31/beyond-velodromes-the-urban-velo-campus/>

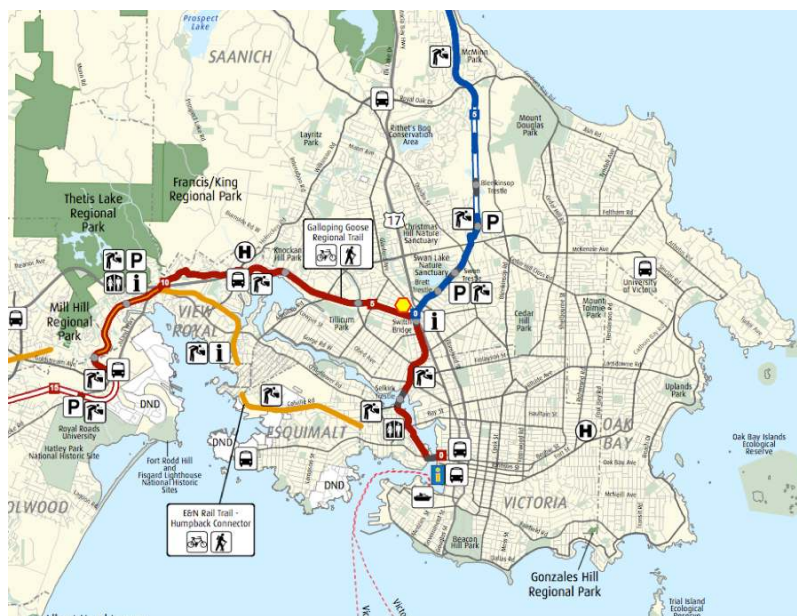
## A Strategic Location

The facility must be strategically located to be accessible and integrate into the regions' Official Community Plan. As a hub of cycling and wellness, it must be located to capture foot, bicycle, bus and automobile traffic. The choice of location must be predicated not on land cost, but proximity to traffic, community needs, existing facilities and support resources.

This proposal envisages an ideal location to be at the convergence of foot, cycle, bus and auto traffic and central with respect to the region's population. The 'ideal' location is adjacent to Uptown Mall and the 'Switch Bridge' at the confluence of the Galloping Goose and Lochside Regional Trails. It is also very near to the weighted demographic 'centre' of the Capital Regional District and happens to coincide with the confluence of the regional cycling network and major transit and traffic thoroughfares.

The city of Victoria has adopted a plan to ensure that every citizen will be no more than 400m from a bike route within the next 5 years. Saanich and surrounding municipalities are also expanding the extensive network of interconnected trails to promote active transportation. Victoria and Saanich will have bike routes that feed youth and adults into this network of trails that converge at the 'Switch Bridge'. In addition, the facility will not be blind to public transport and automobiles as it is well located at the convergence of the north end of Douglas Street, Blanchard Ave., the Trans Canada Highway and Patricia Bay Hwy. This degree of accessibility is very desirable given the intent of the facility. Future transit planning places this location at a critical junction of a new central BC Transit Hub\*.

\* District of Saanich, "Uptown-Douglas-Corridor Plan", 2017



**Figure 5: Proposed site located at the confluence of regional trails and main arteries (Yellow Hexagon). Bicycle traffic is particularly important due to the nature of the facility and that the bike routes in Victoria link to the Galloping Goose and Lochside trails which would feed people to the facility.**

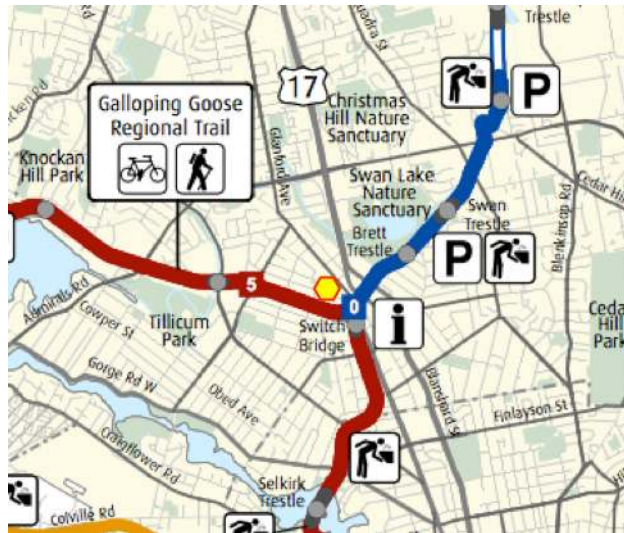


Figure 6: Proposed location of Multiplex-Velodrome (Yellow Hexagon)

The location is also well situated in relation to existing or complementary facilities and fills a gap for public facilities in the neighbourhood. The surrounding neighbourhood is acknowledged to be underserved with respect to community recreation facilities.

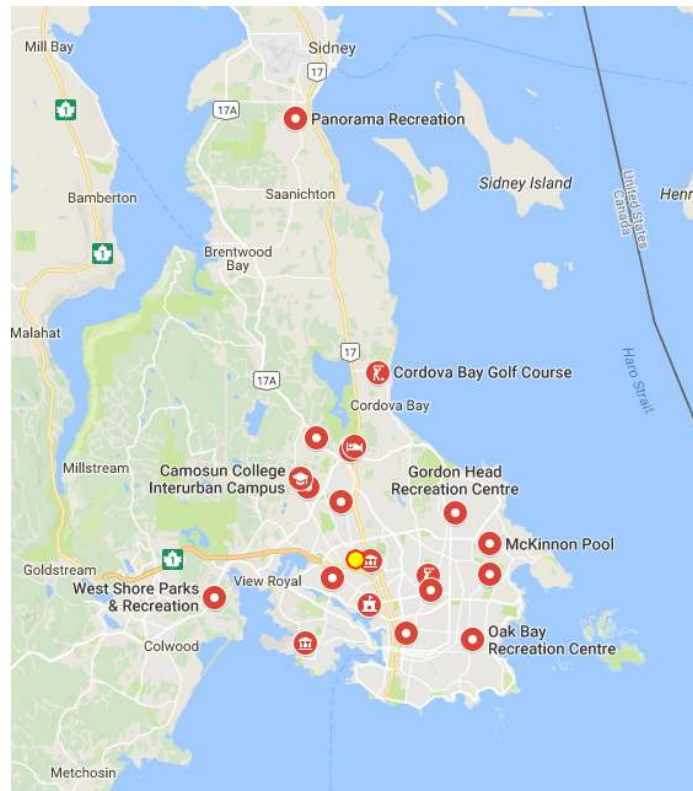


Figure 7: Greater Victoria Recreation Facilities

with proposed Multiplex-Velodrome location (Yellow Hexagon)



## The Uptown-Douglas Corridor

The Multiplex-Velodrome will also address the needs of “priority Neighbourhoods” identified in the 2013 Saanich Parks and Recreation Master Plan. Currently, these neighbourhoods have less than optimal access to regional recreational and cultural facilities and programs. Locating the facility in the proposed location would dramatically improve accessibility for a significant number of citizens and would enhance the health and wellbeing of those citizens.

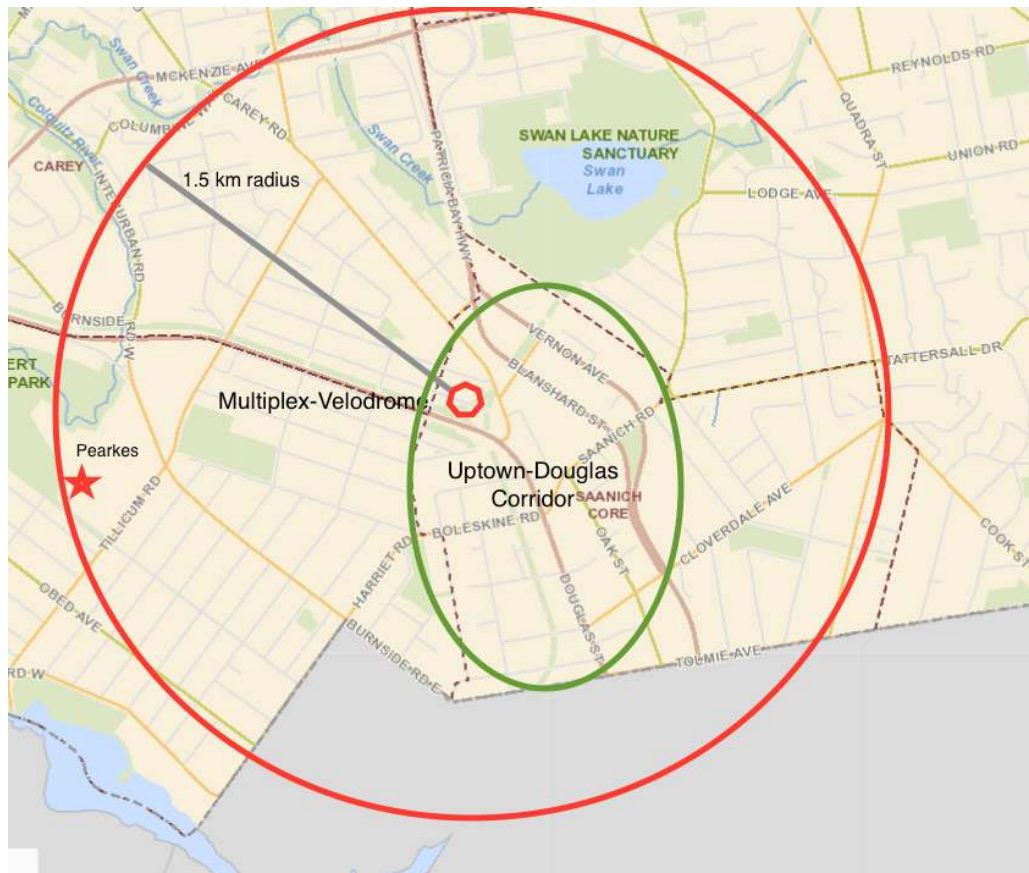


Figure 8: Several "Priority Neighbourhoods" are encompassed in the 1.5km radius of the Multiplex-Velodrome.

### Quick Facts:

- 140,000 people live within a 10-minute drive of the Uptown – Douglas Corridor study area.
- Population in this area has grown by 1.7% annually over the past 5 years; roughly double the rate of Saanich and the Capital Regional District.
- 9,500 employees come to work in the Uptown-Douglas Corridor study area every day
- 30,000 people use transit through this area every day
- Douglas Street is identified as a rapid transit corridor and the Uptown Major Centre has been identified as a transit hub in the BC Transit's [Victoria Transit Future Plan](#).

The preferred proposed location:



Figure 9: Existing commercial sites at the proposed site, located between TCH, Cadillac Ave., Harriet and the 'Galloping Goose' trail. Currently there are 18 parcels in this location.

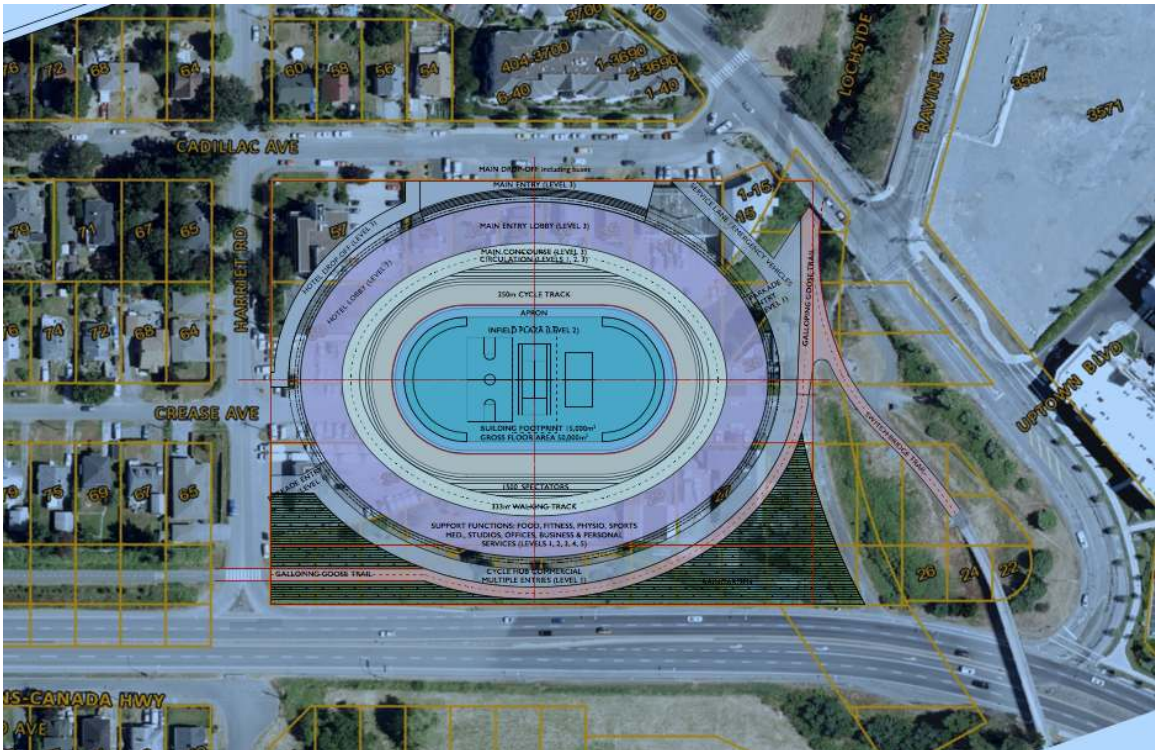


Figure 10: Footprint of Multiplex-Velodrome



## Catalytic and Symbiotic Amenities

In order to be relevant to the community it must:

- fulfill the land use, environmental, economic, transport and housing needs of the region,
- provide public amenities,
- integrate into the transportation network, and
- serve multiple purposes that complement and enhance the needs of the community.

In 2015, the Saanich municipality endorsed the Terms of Reference for the Uptown-Douglas Corridor Plan (UDCP). Since then, the municipality of Saanich has embarked on a thorough multipronged community engagement process to define the heart of Saanich and to determine the future needs of the community.



Some of the top themes that emerged:

- Walkable and bicycle-friendly;
- Greenspace;
- Sustainable/environmentally friendly;
- Community;
- Increased density;
- Safety; and
- Transit-oriented

Figure 11: The Uptown-Douglas Corridor

The proposed location leverages the convergence of people near to the Saanich Municipal Hall and the Uptown Shopping Centre, a major retail and commercial hub with outdoor public space, restaurants, grocery stores, a specialty orthopedic medical clinic, banking and ample underground parking.



Figure 12: The Multiplex-Velodrome would be located 100 metres from the Uptown Shopping Centre on the left of this frame.

Saanich Municipal Hall is also home to Police and Fire Departments just 300m from the proposed site.

The Lochside and Galloping Goose Regional Trails would be a highlight of the transport emphasis of the Multiplex-Velodrome, capturing passing traffic into its vortex.







The UDCP - Plan Framework Report highlights emerging directions under three main themes:

- Green Concept Layer
- Mobility Concept Layer
- Land Use Concept Layer

## Green Concept Layer



- Uptown-Douglas Corridor Plan Area
- Improvements to Greenways
- Potential Future Connections
- Approx. Historical Location of Cossila Creek
- Park / Trail
- Future Transit Hub / Station

The Green Concept Layer was presented in the survey with a summary of current conditions and some of the emerging directions.

### Current Conditions

- Rutledge and Rudd Parks provide most of the greenspace in the area.
- The area consists mostly of impervious surfaces (roads, parking lots and buildings).
- The area does not meet the municipal target for parks/open space.
- There is significant redevelopment potential in this area, which would result in opportunities to expand the parks and open space network.

### Emerging Directions

- Develop aggressive tree canopy targets.
- Improve east-west pedestrian and greenway connections.
- Develop strategies to enhance water quality and improve watershed health.
- Create a network of public spaces highlighted by a central civic space.
- Expand the width of the Galloping Goose Trail and focus active uses onto the trail.

### Survey Feedback

Do you support these Emerging Directions?



Comments received were categorized into theme areas. The most common themes included the following:

Rank	# of Mentions	Theme
1	15	Add Recreational / Park Amenities
2	8	Improve Galloping Goose
3	7	More Streetscape / Public Realm Improvements
4	4	Support Plan Concepts / Project
5	3	Maintain free flow of Traffic / No Road Changes
5	3	Separate Travel Modes
5	3	Improve Walkability / Connectivity
5	3	Build Community / Enhance Neighbourhood (Complete Communities)

A centrally located Multiplex-Velodrome facility would provide a 'Central Civic Space' that is accessible, promotes healthy living and green transport.

In addition, the facility will be constructed with green tech in mind, including:

- waste water management,
- rain water management,
- energy efficiency,
- landscaped greenery, and
- provide seamlessly integrated indoor and outdoor public spaces.

A commitment to Leadership in Energy and Environmental Design (LEED) Certification will be critical to establish environmental stewardship as a central tenet of the proposal.

## Mobility Concept Layer



- Uptown-Douglas Corridor Plan
- On Street Pedestrian Improvements
- Potential Future Connections
- Bike Lane Improvements
- Improvements to Intersections
- Future Transit Hub / Station
- Future Rapid Bus Lanes

The Mobility Concept Layer was presented in the survey with a summary of current conditions and some of the emerging directions.

### Current Conditions

- The Galloping Goose and Lochside Trails are key assets running through the area.
- Douglas Street has been identified as a corridor for rapid transit, including dedicated bus lanes in the short-term.
- The area is divided by two major transportation corridors that are under Ministry jurisdiction.
- The area is difficult to navigate as a pedestrian or cyclist and has limited east-west crossing opportunities.

### Emerging Directions

- Create a landmark transit hub near Uptown Shopping Centre.
- Transform Oak Street into a neighbourhood street.
- Re-design the Vernon and Blanshard Couplet.
- Consider access via the "Tennyson Connection" from the TCH south to Dupplin Road.
- Create a finer-grain network of pedestrian, cycling and vehicle connections to link neighbourhoods, amenities and transit services.

### Survey Feedback

Do you support these Emerging Directions?



Comments received were categorized into theme areas. The most common themes included the following:

Rank	# of Mentions	Theme
1	25	Oppose Vernon-Blanshard Couplet Re-design
2	22	Maintain free flow of Traffic / No Road Changes
3	16	Support Rapid Transit / Improved Transit
4	14	Specific Traffic Concerns
4	14	Integrate All Travel Modes
6	13	Support Vernon-Blanshard Couplet Re-design
6	13	Concern about Local Traffic Impacts
8	12	Partially Support Oak St. as a High Street
9	9	Support Plan Concepts / Project
10	7	Improve Walkability / Connectivity
11	6	Separate Travel Modes

Uptown-Douglas Corridor Plan - Public Engagement Summary - Phases 1 to 3

10

A centrally located Multiplex facility would be co-located on the site proposed for the 'landmark Transit Hub'. This catalytic and synergistic relationship would serve to reduce capital and operating costs and enhance the use of transit and the Multiplex facility and its programs. The Transit Hub and the Multiplex-Velodrome could have complementary designs where the Transit Hub could form part of the concourse of the Multiplex-Velodrome so as to invite the community inside.

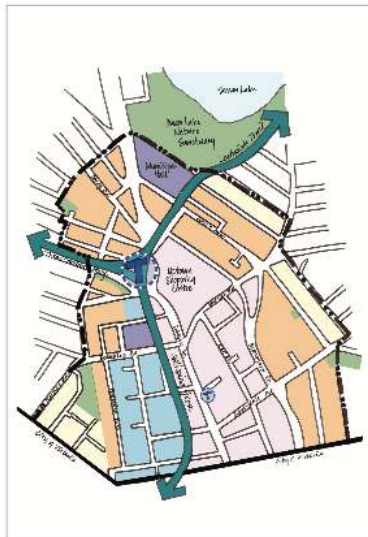


Figure 13: An elegant inviting Transit Hub on the concourse of the Multiplex-Velodrome

anticipated at the north terminus of Douglas Street.



## Land Use Concept Layer



- Single-Family
- Mixed Use (Residential)
- Light Industrial
- Mixed Use
- Institutional
- Park / Open Space (Existing)

The Land Use Concept Layer was presented in the survey with a summary of current conditions and some of the emerging directions.

### Current Conditions

- The area is identified as a "Major Centre" in Saanich's Official Community Plan and is identified as a regional centre in the Regional Growth Strategy.
- The existing land uses are predominantly mixed commercial and industrial.
- Growth projections indicate approximately 4000 new residents and nearly 5000 new employees will need to be accommodated in this area.

### Emerging Directions

- Develop a compact urban core and lead growth with higher-density residential.
- Attract more diverse and pedestrian-oriented building design.
- Conserve and enhance light industrial areas.
- Create a network of active and engaging public spaces.

### Survey Feedback

Do you support these Emerging Directions?

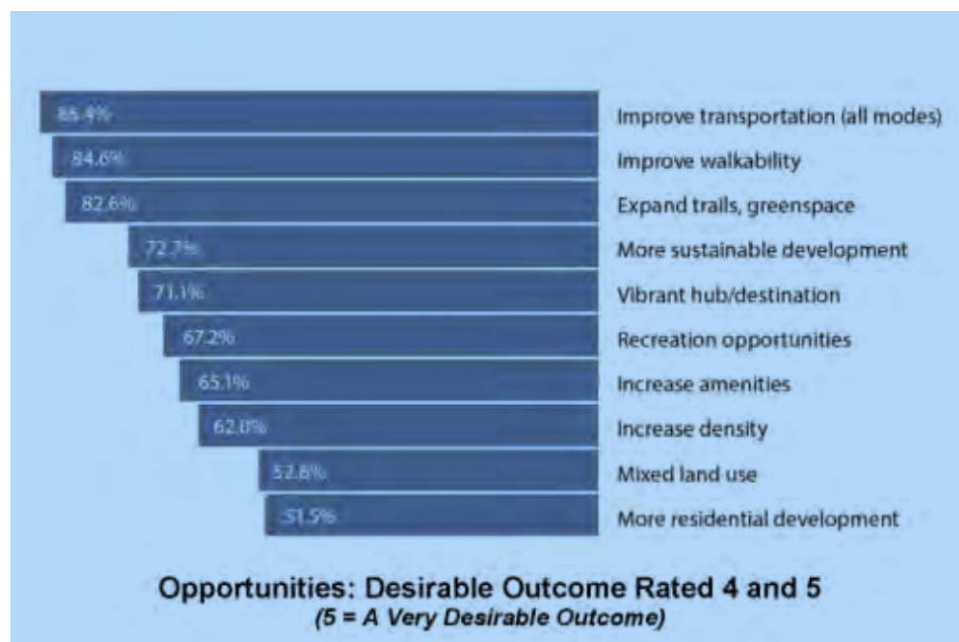


Comments received were categorized into theme areas. The most common themes included the following:

Rank	# of Mentions	Theme
1	22	Support Increased Density / Housing Options
2	18	Build Community / Enhance Neighbourhood (Complete Communities)
4	10	No More Growth / Density
5	9	Support Light Industrial
5	8	Add Recreational / Park Amenities
7	7	Maintain free flow of Traffic / No Road Changes
7	6	Support Rapid Transit / Improved Transit
8	4	Support Overall Plan Concepts / Project
9	3	Enhance / Retain Childcare
9	3	Feedback on the Survey

A centrally located Multiplex facility will facilitate the development of a compact urban core by adding affordable residential housing and hotel accommodations, attract pedestrian, mobility aided and bicycle traffic, and be part of a network of engaging public spaces.

The Uptown Douglas Corridor Plan community survey revealed some distinct needs:



## BC Transit Development Plan

The location is synergistic with BC Transit's 25-year development plan for the Greater Victoria Regional District. It is evident that the Multiplex-Velodrome would be ideally situated at the convergence of the transit routes and could integrate with the proposed Transit Hub proposed both by BC Transit and the Uptown-Douglas Corridor Plan (2017). As it stands, BC Transit has already acquired a third of the land for the proposed site, which is the same land required for their new Transit Hub. This presents exciting possibilities and synergies in developing a multiplex with an integrated Transit Hub that feeds people and supports the active transportation theme, amenities, activities and businesses within the facility.

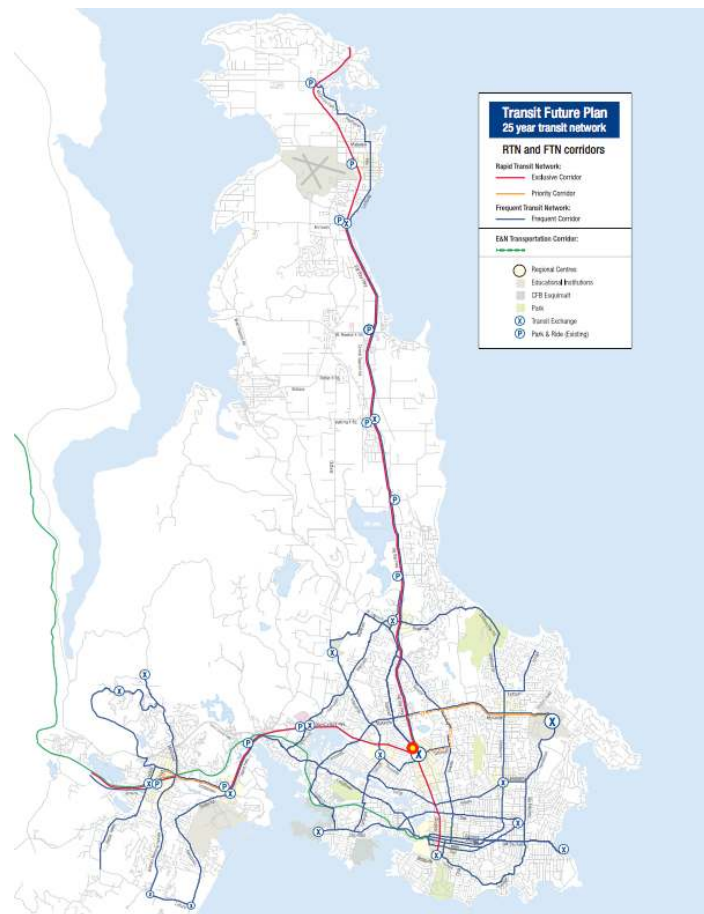


Figure 14: BC Transit Map with Multiplex-Velodrome adjacent to a main proposed Transit Hub

"The coming decades will present environmental, economic, and social challenges. They also present an opportunity to transform our communities into places that are even healthier and more livable. Building sustainable transportation networks that integrate and promote walking, cycling, and transit will be key in realizing that vision.

More than ever before, we need to be in the business of moving people. This focus on sustainable mobility means looking at new markets, services, and opportunities."

- Manuel Achadinha, Past-President and CEO, BC Transit, BC Transit's Strategic Plan 2030

A synergistic relationship with the BC Transit 'Hub' aligns well with the Uptown-Douglas-Corridor Plan feedback received from the community engagement process over the past 2 years.

The recommendations refer to the need to *“Develop a regional transit hub that creates convenient connections for all modes, encourages redevelopment, highlights regional cycling connections and reinforces the pedestrian first priority.”*

Specifically, it identifies the following requirements:

- Make it multi-modal: seamless and inviting experience for all modes, particularly pedestrians, cyclists and transit users.
- The transit hub should be designed to be a prominent visual landmark that highlights the area and serves as a point of orientation in the landscape.
- Incorporate public space: Design the hub to ensure high quality public space is integrated throughout the exchange.
- Support a transit hub design that incorporates active uses and/or community facilities such as retail/ commercial and a community centre, library or other similar services.

## Location, location, location

Accessibility to cycling trails is critical for school children and youth to access the facility for school sponsored and after school programs. Equally important is access to transit and roads with adequate parking for the businesses and for events such as conventions, exhibitions and conferences.

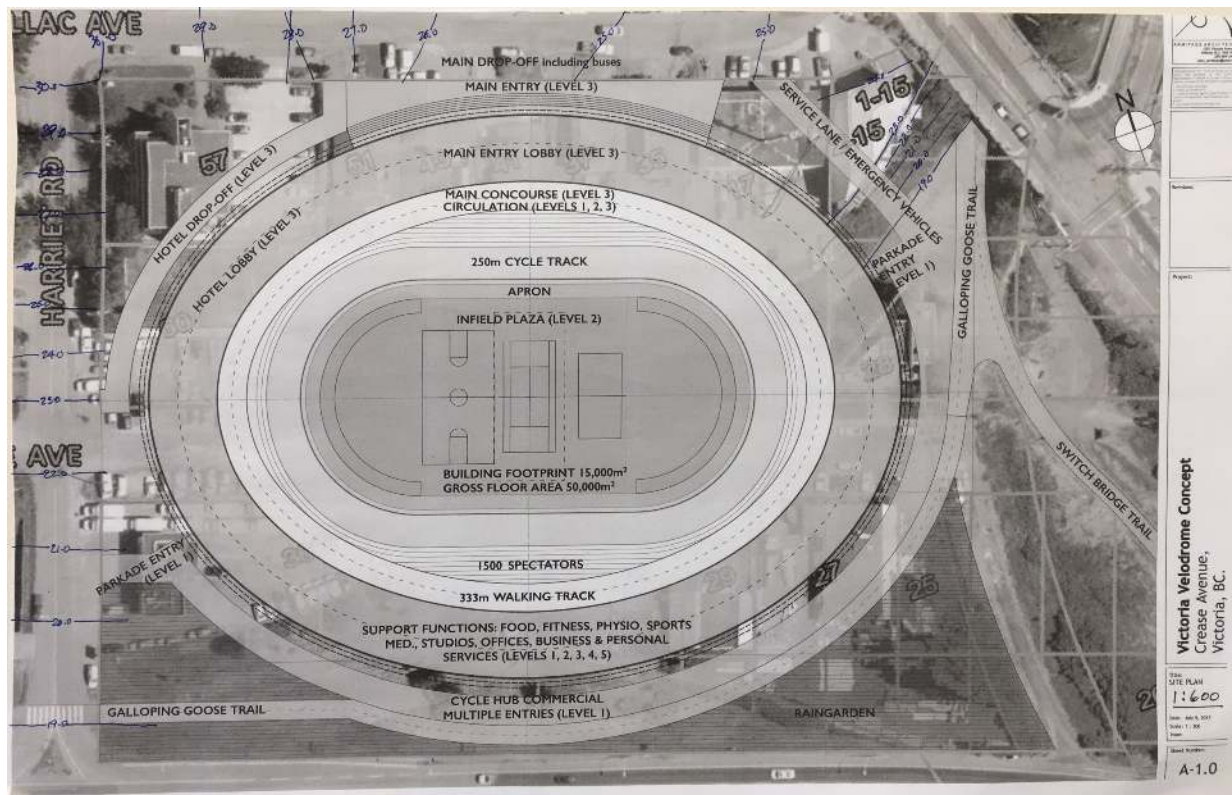


Figure 15: Overlay of Multiplex-Velodrome physical plant. In addition to the multiple businesses and facilities within the structure, the various spaces in the building could be used for concerts, exhibitions and conventions.

The vision is that visitors have a sense of being attracted to enter the facility from the concourse outside, through wide-open atria and then are embraced in a Piazza-like atmosphere, a surrounding promenade with vistas over the infield of the Velodrome track that contains courts and casual spaces that invite participation. The surrounding promenade offers visitors and participants a place to wonder and relax, but will also provide ready access to the many other facilities, services, and amenities on offer.



## Programs, community growth and development

The provision of facilities is critical; however, the provision of symbiotic programs that meet the needs of the community are critically important to the success of the facility.

### General community:

- A public space that invites curiosity to engage in the activities therein and engages in such a manner that people take ownership and pride
- Programs and access must not discriminate
- The facility programs must be relevant to the local and regional citizens on a daily basis
- A focal gathering place to listen, dialogue, learn, play and share

### First Nations:

- Recognize that the facility and programming will be located on the traditional ancestral territories of the Coast Salish Peoples and the Saanich Bands. It is critical to ensure that the facility and programming promotes diversity, dialogue and understanding between peoples
- Facilities and programming will provide equal access to all and to promote mental and physical health and wellbeing

### Local neighbourhood:

- Facility and programs offered must enhance the lives of neighbours
- Programs must contribute to the mental and physical wellbeing of local citizens of all demographic, socioeconomic and family structures
- Programs must contribute to arts and culture
- Enhance local business and employment opportunities



### Seniors:

- Programs must be accessible to seniors
- Programs must enhance the mental and physical wellbeing of seniors
- Provide facilities for lifelong learning

### People with alternate abilities:

- Programs must be fully accessible to persons with alternate abilities
- Provide a safe and inclusive environment for equal opportunities
- Programs must enhance the mental and physical wellbeing of persons with alternate abilities





#### Young families:

- Programs and facilities to include young families where parents and children are afforded opportunities to participate
- Childcare to enhance the participation and wellbeing of parents of limited means

#### Community outreach:

- Programs that reach out to schools, colleges, universities, senior centres, and community athletic programs



#### Sport specific program development:

- Cycling programs for all ages sourced from the surrounding community, local schools, bike clubs and other sports
- Triathlon (cycling and running) programs
- Cross training for all sports to prevent injuries and to foster well-rounded athletes
- Injury recovery and rehabilitation programs
- Programs that follow the Cycling Canada Long Term Athletes Development Program
- Court Sport programs that link with local sport leagues or develop novel programs in-house
- Inclusive of other sports as the facilities permit

#### Urban transport:

- Facilitation of human powered transport
- Enhancement of public transport
- Promotion of green transport
- Bicycle commuter facilities including bike storage, lockers and changing facilities



#### Arts and Culture:

- Provide the venues and organization for cultural programs
- Engage the Cultural sector into the design and ongoing functioning of the facility,
- Provide opportunities for citizens to be fully immersed in art and cultural programs

## Complementing existing facilities

Saanich Parks and Recreation provides programming through numerous public facilities that are often co-located in larger recreation centres. These centres have specific themes that complement the other facilities provided by Saanich Parks and Recreation or located in the municipality.

NAME	LOCATION	FORMAT	Estimated Building Area (sq.ft.)	Estimated Building Area (sq.m.)	Notable Amenities
1 Saanich Commonwealth Pool	Royal Lake Dr. and Elk Lake Dr.	Recreation Centre	125,908	11,697	Swimming Pool, Full-Gym, Dance Studio, 5 Flex rooms, Library
2 GR Pearkes	Tillicum Rd and Arena Rd.	Recreation Centre	119,527	11,104	Two Ice-Rinks, Gym, Dance Studio, Sports Courts, Library, Meeting Spaces
3 Cedar Hill Centre	Cedar Hill Rd	Recreation Centre	58,009	5,389	4 Indoor Tennis and Squash Courts, Gym, Arts Studio, Auditorium, Flex Rooms
4 Cedar Hill Golf Course	Derby Road	Golf Club House	11,272	1,047	Banquet and Dining, Special Occasion Booking
5 Pacific Institute for Sport Excellence	Interurban Road	Training Facility	45,343	4,212	Education and Sports Training Facilities
6 Gordon Head Rec Centre	Lambrick Way	Recreation Centre	35,481	3,296	Multiple Pools, Gym, Dance Studio, Outdoor Skatepark, Wheelchair Accessibility
<b>TOTAL ALL FACILITIES</b>			<b>395,540</b>	<b>36,746</b>	
<b>DISTRICT OF SAANICH 2011 POPULATION (Stats Canada)</b>			<b>109,752</b>	<b>3.6 sq.ft. per capita</b>	<b>0.33 sq.m. per capita</b>

Note: the Pacific Institute for Sports Excellence is owned and operated by Camosun College

Source: District of Saanich 2012

- Saanich Commonwealth Place is focused on Aquatic Sports – swimming, diving and synchronized swimming
- Pearkes Recreation Centre is focused on Ice Sports – Hockey and Figure Skating
- Cedar Hill Recreation centre is a Racquet Sport facility – Tennis and Squash
- Gordon Head Recreation Centre is a general sport facility with outdoor ball sports – Soccer and Baseball/Softball.
- Cedar Hill Golf Course is the busiest public golf course in Canada and operates year-round.
- Pacific Institute for Sport Excellence is a high performance multisport facility.

The Multiplex-Velodrome will provide the local community with a general Recreation Facility with a Cycling and active transportation theme while embracing the core principles of Saanich Parks and Recreation. These include Community Sport for Life (CS4L) and will provide more access to the Leisure Involvement for Everyone (LIFE) program, which provides access to facilities for people who are on fixed or low incomes. Saanich is an “age friendly community” and this facility will cater to the development and vitality of all ages, promoting lifelong physical wellbeing, mental health through active living, community building and cultural growth. Partnering with the Saanich Legacy Foundation to bring support to people who are facing mental health challenges will also improve the wellbeing of individuals as well as the community as a whole.

## Specific local considerations:

- It has been recognized that the local Mt. View and Colquitz neighbourhoods are priority neighbourhoods requiring enhanced recreation amenities. The proposed facility would address the needs of the neighbourhood; however, mitigation strategies are required to address local residents' concerns regarding impacts on the neighbourhood by the facility. Acknowledged challenging impacts that require careful consideration include:
  - Site lines,
  - Parking,
  - Through traffic,
  - Light, and
  - Noise
- The increased urban density in the Uptown-Douglas Corridor means that there will be an increased need for recreation facilities.
- The approval of the Nigel Valley Development will mean a substantial increase in local population which in turn will require enhanced amenities. The proximity of the facility to the Nigel Valley means that the facility could attract many users from the additional 600 new residences in the Nigel Valley Development.



**Figure 16: Nigel Valley Development with relative location of Multiplex Facility**

- The Greater Victoria School Board has identified the Uptown region as an area of need for schools as the area is undergoing increasing densification. This provides an opportunity to collaborate with the School Board to address the need by either providing school space or facilities in partnership.

## Services and businesses within the Multiplex-Velodrome facility may include, but are not limited to:

- Multi-disciplinary medical facility consisting of medical offices, therapists (physiotherapy, massage therapy, rehabilitation services, chiropractic), specialty sports services (sports medicine, kinesiology, sports testing) supporting general care of the public as well as the athletes,
- Sports facilities (public and/or private): gymnasium, weight rooms, aerobic facilities, spin class, basketball/volleyball/badminton/pickle-ball courts, wheelchair basketball and rugby, BMX track, skateboard park, rooftop and indoor running track, modest sized rehab and recovery pool,
- State of the Art Indoor 250m Velodrome Track (*The UCI may permit 200m tracks in future for international competition*),
- Wheelchair and Inline Skating lanes on the inside perimeter of the velodrome (on the 'côte d'azur')
- Coaching facilities for Youth Beginner, Para, Elite and Masters,
- Olympic Development Training Center,
- Satellite facility for the Cycling Canada,
- Satellite for the Canadian Sport Institute (CSI Pacific) and Pacific Institute for Sports Excellence (PISE),
- Acclimatization training facilities,
- Locker rooms, shower facilities,
- Team meeting, video analysis and teleconference rooms,
- Cycling Museum,
- Permanent home for a British Columbia Cycling Hall of Fame,
- Multipurpose open public space,
- A community school,
- Library and Seniors' Learning Centre,
- Community Art Facilities, Gallery and Theatre in the Round
- Affiliated small businesses and retail (bicycle shop, running store, health food store,.....),
- Additional commercial space for general businesses that wish a healthful environment,
- Trailside and Rooftop trail and gardens for public use,
- Bike parking and rental facilities,
- Café, Restaurant, food court,
- Affiliated Hotel and possible residential accommodation (privately owned or timeshare),
- Amenities to host exhibitions, concerts and conventions.





## Integrating Arts and Culture

For local communities to feel a sense of ownership and pride in a large capital project in their neighbourhood, it is essential that it reflect some of their unique identity. It takes more than facility planning and the integration of programming needs in order to achieve this. Community development requires some form of storytelling as well as the integration of cultural place markers to anchor and lift up the aspirations of a community. The arts, particularly community art projects, (where professional artists work with local participants to express a vision for their community through art), can be effective conduits for encouraging local ownership, pride and support for a large capital project.

Healthy thriving neighborhoods are creative places, able to respond to constant change. A strong ingredient for developing this kind of resiliency involves encouraging and fostering a community's positive sense of their own identity. When this process is done well, the results are instantly and powerfully recognizable. This is how the best laid plans become more than a well-integrated, capital project. This is how a hub also becomes the heart!



In addition to success at the local level, from a tourism perspective, people are drawn to places of interest that capture that often elusive ingredient in large scale developments: inspiring, local, “living” cultural identity that is fully integrated into the overall design of the facility, not added after-the-fact. This kind of authenticity is built through community process done well, with relationship and trust building at its core. Art, particularly community art projects, have the unique ability to palpably reflect the positive nature of a community's relationship with the physical structure of a public building.





Local building codes require 1% of construction costs for public buildings to be spent on on-site public art. If art is fully integrated from the planning outset, many of the associated costs that must be spent on art, will need to have been budgeted for anyway.

The Multiplex-Velodrome proposal integrates many of the ingredients that are already incorporated into local celebrations such as SKAMpede (an annual outdoor live performance festival presented along the Galloping Goose Trail); a variety of local, walking, cycling and outdoor-living festivals; Creatively United For The Planet Festival etc. Working with the arts and cultural community in the early planning stages of this project will be essential in order to continue building on this important legacy.

The cultural and arts communities must play a vital role in inspiring the design and execution of the facility to bring it to life. Artwork and performances will be an integral part of the life of the facility as programs and installations change and evolve continuously. Like the movement on the track, the evolving environment in the facility will generate interest, energy and dynamism.



## A Hub for Sports Tourism

The recent announcement by Tourism Victoria to form the Greater Victoria Sports Tourism Commission (effective April 1, 2018) will present synergistic opportunities to enhance sport tourism by attracting major sporting events (primarily court sports, conventions, cycling) within the facility as well as and catering to cycling tourists, not just within the velodrome, but also as a base for outdoor cycling training and adventures. The Multiplex-Velodrome can host many other sports and with an integrated hotel, sports medicine, coaching and training facilities would provide a premier venue for many other sporting events. The mild local climate combined with indoor facilities promise to drive sports tourism and convention business in the typically slower period from October to April.

The Multiplex-Velodrome will be marketed as a destination for cycling tourism - accommodation, rental, storage, servicing, lunches to go, guided tours, route planning to local rides (big loop, peninsula, join local rides, MTB, track, .....). We have an opportunity to capture some of this market by providing a world-class experience in a location that offers fantastic riding, venues, weather, political stability and a favourable exchange rate for tourists.

National Team athletes (cycling and non-cycling) attend training camps at various facilities for several weeks to months at a time. National associations rent or purchase property to house their athletes at training camps, but this presents a unique opportunity to provide such housing within the facility, which is a significant advantage for teams that need to optimize their time and resources. In addition to the hotel, community members may be given the option of purchasing a time-share or portion of the 'Residences' that can be sublet or donated (for a tax receipt) to visiting athletes who are training at the facility.

Saanich Parks and Recreation, in conjunction with the South Island Mountain Bike Society (SIMBS) are upgrading the Hartland/Mount Work mountain biking park to international standards and are working to make it family friendly as well. This extensive mountain biking area is a potential driver of tourism much as the mountain bike facilities have put Whistler on the map and have provided significant off-season economic benefits.

There has been some interest in building a BMX Track and Free-Ride Park across the highway in Regina Park. These facilities would be outdoors and would be under the umbrella of the Facility. A BMX Track would tie in well with the cycling theme of the facility and a Free-Ride Park would provide local youth with a place to gather and free-ride and skateboard.



Figure 18: Six Day racing at the Derby Velodrome - a cycling festival with economic benefits

(Credit: Faulknerbrowns Architects)



Figure 19: The UCI World Headquarters, located in Aigle, Switzerland, invites passing cyclists to come in and use the café facilities and tour the Cycling Hall of Fame.

A facility of this stature will attract international teams for training and competition. Currently, the only UCI standard velodrome on the west coast of North America is located in Los Angeles. Pacific Rim teams frequent Los Angeles for training camps. This proposed facility will be marketed to domestic and foreign teams and groups for track cycling camps. The mild climate, facilities, accommodations, favourable political climate and exchange rate make this a viable destination for teams preparing for competition.

It is important to recognize that a significant number of cyclists from Western Canada, the Lower Mainland and the US Pacific Northwest travel to Los Angeles to train. The

Velodrome and the facility would be the premier facility for track cycling in the Pacific Northwest. As a UCI homologated track, it could host international track cycling events after a period of dry runs and accreditation, which would further promote participant and spectator traffic and raise the region's profile.

It is clear that the exposure that Victoria would garner has the potential to drive economic growth through enhanced high value general and cycling tourism among people who value a remarkable high quality experience. This will aid in the success of this venture.

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A piece by cyclist and cartoonist, Dave Walker:

**Riding on the track at the Olympic velodrome**

May 18, 2014

Yesterday I had the chance to ride on the track at the Olympic velodrome at Stratford. In summary: it was fantastic.

I hadn't ridden on a velodrome before, or indeed on a fixed-wheel bike, so I was quite apprehensive about the whole thing. What if, in a moment of absent-mindedness, (to which I am prone), I forget to keep pedaling and come crashing down the banking? That kind of thing.

But it was all fine. The instructor was very good, and took us through one step at a time, so that at each point I felt ready for the next stage. So, first of all understanding about the bike and the rules of riding on the track, then learning how to clip in, how to start off and how to stop, how to ride on the safety zone, how to ride on the 'côte d'azur', (light blue section at the bottom of the wooden track), then riding on the boards themselves.

I was grinning from ear to ear for much of the time. Well, inwardly at least. Complete euphoria at actually riding on a track tinged with a hint of nervousness thinking that it could all still go horribly wrong at any moment. But it didn't, and I absolutely loved it.

At the end of the session I was given the go ahead to progress to Level 2. And you know what? I think I will.



## Beyond Cycling tourism

The unique accommodations, location and related amenities in a safe and hospitable environment will appeal to sport and non-sport tourists alike.

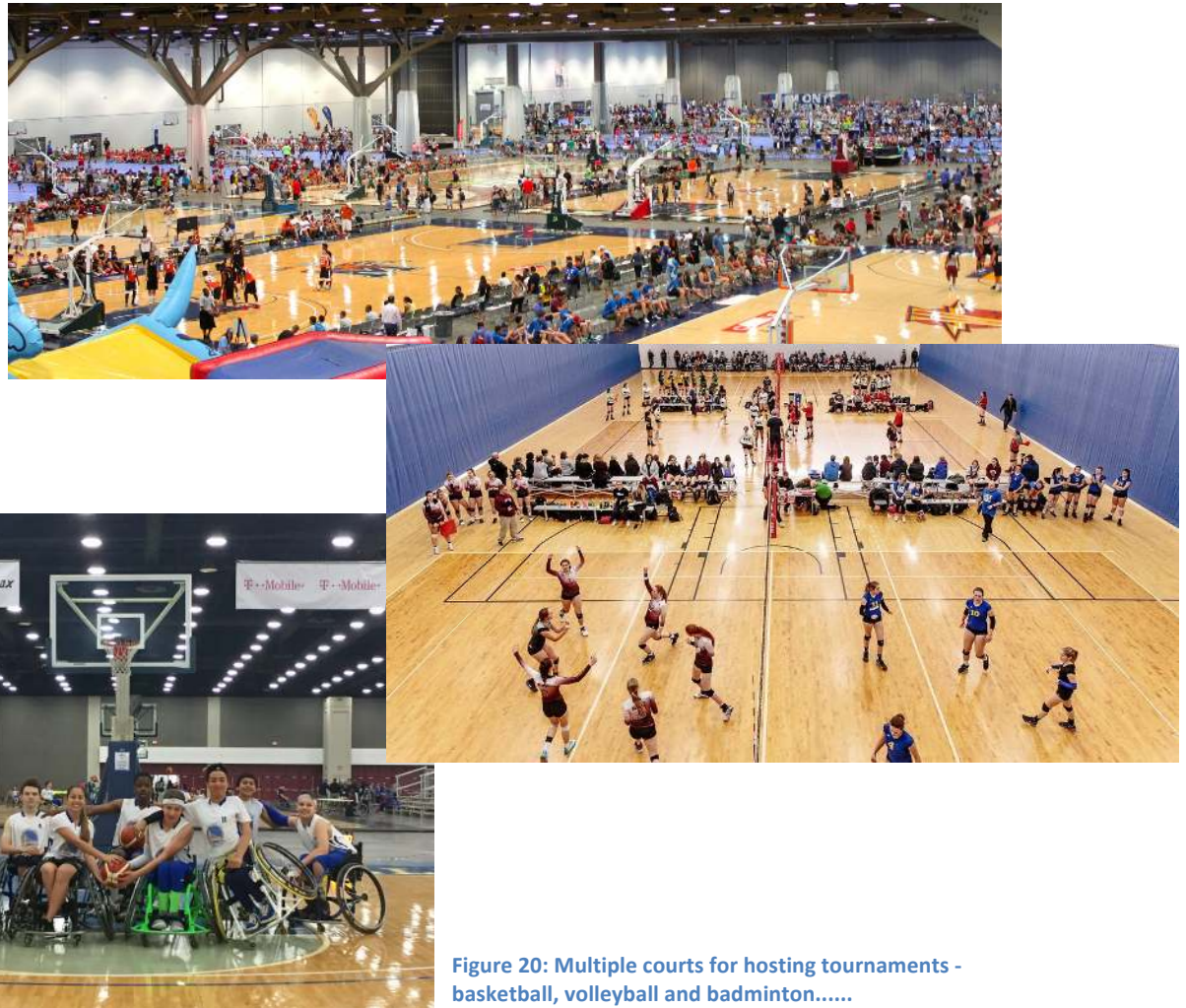


Figure 20: Multiple courts for hosting tournaments - basketball, volleyball and badminton.....



Figure 21: Multi-sports played while riders on track.

The proximity to restaurants, grocery stores, shopping, entertainment, and recreational amenities is a significant advantage for visiting teams and an incentive to attend training camps and competitions.



## An Amenity for Conventions, Exhibitions and Conferences

The expansive space offers amenities for larger scale events, exhibitions, conventions and conferences that can drive tourism and local economic growth.



Figure 22: Davis Cup Tennis at the Apeldoorn Velodrome (Credit: Faulknerbrowns Architects)



Figure 23: Concert and convention facility



Figure 24: Concert, convention and exhibition facility

The municipality of Saanich and Tourism Victoria have embarked on promoting Sports Tourism as an economic driver for the region. The central location of the Multiplex-Velodrome in Greater Victoria, as well as Saanich municipality's expressed need for hotels makes this an attractive proposition.

## Estimating Facility Usage

It is important to try to extrapolate usage from facilities that may resemble the usage of the proposed Multiplex-Velodrome. Unfortunately, there are few examples of such facilities in Canada, or anywhere else for that matter. A reasonable proxy may be to collate facilities that offer parts of the facility services and then try to extrapolate from there.

### **The Mattamy National Cycling Centre, Milton, Ontario**

Milton is located in the Municipality of Halton. Halton has a population of 548,435 (2016) in a land area of 967 km<sup>2</sup>. In comparison, Greater Victoria, has a population of 344,615 in a land area of 696.15 km<sup>2</sup>. Therefore, the Greater Victoria area is approximately 2/3 the size and population of the Halton municipality.

Community Usage of The Mattamy National Cycling Centre:

In a September 2016 Town of Milton staff report, track cycling numbers at the local velodrome exceeded the Town's expectations, with waitlists for track time continuing to grow:

- 9,205 participants in registered cycling programs, with a further 1,213 on waitlists
- 29,677 visits to drop-in cycling sessions
- 8,301 bike rentals
- 3,781 riders certified on the track
- 100 per cent of bike lockers rented, with 131 people waitlisted
- 2,826 walking/jogging track members
- 5,581 hours rented or programmed in the gym courts, with an average of 15 participants per hour

The net operating cost per capita for facilities in Milton are quite favourable to the Velodrome overall as it is the second lowest cost annually per capita:

- Leisure Centre = \$2.95
- *Mattamy National Cycling Centre* = \$4.03
- The Milton Sports Centre = \$5.48
- Beaty Branch Library = \$6.10
- Milton Centre for the Arts = \$6.19 (excluding the library)

The facility usage at the Mattamy National Cycling Centre's non-cycling amenities is encouraging considering the peripheral location of the facility to the town of Milton. High utilization rates reduce the average cost per visit and the annual public per capita contributions.

## Saanich Parks and Recreation Utilization \*

Sport / Activity	Members / Participants
<b>Ice</b>	
Skating and hockey	32,000 drop-in visits per year
Minor Hockey	480 members
Old Timers	690 members on 46 Teams
Figure Skating	150 members
<b>Aquatics</b>	
General Usage	140,000 drop-in visits per year
Competitive swimmers, divers, and triathletes	> 1,000 members (6 major swim meets per year)
School swim programs	500 members
Coaching staff	25
<b>Indoor Sports</b>	
Fitness Centres	58,000 drop-in visits per year
Basketball	1,000 members
Volleyball	350 members
Squash	170 members
Racquet Sports (Squash, Tennis)	8,000 drop-in visits per year
<b>Outdoor Sports</b>	
Youth Soccer	> 5,500 players
Football	1,800 players
Youth Football	300 players
<b>Other Programs</b>	
Program Registrations	50,000 registrants in > 9,000 courses per year
Community Arts Groups	> 30 community arts groups
Early Childhood Programs	6,000 participants
Seniors' Day at Saanich Commonwealth Place	7,500 participants
<b>Memberships</b>	
Annual Members who are frequent users	20,000 discrete members who average 27 visits per year
Other Pass Users (less frequent users who choose alternative passes like punch cards or books of tickets)	18,000 users
Other passes	12,000 per year
L.I.F.E. Registrations	<ul style="list-style-type: none"> <li>• 2,700 cards</li> <li>• 2,900 coupon books</li> <li>• 20,500 drop in visits</li> </ul>
<b>Total Drop-in Visits per year</b>	<b>260,000</b>
* Source: District of Saanich, "Appendix D, Scope of Services, Parks Recreation and Master Plan", July, 2012	

## Some conceptual diagrams of the Multiplex-Velodrome

*Credit: John Armitage*

*These conceptual drawings are primarily to give a sense of scale and a rough idea of the layout and footprint for the property proposed. The actual design will evolve, as the needs of the community, user groups, commercial interests and government agencies are determined. The footprint of the Velodrome track would be reduced if a 200m track were to be installed instead of a 250m track.*

***The vision is for a highly functional landmark structure that serves to define Greater Victoria for a century.***

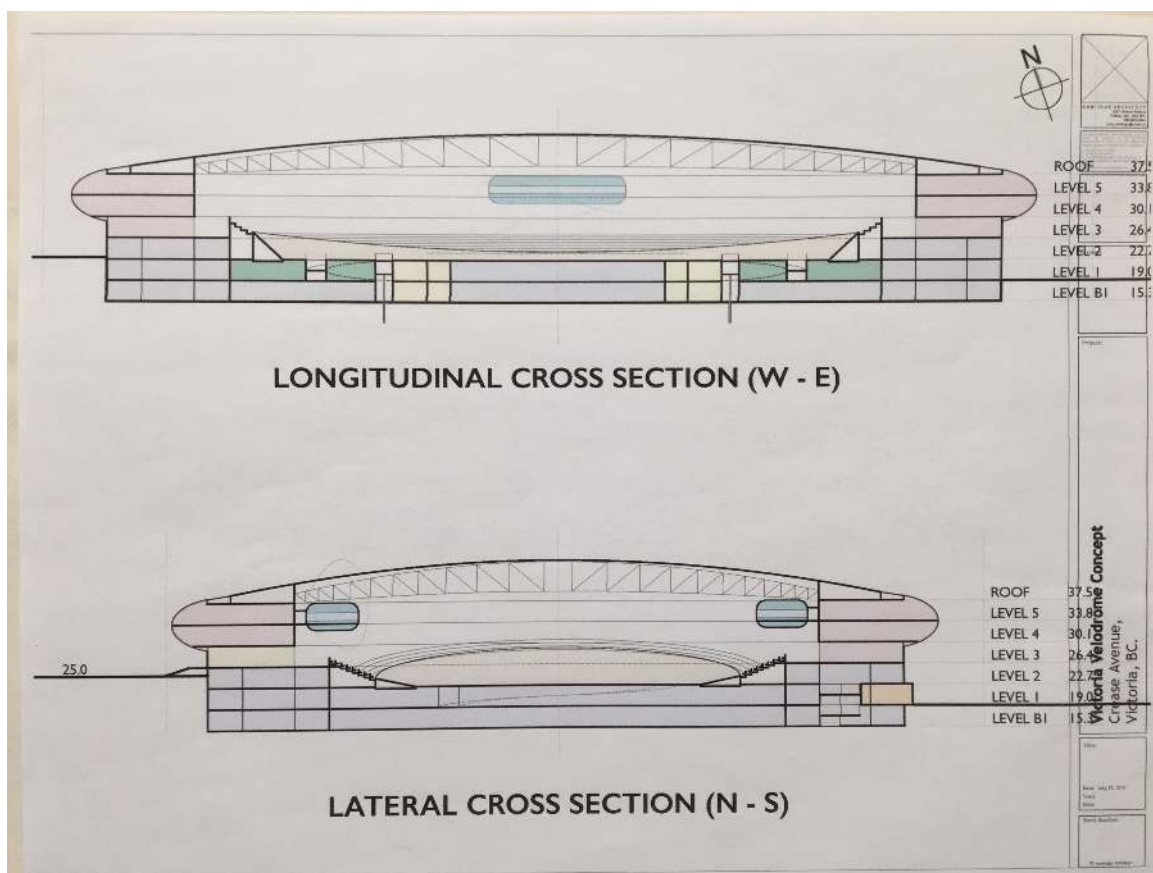


Figure 25: Internal cross-section views



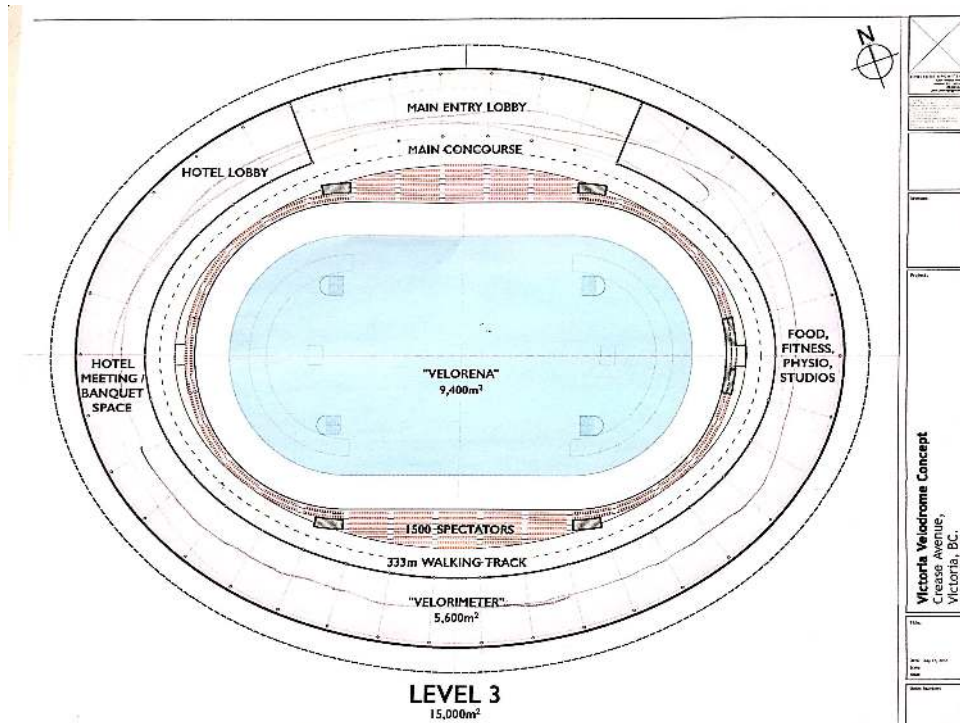


Figure 26: The open plan would provide an inviting open plaza concept that opens up to the common 'piazza' space within building.

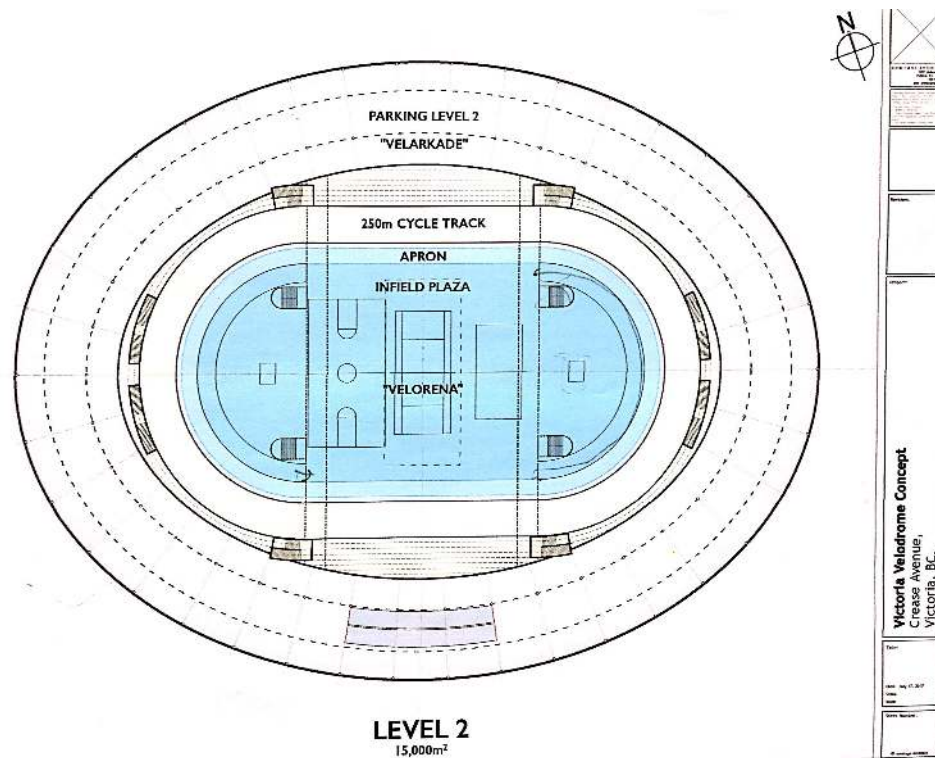


Figure 27: The infield provides for multi-sport facilities, while the surrounding superstructure houses the other amenities, both public and private. The infield can have a park like area with mobile planters with shrubs and picnic tables for building users and employees.



Any sophisticated construction company can build the facility with the Velodrome specifications accounted for. The velodrome track is then built and installed by a specialty company after the building envelope is completed.



Figure 28: Velodrome track construction after completion of the building envelope.



Figure 29: Specialized velodrome installation companies build and install the track.



## The Economics and Community Benefit

The economic metrics have not been calculated at this time, but suffice to say, we believe that there is a significant value proposition in several parameters:

- Provides employment during the building phase and going forward
- Builds affordable housing and tourism accommodations
- Provides a symbiotic relationship with the proposed BC Transit Hub in the Uptown Douglas Corridor Plan
- Attracts general and sport tourism
- Promotes healthy active living
- A new recreation centre with comprehensive community amenities
- Spotlights the Victoria region as a true centre of sport and cultural excellence and a world class cycling destination
- Symbiotic and synergistic amenities to reduce costs and foster a sustainable and viable venture
- Reduces the region's carbon footprint
- Engages the public in alternate human powered transport and mass transit
- Provides access to citizens for activities in the facility
- Encourages cycling participation among youth through exposure and organized leagues
- Increases hotel room count in Saanich and Greater Victoria
- Meets the intent of providing increased density and affordable housing
- A new centre for commerce and a healthy environment for employees

*A feasibility study with economic modeling will be conducted in the foreseeable future.*

### ***Certain preliminary considerations:***

Cost mitigation will be critical as the Greater Victoria Region is undergoing a major construction boom, which inevitably will influence the budget and timelines.

A new provincial government will likely proceed with further seismic upgrades of schools and other public buildings that will require funding and therefore may detract from potential needed public funds.

The UCI may permit 200m tracks in future for international competition. If this comes to pass, then the cost of construction will be substantially less as the space and roof span required will be reduced significantly. (The cost of roof covering increases exponentially with the span distance).

## Cost Estimates:

COMPONENT	Unit Cost	Number	Subtotal	TOTAL(\$)
Land – preferred site (est.)	\$20 million			*20,000,000
Hotel	\$220,000 per room	80-100	17,600,000	22,600,000
Compact, single, double, suites	hotel amenities		5,000,000	
Residential	Micro Units 450sf @ (\$355/sf)=\$160,000+	30	4,800,000	17,600,000 – 21,200,000
	One BR Units 750sf @ (\$320/sf)=\$240,000+	20	4,800,000	
	Two BR Units 900sf @ (\$311/sf)=\$280,000+	20	5,600,000	
	Premium Units 1300-1600sf @ (\$461-\$625/sf)=\$600,000-1,000,000+	4 - 8	2,400,000	
Commercial (pre-leasehold improvements)	\$100/sf	60,000sf (up to 120,000sf)	6,000,000	6,000,000***
Roof of plaza (location of velodrome and rec facilities)****			10,000,000 ****	10,000,000
Under roof plaza (location of velodrome and rec facilities)	\$30/sf	100,000sf ****	3,000,000	3,000,000
Velodrome Track - LVL (Laminated Veneer Lumber)			****	2,000,000
Recreation Centre	\$100/sf	20,000sf	2,000,000	2,000,000
Parking underground	Parking stalls @ \$50,000	200	10,000,000	10,000,000
Transit Hub				TBD
<b>MUTLIPLEX-VELODROME</b>	<b>Preferred site 1 (land \$20M)</b>			<b>96,800,000</b>
<b>ALTERNATE SITES: **</b>				
<b>MUTLIPLEX-VELODROME</b>	<b>Alternate site 2 (land \$10M)</b>			<b>83,200,000</b>
<b>MUTLIPLEX-VELODROME</b>	<b>Alternate sites (land \$3M)</b>			<b>76,200,000</b>

**Estimated gross cost for this complete proposal would range \$90-120M.**

\* The land cost at the preferred location is dependent upon the availability of property held by Govt./BC Transit to be transferred in-kind if the proposed Transit Hub is incorporated into the Multiplex facility.

\*\* The important consideration is that locations other than the Preferred Location and the Alternate site 2 may be less costly initially, but the long term being less accessible may compromise viability and sustainability. In addition, if access is compromised, then the business model will need to be revised as the commercial and public spaces and facilities' use will change.

\*\*\* The recreation centre may occupy an additional 5-15,000sf of the commercial space depending on municipal facility needs. The sport excellence research facility may occupy 8-15,000sf of the commercial component of the facility.

\*\*\*\* The UCI may permit 200m tracks in future for international competition which will reduce the costs significantly

## Funding Options and Strategies:

A structured campaign would be launched to acquire the funding partnerships and expertise to launch the proposal.

Philanthropic individuals and entities will be approached to assist with funding the public component of the facility and programs.

Commonwealth Legacy Funds from the 1994 Commonwealth Games may be available to finance a feasibility study.

Current land value is known (est. \$16-20M). A strategy to reduce land acquisition costs would involve negotiating terms to achieve purchase, lease or donation of lands.

- The location is synergistic with BC Transit's 25-year development plan for the Greater Victoria Regional District. It is evident that the Multiplex-Velodrome would be ideally situated at the convergence of the transit routes and could integrate with the proposed Transit Hub proposed both by BC Transit and the Uptown-Douglas Corridor Plan (2017). As it stands, BC Transit has already acquired 1/3 of the land for the proposed site. This presents exciting possibilities and synergies in developing a multiplex with an integrated Transit Hub.
- Negotiation to invite businesses that currently occupy the few remaining properties to become equity partners or tenants within the commercial component of the Multiplex-Velodrome as long as the business entity can operate safely within the complex and have its space utilization needs met.

Corporate and prospective equity partners will be approached.

- It is known that there is pent up demand for commercial, residential and hotel space
- Hotel investors are actively seeking properties in the Greater Victoria area.
- Commercial, Hotel and Residential space will be made available for purchase or lease in advance of completion
- The residential component would encompass presales for a portion of the allotment and additionally supported with an affordable housing component
- A portion of hotel and residential space may be made available for time-share purchase (this is to provide a pool of donated spaces for out of town athletes to attend training camps)
- Commercial partners may purchase or rent corporate viewing and entertainment boxes that overlook the plaza, infield and track.

Government (Federal, Provincial, Municipal) funding will be required for a portion of the transit hub, public space and recreation centre components. Recent announcements by the federal government are encouraging, as these infrastructure grants will be directed at community projects such as this. In addition, Federal Innovation, Science and Economic Development funds may be available. Time may be of the essence as priority will be given to 'shovel-ready' projects.

## Timeline:

STAGE	2017	2018				2019				2020				2021				2022			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Concept document	x																				
Collate feedback	x																				
Convene Advisory Group		x																			
Community Survey		x																			
Register Canadian Not for Profit Charity		x																			
Source Feasibility Study Funding		x																			
Feasibility Study / Business Case			x	x																	
Engage Partners - equity, govt., users			x	x	x																
Steering / Organizing Committee				x	x																
Design Needs					x																
Architectural Design					x	x	x														
Raise Equity / Funds				x	x	x	x														
Land Acquisition								x	x												
Regulatory / Zoning								x	x												
Construction Bid Tender								x	x												
Construction Award(s)										x	x										
Construction												x	x	x	x	x	x	x			
Commissioning																					



## Summary

What started out as an exercise to build a new indoor velodrome in Victoria, evolved into a community building exercise. Through strategic planning and partnering, we realize that proposing a multi-purpose facility and programs can be greater than the sum of its parts.

Yes, Victoria can become one of the best cycling tourism destinations on earth.

Yes, Victoria can provide a facility to develop world-class athletes that will go to the Olympics.

More importantly, it takes a village to raise a child and each village needs a centre and a place to meet, learn and play.

The centre must be inviting, accessible, safe and inspiring, but it must also be viable and sustainable. A centre that shares ideas, infrastructure, costs and innovation; all the while integrating the desires and needs of the community is far more likely to succeed and thrive than one that does not.



Figure 30: Future Edmonton Community Velodrome with elevated track and an openly accessible ground-level infield. (Credit: Faulknerbrowns Architects)

**Thank you to the many individuals who have provided their advice, expertise and insight to date. Contributors have come from all corners of the political, cultural, sports and business spectrum. A list of contributors will be published at a later date with their permission.**

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*Let's build  
the heart  
of our community  
in the hub  
of our city.*



Figure 31: BE A PART OF OUR COMMUNITY

For further information:

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## Progress to Date:

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### Meetings with Municipal Politicians

#### Purpose:

To gauge the appetite, needs and challenges for such a facility in Saanich.

#### Discussion:

Identified the need to align the proposal with the community plan, identify community needs and relevant allies going forward.

#### Outcome:

This project is worth pursuing with the further community and partner engagement.

-----

### Meeting with Tourism Victoria

#### Purpose:

To determine what the potential synergies are with tourism in the greater Victoria area as well as the needs of the industry.

#### Discussion:

Wide-ranging discussion with respect to the needs for additional hotel rooms in the greater Victoria area and in particular Saanich. A challenge with respect to marketing the facility as a convention destination is that there already exists some convention space and the Greater Victoria Harbour Authority is proposing the development of additional convention space at Ogden Point.

In addition, the recently launched Greater Victoria Sports Tourism Commission provides additional synergy for this proposal.

#### Outcome:

The alignment of this proposal with the needs of the tourism industry, Sports tourism, and potential hotel partners will be critical.

Of note: In 2018, Saanich Municipal Council passed a motion to allow for the development of up to 300 Hotel Rooms in the Municipality. This paves the way for developers and Hotel investors to consider and partner in proposals such as this.

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### Meeting with Developers

#### Purpose:

To gauge the support of a prominent developer.

Discussion:

The proposal's strengths include the concept of partnering commercial, private, public components in order to ensure viability and sustainability.

A significant challenge at this point in time is the shortage of construction trade workers and the ever-increasing costs of construction in the greater Victoria area. The construction cost index for Victoria was 0.5% per month over the last available 12-month period. This is clearly a consideration when forecasting the cost of construction and does indicate that time is of the essence.

The developer also identified the need to have public funding commitments with respect to the recreational facility component before committing to the commercial component of the facility.

It was recognized that that it would be difficult to construct the facility in stages as the facility is structurally integrated.

Outcome:

Going forward, the developer would require a commitment from Municipal government that they would support the Recreation Centre component of the facility.

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Meeting with BC Transit CEO, Manuel Achadinah

Purpose:

To see if there is the possibility for alignment with the BC Transit Hub at Uptown.

Discussion:

Wide ranging discussion of the need to have a facility for BC Transit that is not just an exchange at the prominent entrance to Victoria at the Uptown location. A facility of this nature would serve several synergistic purposes.

BC Transit is proceeding with the first phase of the transit exchanges at the location, with a view to further development at the site over the next 1-2 years. The plans have been drawn up, but there are opportunities for co-development. Currently, BC Transit owns approximately 1/3<sup>rd</sup> of the land in question.

Outcome:

To continue to explore opportunities for co-development.

Addendum: Since the meeting, Mr. Achadinah has been released from his position as President and CEO of BC Transit. A future discussion with the new CEO, Erin Pinkerton, will be needed to determine if there is still a desire to work on this proposal.



Note: The proposed facility can be constructed at the proposed location without incorporating the BC Transit Hub; however, a synergistic relationship is desirable.

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#### Meeting with Saanich Municipal Staff

##### Purpose:

To determine what Saanich Municipal staff view as opportunities and challenges with respect to this proposal.

##### Discussion:

Discussed areas of concern with respect to urban planning, the implications with respect to local traffic and the impact on the local neighbourhood, UDCP, Nigel Valley Development, need for recreation facilities....

##### Outcome:

Need to engage the local community.

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Discussions with leading Sport, Commercial, Educational and Velodrome Architectural Firm based in the UK.

##### Purpose:

To explore the complex synergistic relationships involved in conceptualizing, developing partnerships, designing and executing the proposal.

##### Discussion:

Need to refine the core stakeholders, community and political engagement, ownership and management structure, land assembly strategy, initial fundraising, community facility design, execution of the build.

##### Outcome:

Continued engagement and formalization of the timeline and next steps.

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## Next Steps:

- Engage with the local community to discuss opportunities to collaborate and address both positive and negative implications on the community
- Discuss with Municipal politicians prior to the municipal elections in October 2018
- Discuss with Provincial representatives
- Engage other sports organizations and potential user groups
- Engage Greater Victoria Sports Tourism Commission

[illegible]

## Request for feedback on this proposal

*YOUR FEEDBACK IS CRITICAL IF WE ARE TO GET THIS RIGHT.*

We are seeking input from a wide array of stakeholders regarding this proposal.

Please take some time to complete the next section. Either type directly into this document or print and scan it and email it back to me at [adattwell@gmail.com](mailto:adattwell@gmail.com)

Your Name: \_\_\_\_\_ Your Organization: \_\_\_\_\_

Contact information: Cell: \_\_\_\_\_ eMail: \_\_\_\_\_

**Please give us some general comments regarding the concept and any aspects that you feel are relevant (be brutally honest):**

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**S.W.O.T. REVIEW** – a SWOT Review looks at 4 metrics to determine some of the important determinants of any proposal.

**Strengths:** What are the STRENGTHS of this proposal?

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**Weaknesses:** What are the WEAKNESSES of this proposal?

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**Opportunities:** What OPPORTUNITIES do you see in this proposal?

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**Threats:** What THREATS can derail this proposal?

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*(No idea is too outlandish or outrageous for us to review)*

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**If YES, then in what capacity would you like to be involved?**

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59





## The Corporation of the District of Saanich

1420-30

# Memo

**To:** Planning, Transportation and Economic Development Advisory Committee;  
Environment and Natural Areas Advisory Committee

**From:** Ting Pan, Manager of Sustainability

**Date:** February 5, 2019

**Subject:** Home Energy Retrofit Municipal Financing Pilot  
File: 2560-40 • 100% Renewable Energy



### PURPOSE

The purpose of this memo is to:

1. Provide background information on considerations for a municipal retrofit financing program, including the use of Local Area Services; and
2. Outline an option to move forward with a pilot program for consideration at a Council strategic planning session.

### BACKGROUND

#### Background and Rationale

On October 2, 2017, Council gave direction for staff to update Saanich's Climate Action Plan, and endorsed the following community-wide targets:

- To become a 100% Renewable Energy Community by 2050; and
- To achieve an 80% reduction in community greenhouse gas (GHG) emissions by 2050 (below 2007 levels)

In Saanich, energy use from buildings accounts for a third of the community's GHG inventory. Moreover, it is estimated that there are approximately 4,600 oil heated homes, with heating oil representing a disproportionately high 22% of our building emissions, and over 6% of our total community emissions.

With the majority of today's building stock likely to be in existence in 2050, facilitating energy retrofits and low-carbon fuel switching within existing buildings is a critical pathway for achieving the vision of a 100% Renewable Saanich.

Retrofit programs currently and historically offered by the Province and utilities have been based on a rebate model, wherein homeowners undertake a home energy retrofit and are later reimbursed for a portion of the expense. While Saanich has enjoyed a relatively high uptake on these programs, the model prohibits participation from many households; according to the 2016 census, over 6,000 owner-households (18%) are spending 30% or more of their income on shelter costs, leaving little financial leeway to invest in the capital costs of home energy retrofits.



A financing program in Saanich would enable homeowners to invest in more costly energy upgrades without the burden of high capital costs, and repay the District through energy cost savings over time.

A pilot program concept has been developed that would:

- Finance the replacement of oil heating systems with air source heat pumps;
- Offer zero interest financing up to \$12,000 to be repaid over 10 years;
- Prioritize lower-income households that may otherwise be unable to participate in rebate programs due to the large upfront capital cost; and
- Streamline the contractor selection and financing processes to help homeowners overcome administrative and time barriers.

By offering zero interest financing and focusing on oil tank replacements in the pilot phase, energy cost savings would cover the annual repayments with no net increase to daily living expenses. Through municipal financing, the debt can run with the property as opposed to the individual, and is recouped annually with a parcel tax levy on the property tax notice. As a result, homeowners benefit from a healthier, more comfortable home with lower energy bills, while overcoming barriers around short-term home ownership and affordability.

While financing is available in the marketplace, a municipal financing product has the potential to address key barriers and market gaps that are currently limiting the uptake of energy retrofits. Specifically, it enables:

1. Access to more competitive interest rates than available on the market;
2. Fewer eligibility criteria and potential for participation by lower-income homeowners that may not qualify for traditional loans;
3. An application that can be streamlined within the program process;
4. The debt to remain with the property if the home is sold; and
5. An opportunity to align and support municipal targets through program criteria, such as lowering GHG emissions and improving affordability.

### **Municipal Financing Precedents**

Municipal financing has been tested in a number of communities including Nelson, Halifax and Toronto in order to reduce the cost barrier of home energy upgrades. There are two types of financing models: “on-bill financing” and “property-assessed financing” (also referred to as Local Area Service financing, Local Improvement Charges (LIC), or Property Assessed Clean Energy (PACE) financing).

**On-bill financing** is facilitated through an energy utility, and has been successful through municipal utilities in Nelson and Penticton. Because Saanich does not own its own energy utility, on-bill financing is not advised.

**Property-assessed financing** allows property owners to borrow funds for energy efficiency upgrades and have the debt run with the property. Municipalities use a Local Area Service

Charge to establish the service (the energy efficiency financing), and funds are repaid with property taxes over a set term (e.g. 10 years). This tool was first tested in Canada by Toronto and Halifax, following legislative amendments by their respective Provincial governments to specifically enable and streamline property-assessed financing. Since then, a number of smaller municipalities in Nova Scotia and Ontario are now offering similar programs.

- **Halifax Solar City Program, Halifax Regional Municipality, 2013 – present:** Halifax was the first city in Canada to apply Local Improvement Charges to energy retrofit projects on private property. The Halifax Solar City pilot was focused on a single retrofit, providing a turnkey project for residents interested in installing solar hot water systems. During the two-year pilot, 10 year financing was provided by the City at a 3.5% fixed interest rate and had 388 participants. A one-time administration fee of \$920 was also charged.

In 2015, the program was extended for an additional three years with a target of reaching 450 more homes. Modifications to the program added solar photovoltaic (PV) and solar hot air as eligible installations, and changed the financing model such that the administration costs were covered by a higher 4.75% interest rate. The second round of the program has seen 155 participants and \$3.2M financed. The streamlined and accessible program design make it easy for homeowners to participate, and is attributed to the unprecedented uptake in the pilot phase.

- **Home Energy Loan Program (HELP), City of Toronto, 2014 – present:** HELP uses the Local Area Service function enabled under Ontario legislation to provide homeowners with low interest loans for home energy retrofits. The program launched as a three-year pilot in 2014 with \$2.1 million in funding committed, and in 2017 was evaluated and extended. A drawback of Ontario's legislation is that a bylaw must still be created for each property, whereas in Halifax a single bylaw is created for the program, under which any property may participate under an agreement.

A wide suite of upgrades is eligible for the HELP program, including high efficiency HVAC systems and water heaters, window and door replacements, air sealing, insulation, heat recovery systems, toilet replacements, and alternative energy installations such as solar and geothermal. Maximum funding available is 10% of the property's assessed value, up to \$75,000, and interest rates vary from 2% - 3.5% depending on the term of the loan. The pilot phase received 485 applications and had 125 participants; a program requirement for mortgage lender approval has limited the ability of many homeowners to participate.

### **BC Context and Pathway for the Use of a Local Area Service**

Municipalities in B.C. have repeatedly called on the Province to support the use of Local Area Services through enabling legislation that would create a clear pathway for their application in the context of energy upgrades on private property. Notably, endorsed UBCM resolutions were passed in 2014, 2016 and most recently in 2018; however, responses from the Province to date have indicated they do not intend to explore an amendment, citing that the original intent of Local Area Services was to finance improvements on public rather than private property, and raising concerns about capacity for local governments to take on such a program.

Although the Province has not endorsed the use of Local Area Services for this purpose, staff maintain there is a defensible pathway forward under current legislation. The Community Charter, S.210 indicates that a Local Area Service is a "municipal service that is to be paid for in whole or in part by a local service tax"; and services may be provided "that the council considers

provide particular benefit to part of the municipality". While physical, municipally-owned infrastructure has been the traditional application of Local Area Service Charges, the combination of significant GHG reductions (originally compelled through the Province's Local Government [Green Communities] Statutes Amendment Act in 2008) and reduced risk of oil spills translates into a direct benefit and service for the community as a whole. Costs of Local Area Services may be recovered through a parcel tax, as per S. 216.

While the recommended pathway forward (described in the following sections) entails using grant funding and municipal funds in order to make financing available for a sizable pilot, a second pathway was explored that was reliant on Saanich accessing a long term loan in order to fund the program. Such a loan would have to be enacted through a loan authorization bylaw which, in addition to adding layers of complexity and administration would mean that the financing could not be tied to the property, one of the key benefits of property-assessed financing. In addition, a scenario that relies on the municipality taking out a loan would mean additional funding would be required in order to offer zero percent interest for participating households. As such, it is recommended that if Council would like to proceed with the program, it is done through a combination of grant and core funding that is recovered over 10 years.

It should be noted that while municipal financing is deemed feasible under current legislation, amendments by the Province have the potential to further streamline and enable greater impact through the following changes:

- Allowing rental homes to be benefitting properties under the program by providing a limited exception to the assistance rule in S. 25 of the Community Charter;
- Allowing a single bylaw to establish the program for all participating properties, rather than having to establish a bylaw for each property; and
- Stipulating that borrowing for the program does not count against the municipality's debt limit or debt service limit.

The Nova Scotia and Ontario legislatures both passed amendments to legislation in 2012 to explicitly enable municipalities to establish property-assessed financing programs for energy efficiency in private homes, and in so doing, helped to streamline the process for municipalities and homeowners alike. On June 6, 2018, Alberta passed Bill 10, Property Assessed Clean Energy (PACE) legislation that enables municipalities to develop and enact PACE bylaws and deliver retrofit financing. Energy Efficiency Alberta, a Provincial agency, will be delivering the program on behalf of participating municipalities when it launches later in 2019. The Province will provide customer support and work with municipalities to establish their respective bylaw and set up the repayment mechanism through the municipal property tax system.

A pilot program in Saanich may be seen as an opportunity to test and showcase this innovative form of retrofit financing in BC, and further strengthen the rationale for legislative amendments. Should the Province be willing to consider these amendments, a larger Provincial role could be deliberated, such as the development of a central loan loss reserve fund or a centrally administered program to facilitate the ability for all municipalities – large and small – to offer such a service.

### Pilot Program Design Concepts

Research suggests that a successful retrofit financing program must be attractive and accessible to the homeowner, while also minimizing risk and administrative burden for the municipality. As such, the overarching goals of program design should seek to achieve:

1. **Affordability:** zero or below-market interest rates on upgrades that present a good return on investment;
2. **Accessibility:** low barriers to entry for program participation and an effective outreach strategy to facilitate access and uptake;
3. **Stability:** sufficient program duration to foster familiarity, market confidence, and take advantage of word-of-mouth diffusion;
4. **Simplicity:** a program design that is easy to navigate and minimizes administration and decision-points for the homeowner;
5. **Quality:** contractor buy-in and accreditation, with risks to the municipality and homeowner addressed through contractual and program processes; and
6. **Impact:** efficient use of resources to maximize GHG reductions, leverage third party rebate programs, and amplify community benefits such as reduced energy costs and risk of oil spills.

The following summarizes program design concepts that would help achieve the abovementioned goals of a Home Energy Retrofit Municipal Financing Pilot. It should be emphasized that this memo is intended to support Council's decision around pursuing this type of program; the specific parameters may be reviewed and amended if there is a desire to move forward.

#### **Keep it simple: in the pilot phase, limit the offer to the replacement of oil heating systems with air source heat pumps (ASHPs)**

Keeping the focus of the program narrow was one of the key success factors for Halifax's Solar City program, and will have the highest return on GHG reductions and energy cost savings. There are an estimated 4,600 oil-heated households in our community, each representing approximately 7 tCO<sub>2</sub>e (tonnes of carbon dioxide equivalent) per year. With a community-wide GHG inventory of nearly 513,000 tCO<sub>2</sub>e in 2017, a complete conversion of oil-heated homes to renewable energy would reduce our GHG emissions from buildings by over 20%, and overall emissions by over 6%. The proposed pilot entails 50 homes, which would reduce community GHG emissions by 350 tCO<sub>2</sub>e per year, and 7,000 tCO<sub>2</sub>e over the lifetime of the equipment.

Beyond the climate impact, oil heating systems continue to pose a significant environmental and financial liability for the District and its residents; between 2012 and 2017, there were 27 furnace-related oil spills, 21 of which were from above ground oil tanks. Homeowners are responsible for covering the cleanup costs of an oil spill from their property, which the Province estimates typically ranges from \$65,000 to \$118,000 per spill. Nevertheless, the District bears significant costs as well, with an estimated \$175,000 being spent on staff time, equipment, and administration for the oil spill responses between 2012 and 2017.

Based on Natural Resource Canada's EnerGuide Ratings for over 1,800 records of oil-heated homes in Saanich, homeowners could save between \$1,450 and \$3,500 per year on heating



costs by switching to an ASHP. The median energy cost savings is estimated to be \$2,200 for conversion of an oil tank to a heat pump, or approximately \$183 per month. It is important to note that the EnerGuide Rating System uses standard operating conditions, such as an assumed temperature set-point of 21°C during the day to calculate energy consumption, and actual use may vary. It is likely that homeowners using oil actually set their temperatures lower given the exorbitant cost, but cost savings are nevertheless likely to be significant.

While it is recommended that oil-heating conversions be the primary focus in the pilot phase for the reasons listed above, the program could consider expanding the offer to other energy efficiency upgrades upon completion of a successful pilot.

#### **Offer funding up to \$12,000, to be repaid over 10 years**

There are two types of ASHP systems: a central system which relies on the same ductwork used for oil-heating, and a ductless or “mini-split” system, which can have one or more indoor ‘heads’ to convey heat. Of the 140 Saanich participants in the Province’s Oil to Heat Pump Program as of May 2018, 73% chose a central system with an average installation cost of \$9,100, and the most expensive system costing \$14,000. The average cost for the ductless system was \$11,500. The recently announced Efficiency BC program has increased the provincial incentive to \$2,000 for oil to heat pump replacements, upon which both Saanich and the Capital Regional District has committed “top-ups” that will bring the total rebate up to \$2,700 per household. This will further reduce the cost, and provide more financial leeway if an electrical panel upgrade is required to accommodate the heat pump.

A pilot program with a \$12,000 financing cap would require up to \$570,000 for 50 participating homes over a two year period, with repayments received over the subsequent 10 years (see Table 1). The program will be reviewed upon completion of the two-year pilot and if successful, Council may consider extending or expanding the program, including the possibility of pooling the repayments into a revolving green fund, which could sustain 5 to 10 additional participants per year, indefinitely.

**Table 1: Pilot Financing Scenario (2 Year)**

Year	New homes in program	Total Homes with Local Area Service Bylaw	Financing Cap per Home	Total Financed (cumulative, minus repayments)	Annual Homeowner Repayments
1	25	25	\$ 12,000	\$ 300,000	
2	25	50	\$ 12,000	\$ 570,000	\$ 30,000
3	0	50		\$ 510,000	\$ 60,000
4	0	50		\$ 450,000	\$ 60,000
5	0	50		\$ 390,000	\$ 60,000
6	0	50		\$ 330,000	\$ 60,000
7	0	50		\$ 270,000	\$ 60,000
8	0	50		\$ 210,000	\$ 60,000
9	0	50		\$ 150,000	\$ 60,000
10	0	50		\$ 90,000	\$ 60,000
11	0	25		\$ 30,000	\$ 60,000
12	0	0		\$ -	\$ 30,000
13	0	0		\$ -	\$ -

### **Make it irresistible: offer zero percent interest financing**

High interest rates have been attributed to low uptake with other financing programs. Zero percent interest will mean that for virtually all homeowners, the annual repayment (up to \$1,200 per year) will not exceed the energy cost savings realized from the upgrade. The annual cost savings from the most efficient homes (who would derive the least benefit as compared to the oldest, leakiest homes) is still estimated to be around \$1,475 per year, with average cost savings likely to be around \$2,200 per year. Given the savings, the program will remain viable even in the face of changing energy costs<sup>1</sup>.

The recommended funding approach is to apply for external grant funding to cover over 60% of program costs, and to contemplate the use of municipal funds to cover a portion of the financing (which would be repaid over 10 years). More information on the budget and proposed funding pathway is outlined below and summarized in Table 2. A number of alternate scenarios were considered, including seeking a loan in order to offer a financing program. However, one of the benefits of using grant and core funding is that zero percent interest financing can be offered without having to issue a subsidy or grant to cover the interest rate for participating properties.

### **Prioritize lower-income households who may otherwise miss out**

Investing in the upfront costs of a high efficiency heating system can be prohibitive for many homeowners, and is an issue that the prevailing rebate program model does not address. According to the 2016 census, there are over 6,000 owner-households in Saanich that are spending more than 30% of their income on shelter costs. It is unlikely that these homeowners would prioritize investment in a heat pump or other high cost efficiency measures, even if the upgrade pays for itself through reduced operational costs over time.

Given there is likely a sizable market that is not able to participate in current rebate programs, and there is a limited amount of financing that Saanich can support through a pilot, it is recommended that lower-income households are prioritized through program design. One such way to achieve this would be to hold a set number of program spaces (e.g. 50% per year) for households that meet a certain income qualification (such as households that make less than \$77,282 per year, the median household income for Saanich). If these are not filled for a given year, they are rolled into the next year and available for households of any income level to apply for. This would strike a balance between prioritizing lower income households and ensuring the program is seeing sufficient uptake to achieve its carbon reduction goals.

Homeowners that rent their homes and do not use the home as their primary residence will not be eligible to participate due to Community Charter restrictions on providing assistance to businesses.

### **Create few hoops to jump through**

Experience from other municipal finance programs has shown that minimizing the eligibility criteria and other upfront barriers, as well as ensuring a streamlined, easy-to-navigate process is critical to program success. Aside from the income-qualification required for a portion of

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<sup>1</sup> Costs for carbon-intensive energy sources (such as oil and gas) are increasing as BC fulfills its commitment to raise the carbon tax from \$30 per tonne (prior to April 2018) to \$50 per tonne by 2021. This equates to an average increase of \$80 per year for gas-heated homes, and \$165 extra per year for oil heated homes. Electricity prices are currently frozen, but had seen rate increases of about 3% per year until recently. This would equate to an approximate \$45 per year increase for the average consumer.

participants, eligibility criteria should be limited to: owning and occupying a single family home or duplex; being in good standing with property taxes; and, using oil as the primary heating system for the home (verified through a pre-retrofit EnerGuide Evaluation).

In addition to minimizing upfront barriers, the program administration should be streamlined for the homeowner. This can be achieved in a number of ways, including: having a pre-qualified roster of approved contractors for homeowners to select from; incorporating EnerGuide evaluations as part of program participation; and, having contractor payments disbursed directly through the program.

**Have a third party administer the program.**

Existing local organizations have expertise and experience with administering energy retrofit and incentive programs, and can operate the program more efficiently than in-house program delivery. Benefits that third-party administration may offer include familiarity with technical criteria and specifications, relationships with energy advisors and contractors, existing tracking and quality assurance systems, familiarity with common customer questions and concerns, and the ability to cross-promote other rebate and incentive programs that could complement this offering.

Based on similar programs, administration by a third party is estimated to be around \$8,000 - \$10,000 per year, with an additional \$35,000 for program design and communications (see Table 2). These estimates would be verified through a procurement process contingent on Council direction to pursue the program and successful grant applications. There are some program functions, such as establishing the legal agreements and Local Area Service for participating properties that would require considerable resources from Finance and Legal Staff. The City of Toronto's HELP program required a 0.2 FTE Financial Analyst position to perform a similar role.

**Offset program costs with grant funding.**

This would be the first property-assessed financing program of its kind in BC, and could pave the way for similar financing programs amongst other municipalities if successful. There are two potential granting programs that have expressed interest and alignment with the project, and that if successful, could provide up to \$445,000 of funding towards the pilot. The FCM Green Municipal Fund offers 50% funding, up to \$350,000 for pilot projects, and the Real Estate Foundation of BC would be approached for \$95,000. In-kind staff costs of approximately \$59,000 would be required to establish and administer the program, and the remaining 30% (\$220,000) would be from District funding (to be repaid by homeowners over 10 years). See Table 2 for details on estimated costs. Costs in Year 1 would be higher due to the initial resources required to establish the program. There is a possibility that the requirements for Finance staff cannot be met with existing capacity and that additional budget would need to be allocated to support the implementation.

**Table 2: Pilot Funding Scenario (2 Year, 50 household pilot)**

Funding Source	Year 1 Cash	Year 1 In-Kind	Year 2 Cash	Year 2 In-Kind	Total
<b>External Grant Funding</b>					
Program Design	\$ 25,000				\$ 25,000
Annual Administration (3rd party)	\$ 10,000		\$ 10,000		\$ 20,000
Communications and Outreach	\$ 7,000		\$ 3,000		\$ 10,000
Contingency	\$ 10,000				\$ 10,000
Energy Evaluation Subsidy	\$ 7,500		\$ 7,500		\$ 15,000
Program Evaluation and Info Sharing			\$ 15,000		\$ 15,000
Financing for Homeowners (capital costs)	\$ 200,000		\$ 150,000		\$ 350,000
<b>District of Saanich</b>					
Financing for Homeowners (capital costs)	\$ 110,000		\$ 110,000		\$ 220,000
Staff Support: Financial Analyst		\$ 18,000		\$ 9,000	\$ 27,000
Staff Support: Legal Review		\$ 3,500		\$ 1,500	\$ 5,000
Staff Support: Senior Sustainability Planner		\$ 18,000		\$ 9,000	\$ 27,000
<b>Total</b>	<b>\$ 369,500</b>	<b>\$ 39,500</b>	<b>\$ 295,500</b>	<b>\$ 19,500</b>	<b>\$ 724,000</b>

**NEXT STEPS**

Staff intend to bring the contents of this memo to Council for their consideration in Q1 2019. Council may wish to refer the proposed pilot to an upcoming strategic planning session for deliberation and to secure the required resources if they wish to pursue the project.

The Real Estate Foundation of BC grant application deadline is on March 7, 2019, and FCM receives rolling applications. Should Council wish to move forward with the project, staff will seek immediate direction to submit applications to both funders.

Staff offer relevant committees the opportunity to provide a motion to Council. If the Advisory Committees wish to make a motion to support this pilot to the Council, the motion will be included in the upcoming council report.

Ting Pan  
Manager of Sustainability

MB/TP/jsp

cc: Sharon Hvozdzanski, Director of Planning  
Paul Thorkelsson, Administrator  
Valla Tinney, Director of Finance  
Michael Hargraves, Municipal Solicitor



## The Corporation of the District of Saanich

# Report

**To:** Planning, Transportation and Economic Development Advisory Committee  
**From:** Jeffrey Keays – Committee Clerk  
**Date:** 2/5/2019  
**Subject:** 2018 UBCM Annual Convention – Resolution Decisions

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### PURPOSE

That the Planning, Transportation and Economic Development Advisory Committee (PTED) receive this report on the 2018 UBCM Annual Convention – Resolutions Decisions for information.

### BACKGROUND

During the course of the 2018 term PTED passed two (2) resolutions pertaining to road safety. The following is an overview of those recommendations.

### COMMUNITIES ON THE MOVE DECLARATION

PTED meeting of June 14, 2018

***“That the Planning, Transportation and Economic Development Advisory Committee endorse the Communities on the Move Declaration; and further, recommend that the Province create a data hub of all best practices developed under this initiative.”***

The committee’s recommendation was included as part of the June 18, 2018 Saanich Council agenda. Council resolved the following:

***“That Council endorse the Communities on the Move Declaration, and further, that Council recommends that the Province create a data hub of all best practices developed under this initiative.”***

### MODERNIZING THE MOTOR VEHICLE ACT TO IMPROVE SAFETY

PTED Meeting of June 14, 2018

***“That the Planning, Transportation and Economic Development Advisory Committee recommend that the District of Saanich support the City of Vancouver’s Active Transportation Policy Council’s request to review and update the Motor Vehicle Act with safety in mind, which is also recommended in the Moving Saanich Forward – Active Transportation Plan.”***



The committee's recommendation was included as part of the September 17, 2018 Saanich Council agenda. Council resolved the following:

***“That:***

- a) Council support the request from the City of Vancouver’s Active Transportation Policy Council to support and endorse the position paper “Modernizing the BC Motor Vehicle Act” in order to increase safety for vulnerable road users; and,***
- b) the letter of support be forwarded to the Premier of British Columbia and the Ministry of Transportation and Infrastructure.”***

## DISCUSSION

The resolutions listed in the table below were considered at the 2018 UBCM Annual Convention.

\*Those resolutions with the prefix “C” are considered by the UBCM Resolutions Committee to have been:

- consolidated or grouped and referred to a similar resolution in Section A or B;
- referred to a Special Resolution to be put forward at Convention;
- incorporated into a policy paper to be presented during Convention; or
- referred to a special session at Convention.

Resolution	Decision
B12 Commitment to Road Safety	Endorsed
B15 Active Transportation Strategy	Endorsed
B102 Updating the BC Motor Vehicle Act to Improve Safety for All Road Users	Endorsed
B103 Reducing Excessive Driving Speeds in Designated BC Road Safety Corridors, For All Drivers, All The Time	Endorsed
C3 Modernizing the Motor Vehicle Act	Refer to Similar Resolution/Not Admitted for Debate
C4Active Transportation Infrastructure	Refer to Similar Resolution/Not Admitted for Debate
C6 Transportation Equity	Refer to Similar Resolution/Not Admitted for Debate
C9 Communities on the Move	Refer to Similar Resolution/Not Admitted for Debate

The UBCM Resolutions Committee comments are included in the 2018 UBCM Resolutions Book. The complete resolutions are included with this report for reference and form Appendix “A.”

## SUMMARY

The report is for information only.

## RECOMMENDATION

That the committee receive this report for information.

Prepared by

  
Jeff Keays

Committee Clerk

Approved by

  
Angila Bains

Manager, Legislative Services

JK/jk

Attachments – UBCM 2018 Resolutions, Appendix “A”

## Appendix "A"

Therefore be it resolved that UBCM lobby the Province of BC to increase the safety of pedestrians and drivers/passengers using our highways and roads by ensuring that a more durable paint be used or that a second coat of paint be applied each year.

*Not presented to the Southern Interior Local Government Association*

UBCM Resolutions Committee recommendation: **Endorse**

UBCM Resolutions Committee comments:

*The Resolutions Committee notes that the UBCM membership has endorsed 2017-B11, which asked the Province to change the guidelines to increase the frequency and visibility of shoulder and centre line painting on all provincial roads.*

*As well, members endorsed B10 in 2016 that asked the Province to improve the durability and reflectivity standards of road marking paint so it will endure effectively through the entire winter driving season to improve road safety, particularly for BC's northern and interior drivers and passengers; and that the Province accelerate the annual road and highway marking repainting program, with improved durable and reflective paint to make BC's roads and highways safer sooner.*

*Prior to the 2016 resolution, members also endorsed 2014-B53, which called on the Province to review the effectiveness of the products used for line markings on highways.*

Conference decision: \_\_\_\_\_

### **B12 Commitment to Road Safety**

**Vernon**

Whereas the design and rules of the road should ensure that all British Columbians can arrive at their destination safely and recognizing that traffic fatalities and serious injuries are preventable;

And whereas the Province of BC has the goal of having the safest roads in North America by 2020:

Therefore be it resolved that UBCM urge the Province of British Columbia to prioritize safety measures for vulnerable road users such as pedestrians, cyclists and those in wheelchairs and mobility devices as outlined in the Communities on the Move Declaration.

*Endorsed by the Southern Interior Local Government Association*

UBCM Resolutions Committee recommendation: **Endorse with Proposed Amendment**

***Therefore be it resolved that UBCM urge the Province of British Columbia to prioritize safety measures for vulnerable road users such as pedestrians, cyclists and those in wheelchairs and mobility devices, as outlined in the Communities on the Move Declaration.***

UBCM Resolutions Committee comments:

*The Resolutions Committee notes that the UBCM membership has consistently supported resolutions on improving road safety (2017-B90, 2016-B10, 2015-B10, 2015-B12, 2012-B63, 2009-B64, 2008-B108, 2007-B14, 2007-B102), including those focused on vulnerable road users (2015-B103, 2013-B91), and calling for continued funding for road safety (2007-B80).*

*The Committee would however recommend removal of the reference to the Communities on the Move Declaration in the enactment clause as the full scope of the declaration is not known and the Committee would prefer to recommend endorsing those actions specifically identified.*

Conference decision: \_\_\_\_\_

### **B13 CN Rail Emergency Response Capacity**

**Bulkley-Nechako RD**

Whereas the amount and frequency of dangerous goods being transported by CN Rail through all areas of the province is increasing;

And whereas the capacity to respond to a dangerous goods incident in many populated areas of the province is not adequate:

*Prior to the 2016 resolution, members also endorsed 2003-B62 which in part asked the Province “to formulate a long-term rail transportation strategy that includes the reintroduction of passenger service” in response to the loss of BC Rail service in 2002.*

Conference decision: \_\_\_\_\_

## **B15 Active Transportation Strategy**

## **North Vancouver District**

Whereas to respond to the complex and evolving needs of British Columbians and diversify the economy, local government across BC have developed forward-thinking: transportation plans, the development of community centres, age-friendly community plans, and Integrated Community Sustainability Plans.

And whereas a provincial active transportation strategy - fully supported by dedicated staff and increased investments in provincial funding for municipal/regional active transportation projects - would accelerate implementation of existing community plans, and enhance the liveability and competitiveness of BC communities:

**Therefore be it resolved that UBCM urge the Province of British Columbia to establish a provincial active transportation strategy, with dedicated staff and increased investments in local active transportation.**

*Not presented to the Lower Mainland Local Government Association*

UBCM Resolutions Committee recommendation: **Endorse**

UBCM Resolutions Committee comments:

*The Resolutions Committee advises that the UBCM membership has not specifically asked for a provincial active transportation strategy, with dedicated staff and increased investments in local active transportation. However, the membership has consistently endorsed resolutions that address specific elements included within a provincial active transportation strategy related to funding for bike lanes, construction of new bike lanes, investment in cycling infrastructure (2016-B9, 2013-B99, 2012-B63, 2010-B16, 2010-B17, 2009-B83, 2008-B108, 2007-B14, 2007-B99, 2006-B140)*

*Members have also endorsed resolution 2016-B57, requesting that regional governments have the option of participating in the planning and development of regional walking and cycling networks and infrastructure within Ministry road rights-of-way. Resolution 2013-B66 was endorsed requesting that permit conditions for construction and maintenance do not create a deterrent to local governments wishing to expand active transportation networks.*

*The Committee notes that there are a number of resolutions submitted this year related to active transportation, some specifically referencing the Communities on the Move report. The Committee notes that all of these resolutions have been placed in category C recognizing that their specific asks related to active transportation could be captured within the broad scope of this resolution.*

*See also resolutions C4, C5, C6, C7, C8 and C9.*

Conference decision: \_\_\_\_\_

## **B16 Transportation of Patients in Rural Areas**

## **Central Kootenay RD**

Whereas medical services in southern rural British Columbia have been regionalized, requiring travel times of 3 to 9 hours for patients seeking scheduled critical care or specialist attention or requiring transport home after being transported to the hospital by BC Ambulance;

And whereas weather conditions, lack of air service and the cancellation or reduction of regular Greyhound Bus Service has made travel impossible for those residents without private transportation and support networks, causing a reduction to the economic and social development of rural areas in southern rural BC:

Therefore be it resolved that the Ministry of Health and Ministry of Transportation and Infrastructure work with BC Transit, local hospital boards, citizen and local government transit committee and private business to find solutions for transportation of critically ill patients awaiting surgery.

*Not presented to the Association of Kootenay & Boundary Local Governments*

UBCM Resolutions Committee recommendation: **Endorse**

**B102      Updating the *BC Motor Vehicle Act* to Improve Safety for  
All Road Users**

**New Westminster**

Whereas the *BC Motor Vehicle Act* was originally passed in 1957, and reflecting the transportation environment of its time, it was written with an emphasis on the rights and responsibilities of motorist, and does not adequately address the rights and responsibilities of other road users;

And whereas the provincial government has established a “Vision Zero” plan to eliminate road-related injuries and deaths by 2020, through the trend towards reduced injuries and deaths for vulnerable road users are not keeping pace with improved safety for motorists;

And whereas the Road Safety Law Reform Group of BC have created meaningful recommendations toward reform of the Act based on current scientific and legal research, recognized best safety practices from other jurisdictions, and the experiences of BC road users;

And whereas the Provincial Health Officer’s Annual Report “Where the Rubber Meets the Road: Reducing the impact of Motor Vehicle Crashes on the health and well-being in BC” seeks to address challenges to road safety while building upon our current successes;

And whereas these recommendations address modern conditions on the provinces’ roads, and seek to reduce conflicts between motorists, cyclists, pedestrians, and persons with disabilities, and better protect seniors, children and other vulnerable road users:

Therefore be it resolved that the provincial government be requested to support modernization of the *Motor Vehicle Act*, addressing the recommendations in the Road Safety Law Reform Group of BC Position Paper entitled “Modernizing the *BC Motor Vehicle Act*” to enhance safety for all road users.

*Endorsed by the Lower Mainland Local Government Association*

UBCM Resolutions Committee recommendation:      **No Recommendation**

UBCM Resolutions Committee comments:

*The Resolutions Committee advises that the UBCM membership has not specifically endorsed the recommendations brought forward within the Road Safety Law Reform Group of BC Position Paper entitled “Modernizing the *BC Motor Vehicle Act*” to enhance safety for all road users.*

*However, the Committee notes that members have endorsed other resolutions in support of road safety education as requirement for a drivers license, funding for road safety projects, road upgrading for safety purposes (2009-B16, 2007-B80, 2004-B105, 2004-B106, 2001-LR1).*

*See also resolution C3.*

Conference decision: \_\_\_\_\_

**B103      Reducing Excessive Driving Speeds in Designated BC Road Safety  
Corridors, For All Drivers, All The Time**

**Lions Bay**

Whereas the correlation between excessive speed and road accidents is well accepted, and the high human and economic cost to British Columbia is well understood;

And whereas average-speed-over-distance or point-to-point technology has proven extremely effective in jurisdictions worldwide at controlling road speed for all drivers all the time in designated road safety corridors:

Therefore be it resolved that the provincial government be requested to pilot average-speed-over-distance technology at one or more suitable locations in BC, including but not limited to the Sea-to-Sky Highway 99 at Lions Bay, the Malahat Highway 1 or the Coquihalla Highway 5.

*Endorsed by the Lower Mainland Local Government Association*



UBCM Resolutions Committee recommendation: **No Recommendation**

UBCM Resolutions Committee comments:

*The Resolutions Committee advises that the UBCM membership has not previously considered a resolution asking the Province to pilot average-speed-over-distance technology at one or more suitable locations in BC, including but not limited to the Sea-to-Sky Highway 99 at Lions Bay, the Malahat Highway 1 or the Coquihalla Highway 5.*

Conference decision: \_\_\_\_\_

## Taxation

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### **B104      Alternate Tax Sale Redemption Date**

**Lake Cowichan**

Whereas the *Local Government Act* requires the sale of a property, where delinquent taxes are unpaid, to occur on the last Monday of September;

And whereas the property owner currently has until the start of the sale of the tax sale auction the opportunity to redeem the property from a tax sale, which often does occur, thus inconveniencing bidders who have taken time off work or who have brought cash, certified checks or bank drafts to bid on a property that may no longer be in tax sale status:

Therefore be it resolved that UBCM lobby the Province to establish the tax redemption deadline date to be no later than the Friday prior to the tax sale date in September, so that the bidders and local government staff are dealing with a listing of tax sale properties available for tax sale that is final.

*Not presented to the Association of Vancouver Island & Coastal Communities*

UBCM Resolutions Committee recommendation: **No Recommendation**

UBCM Resolutions Committee comments:

*The Resolutions Committee notes that the UBCM membership has endorsed resolutions on this topic and notes that the topic of tax sales has been an ongoing concern for local governments. Previous resolutions have focused on the redemption period. For instance, resolution 2000-B76 was endorsed which asked that the time limit for making a redemption of property sold at a tax sale be shortened as a measure to persuade owners to redeem their property.*

*Prior to the 2000 resolution, resolution 1997-B37 requested that the then-Municipal Act be amended to reduce the current one year redemption period to sixty (60) days. This resolution was not endorsed. Resolution 1994-A9 was sponsored by the UBCM Executive as a composite resolution on the issue of tax sales. One part stated: “(c) the period of redemption be shortened as a measure to persuade owners of properties sold at tax sale to redeem these properties.” A specific time period was not suggested.*

*The Committee is offering no recommendation to provide delegates with an opportunity to determine what is the appropriate tax redemption deadline date. The sponsor has outlined in their background materials that it would be prudent to have a clear separation of dates and times for the tax sale redemption deadline and the occurrence of the tax sale so that bidders have the certainty that the tax sale listing is final.*

Conference decision: \_\_\_\_\_

### **B105      Agricultural Land Reserve – Protective Taxation Reform**

**Burnaby**

Whereas a significant portion of Agricultural Land Reserve lands are being used for permitted non- farming uses;

And whereas this land is some of the most agriculturally productive in Canada;

And whereas existing taxation and assessment procedures for the Agricultural Land Reserve provide benefits for non-farm uses that occur on these lands:

## Section C2

### C1 Road Rescue Funding

### Bulkley-Nechako RD

Whereas local governments voluntarily provide road rescue service to out of region travellers using Provincial Highways in support of the BC Ambulance Service and the RCMP, and Emergency Management BC's (EMBC) reimbursement levels are not adequate to cover the cost of providing the service, and are not available to local governments that support road rescue through taxation;

And whereas the EMBC road rescue reimbursement policy forces local governments to choose between not providing the service, providing the service funded only by inadequate EMBC reimbursements, or providing the service funded only by local taxpayers:

Therefore be it resolved that UBCM petition the Province of BC to work cooperatively with local governments in funding road rescue service for the benefit of the users of provincial highways, and establish an adequate, sustainable and consistent funding and governance model for the provision of road rescue services.

*Not presented to the North Central Local Government Association*

*UBCM Resolutions Committee recommendation:* **Refer to Similar Resolution**

*UBCM Resolutions Committee comments:*

*Refer to resolution B5.*

### C2 Elimination of Transportation Service in Northern BC

### McBride

Whereas on February 20, 2018, the Passenger Transportation Board approved Greyhound's application to reduce or eliminate service on several routes in various areas of British Columbia and, effective June 1, 2018 Greyhound will eliminate its inter-city bus service completely on 6 routes in Northern BC;

And whereas the loss of the Greyhound service in Northern BC will further isolate the communities, intensify passenger safety concerns and increase the hardships that many people are currently experiencing:

Therefore be it resolved that UBCM request that the Minister of Transportation and Infrastructure immediately address the vital passenger transportation void left by the withdrawal of services by Greyhound in Northern BC.

*Endorsed by the North Central Local Government Association*

*UBCM Resolutions Committee recommendation:* **Refer to Similar Resolution**

*UBCM Resolutions Committee comments:*

*Refer to resolution SR2.*

### C3 Modernizing the Motor Vehicle Act

### Victoria

Whereas the Road Safety Law Reform Group of British Columbia and organizations including the City of Vancouver, British Columbia Cycling Coalition and Trial Lawyers Association of British Columbia have called on the Government of British Columbia to review and modernize the BC *Motor Vehicle Act*;

And whereas modernization of this legislation is necessary to achieve the Government of British Columbia's "Vision Zero" plan to make BC's roads the safest in North America and eliminate road-related injuries and deaths by 2020, and where the Road Safety Law Reform Group has provided evidence- based recommendations for increasing safety for vulnerable road users, including children, seniors, people with disabilities, pedestrians and cyclists:

Therefore be it resolved that the Province of British Columbia review and modernize the BC *Motor Vehicle Act*, to increase safety for all road users and achieve the "Vision Zero" objective of making BC's roads the safest in North America and eliminating road-related injuries and death by 2020.

*Endorsed by the Association of Vancouver Island & Coastal Communities*

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution **B102.**

#### **C4 Active Transportation Infrastructure**

**Courtenay**

Whereas in order to respond to the evolving needs of British Columbians and to diversify the economy, local governments across BC have developed and started to implement: forward-thinking transportation plans, downtown revitalization plans, age-friendly community plans, innovative recreation plans, and integrated community sustainability plans—whose timely implementation will require significant investments in active transportation;

And whereas the operational costs of municipal governments and the costs of basic municipal capital projects have increased significantly over the last 10 years:

**Therefore be it resolved that the UBCM call on the provincial government to establish a new, dedicated provincial fund to help finance a broad range of active transportation infrastructure projects and programming by local governments, and designed to support: local residents' diverse mobility needs, access to affordable recreation options, and tourism development.**

*Endorsed by the Association of Vancouver Island & Coastal Communities*

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution **B15.**

See also resolutions **C5, C6, C7, C8 and C9.**

#### **C5 Cycling Infrastructure Funding**

**Sunshine Coast RD**

Whereas limited revenue sources constrain local government construction of active transportation facilities, which support healthy lifestyles, local economic opportunities through tourism; and reduce congestion, greenhouse gas emissions and localized air pollution;

And whereas the current level of provincial cycling infrastructure grant funding is inadequate to meet the demand:

Therefore be it resolved that the provincial government be urged to increase the BikeBC Fund to \$50 million per year.

*Endorsed by the Association of Vancouver Island & Coastal Communities*

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution **B15.**

See also resolutions **C4, C6, C7, C8 and C9.**

#### **C6 Transportation Equity**

**Vernon**

Whereas a range of transportation options should be available to all British Columbians—including those who live in smaller communities, as well as children, older adults, people of diverse abilities, non-drivers, and people with low incomes;

And whereas providing world class transit and active transportation options throughout BC will greatly facilitate access to education, employment, shopping, health services, recreation, culture, and social connections by a diversity of British Columbians:

Therefore be it resolved that UBCM urge the Province of British Columbia to ensure transportation funding is allocated more equitably across the province recognizing the infrastructure deficits for pedestrian, cycling and transit modes as well as recognizing limitations faced by rural, remote, geographically isolated and small communities, as outlined in the Communities on the Move Declaration.

*Endorsed by the Southern Interior Local Government Association*

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution **B15**.

See also resolutions **C4, C5, C7, C8 and C9**.

## **C7 Active Transportation Corridors & Greenway Plans – Highway Projects Columbia Shuswap RD**

Whereas it is believed that adding active transportation corridor and greenway plans into all current and future highway projects would greatly benefit communities, residents and visitors as the corridors can be used for non-motorized forms of transportation or recreation such as cycling and walking;

And whereas pre-planning of highway and bridge designs that incorporate bike lanes and sufficient road rights-of-way for paved shoulders, sidewalks, or pathways can:

- allow for the safe movement of pedestrians and cyclists, and improve public safety;
- provide opportunities for more physical activity, and social and health benefits; and
- be more cost effective than adding this type of infrastructure afterwards:

Therefore be it resolved that the Ministry of Transportation and Infrastructure incorporate active transportation corridors and greenway plans into all future highway planning projects.

*Endorsed by the Southern Interior Local Government Association*

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution **B15**.

See also resolutions **C4, C5, C6, C8 and C9**.

## **C8 Incorporation of Active Transportation Corridors in all Ministry of Transportation and Infrastructure Current & Future Highways Projects Chase**

Whereas the Province of British Columbia and local governments continually encourage people of all ages to be more physically active;

And whereas the BC Ministry of Transportation and Infrastructure (MOTI) promotes active transportation and healthy living by encouraging cycling, and contributing funds to cycling infrastructure projects such as bike lanes, separated bike paths, shared roadways, shoulder bikeways, and bicycle/pedestrian overpasses;

And whereas the 2017/2018-2019/2020 MOTI Service Plan includes a commitment to make life more affordable for British Columbians, and to build a strong, sustainable, innovative economy that works for everyone:

Therefore be it resolved that the BC Ministry of Transportation and Infrastructure be compelled to retain and improve existing active transportation corridors and incorporate new active transportation corridors into all current and future highways projects.

*Endorsed by the Southern Interior Local Government Association*

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

*UBCM Resolutions Committee comments:*

*Refer to resolution B15.*

*See also resolutions C4, C5, C6, C7 and C9.*

## **C9 Communities on the Move**

**Kent**

Whereas BC has an aging population and many communities are developing age-friendly community plans and research shows that few factors contribute as much to successful aging as having a physically active lifestyle;

And whereas rural communities through BC often lack essential infrastructure to accommodate both residents' active recreation and transportation needs as well as possibilities for cycling and walking agritourism potential:

Therefore be it resolved that UBCM call on the provincial government to facilitate increasing funding and prioritization the enhancement of both local residential and agritourism walking and bicycling infrastructure in BC communities;

And be it further resolved that a letter be sent to the Minister of Transportation and Infrastructure in support of initiatives that increase safety such as shoulder enhancement projects and the importance of enhanced transit services benefiting all ages.

*Endorsed by the Lower Mainland Local Government Association*

*UBCM Resolutions Committee recommendation:* ***Refer to Similar Resolution***

*UBCM Resolutions Committee comments:*

*Refer to resolution B15.*

*See also resolutions C4, C5, C6, C7 and C8.*

## **C10 Implementation of the Cannabis Act**

**Pemberton**

Whereas there has been a lack of communication to local governments regarding how the proposed Cannabis Act, once implemented, will directly impact local government's resources such as bylaw enforcement, policing costs, fire services, public health, licensing, municipal planning;

And whereas in order to offset costs, local governments need to be included in the distribution of tax revenues that will be generated as a result of legalization of cannabis through the proposed Cannabis Act:

Therefore be it resolved that the provincial government be requested to consider at least 50/50 tax share with local government;

And be it further resolved that federal and provincial governments engage in direct consultation with local governments to form a tax distribution framework.

*Endorsed by the Lower Mainland Local Government Association*

*UBCM Resolutions Committee recommendation:* ***Refer to Similar Resolution***

*UBCM Resolutions Committee comments:*

*Refer to resolution SR1.*

*See also resolutions C18, C19 and C20.*

## **C11 Speculation Tax & Local Government Consultation**

**East Kootenay RD**

Whereas the provincial government has introduced a speculation tax with the intent to deter investors removing homes from the long-term housing stock;

And whereas in many areas of the province, non-resident property owners invest in our communities financially, are active community members, some coming for generations, and many eventually become full-time residents: