

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

Saanich Municipal Hall, Committee Room No. 1  
Thursday September 19, 2019 from 5:30 p.m.

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- Pg. 1
1. **ADOPTION OF MINUTES** (attachment)
    - June 13, 2019
  2. **CHAIR'S COMMENTS**
  3. **UPTOWN DOUGLAS CORRIDOR PLAN – UPDATE**
    - Presentation by the Manager of Community Planning
    - To view the Uptown-Douglas Corridor Plan [click here.](#)
  4. **CLIMATE ACTION PLAN PROGRESS REPORT – UPDATE** (attachment)
- Pg. 14
- Presentation by the Manager of Sustainability
  5. **SOUTH ISLAND PROSPERITY PARTNERSHIP**
    - Committee Discussion
  6. **FILM STUDIO DEVELOPMENT**
    - Committee Discussion
  7. **NEW BUSINESS**

\* Adjournment \*

\* \* Next Meeting: October 16, 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

June 13, 2019 at 5:40 p.m.

- Present: Councillor Zac de Vries (Chair), Sophia Baker-French, Lois-Leah Goodwin, Travis Lee, Richard Michaels and Peter Rantucci.
- Staff: Ting Pan, Senior Sustainability Manager, Maggie Baynham, Sustainability Planner, Megan Squires, Community Planner and, Jeff Keays, Committee Clerk
- Regrets: Allan Cahoon and Robin Kelly
- Guests: Michael Goodwin, Goodwin Studio; Gordon Hardwick, (Former) Director of Development, Creative B.C.; Phil Klapwyk, Business Representative, International Alliance of Theatrical Stage Employees, Moving Picture Technicians (I.A.T.S.E.); Ken Shapkin, Wardrobe Designer; and, Keith Woods, President I.A.T.S.E., Local 891; Bruce Williams, (Interim) CEO, South Island Prosperity Partnership; and, Dallas Gislason, Director of Economic Development, South Island Prosperity Partnership.
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## MINUTES

**MOVED by T. Lee and Seconded by P. Rantucci: "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held April 15, 2019 be adopted as circulated."**

**CARRIED**

## CHAIR'S REMARKS

Noting that there were a large number of presentations scheduled for the evening, the Chair gave a brief overview of the agenda before turning the floor over to the first presenter.

## UPDATE: EV CHARGING STATION – ENGAGEMENT RESULTS

The Senior Sustainability Planner provided the committee with an update on engagement efforts and the recommended approach for the Electric Vehicle Charging in New Developments. A hard copy of the proposed approach was circulated on table. The following highlights are noted:

- Council adopted the September 21, 2017 Motion from PTED at the January 8, 2018 meeting of Council.
- In 2017 Council adopted new long-term targets for renewable energy (100% by 2050) and GHG emissions (80% reduction by 2050 over 2007 levels).
- March 25, 2019 Council declared a climate emergency.
- Provincial 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)
- Personal transportation accounts for 58% of Saanich's GHG emissions.
- A 90% uptake of EVs for personal transportation can help Saanich achieve a 17% decrease in GHGs, coupled with the electrification of 50% of the commercial fleet (totaling a 3.5% reduction) results in ¼ of Saanich's target.

- Local governments have an important role in facilitating access to charging (home and on the go)
- A recap of the Phase 1 – which utilized surveys and workshops both for the public and development industry in order to provide info on EV perceptions – identified the following key findings:
  - 27% of people living in multi-family residences said access to a charging station was their largest barrier to market entry.
  - Legal, social and cost barriers are making retrofits extremely challenging for Saanich residents living in Condos
  - Prioritizing EV adoption for climate action (top priority for 41% of survey respondents)
  - Developing an EV-Ready requirement for new construction (supported by 92% of respondents)
  - The local development industry has experience with installing EV infrastructure in recent development (63% of respondents)
  - Cited cost as a major barrier (44% of respondents)
  - Thought demand for EVs would be moderate to high in the next five years (50%) or 10 years (76%)
  - supported EV-ready regulations in the Capital Region (68% of respondents)
- The proposed approach was informed by feedback from Phase 1 of the EV industry engagement, and a review of municipal (BC) best practices.
- Options were evaluated using the following evaluation criteria:
  - Minimized upfront cost for developers
  - Simple for the strata or property owner to administer
  - Climate action and “future-proofed” buildings and transportation system
- The minimum standards for institutional, commercial and industrial also considered:
  - Estimated proportion of stalls used by employees parking on site
  - Expected dwell-time for public users
  - Estimated proportion of users that would be driving long distances (>75km) to that location
- Key Considerations:

EV Energy Management Systems	Cost of Infrastructure	Affordability
<ul style="list-style-type: none"> <li>• Electric Vehicle Energy Management Systems (EVEMS) enable power to be shared/prioritized between chargers.</li> <li>• EVEMS tech. facilitating the installation of Level 2 chargers in multi-fam. developments.</li> <li>• Reduces electrical capacity requirements and associated development costs as compared to dedicated circuits</li> <li>• Up to performance of L2 charging</li> <li>• Manages peak load; reducing utility costs</li> </ul>	<ul style="list-style-type: none"> <li>• City of Richmond Costing Study - Energy Management Systems provided the best performance for least cost.</li> <li>• Level 2 chargers and allowed up to 4 chargers per circuit provided the best performance at the lowest cost.</li> <li>• Saanich’s townhouses and mid-rise archetypes are similar to study, costs of electrical infrastructure is comparable.</li> <li>• Costs are likely to be less in Saanich, given lower daily driving distances and lower</li> </ul>	<ul style="list-style-type: none"> <li>• Many EVs are already more affordable - largely due to declining battery costs - than their gas counterparts when accounting for operational costs have continued to drop</li> <li>• According to the latest Bloomberg New Energy Finance Forecast (2019), the purchase price of EVs will be similar to gas models by 2022.</li> <li>• A BC Hydro Report <i>Unplugged: Myths block road to the electric car dream</i> identifies that the Chevy Volt (\$3,299) is \$999</li> </ul>

<ul style="list-style-type: none"> <li>• Can facilitate billing</li> <li>• Local Govts. can specify min. performance standards, ensuring adequate charging</li> </ul>	<p>performance standard (6-way, Saanich vs. 4-way sharing in Richmond).</p>	<p>less than the Chevrolet Spark (\$4,298) in ownership costs over the first five years of ownership</p>
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- Proposed Approach: Residential
  - Enable all new residential development to be equipped with electrical infrastructure that facilitates easy and cost-effective access to electric vehicle charging at home.
  - Single-Family, Duplex and Townhouse: Require 1 on-site parking space per unit to be energized (Level 2). \*Will not be triggered by the addition of a garden or secondary suite.
  - Require all off-street parking spaces in multi-family developments to be energized (Level 2), excluding visitor parking. A minimum performance standard must be achieved where an EVEMS is employed.
- Proposed Approach: Institutional, Commercial, and Industrial (ICI):
  - Increase available public and workplace charging for EV owners on the go or without access to charging at home.
  - Proposed approach is to modify off-street parking requirements table (Section 7 of Saanich Zoning bylaw) with 3 additional columns to tailor requirement to specific land use needs:
    - a) Minimum energized spaces (expressed as % or whole number)
    - b) Of the energized spaces, number of EVSE (Stations) that must be installed
    - c) Minimum charging level indicates if load management is allowable (L2M)
- Phase 2 Engagement Key findings: Residential
  - General agreement for 100% energized outlets using EVEMS to reduce cost.
  - EVEMS is unfamiliar, concern costs would be higher than projected.
  - Social housing providers concerned about impact on housing costs; however, others felt that *not* providing EV charging in social housing will exacerbate inequities in the future. Incentives should be considered for social housing.
  - Secondary and garden suites should not be exempted given use as short term/vacation rentals and protection of access for renters.
  - A reduction in overall parking requirements would assist developers in achieving the EV requirement.
- Phase 2 Engagement Key findings: ICI
  - General agreement and support with requirement, and the approach of having different standards per building type
  - The 5% requirement may be too low, feedback on specific land uses that could be higher (e.g. retail, workplace, vacation destinations, etc.) should be sought.
  - Some suggested a balance of Level 1 and Level 2 be considered
- The proposed start/implementation date is January 1, 2020
  - Overall support for this date for single family/townhouses.
  - Some respondents felt start date should be phased in more slowly to support capacity building and pre-planning for larger development.
  - Saanich/CRD should assist with industry-wide education, as consistency across CRD is important.
  - Ensure mechanism in place to have users pay for electricity use.
- Upon the completion of Phase 2 engagement the following amendments are being considered:

- Offer a bridging mechanism for Social Housing to access funding through the Affordability Fund (CACs) on an as-needed, case by case basis.
- Include secondary and garden suites.
- Push back start date for a) all building types or b) multi-family building types to June 1, 2020.
- Allow those developments with development permits issued prior to January 1, 2020 to be exempted for a set grace period (e.g. 1 year).
- Increase the minimum energized or minimum stations installed for some ICI uses (will still not exceed 5% in any land use).
- Next Steps:
  - Follow up conversations with Technical Safety BC, BC Hydro, BC Housing, and other key stakeholders on technical, process, or training questions that were raised
  - Finalize amendments to proposed EV-Ready requirement and bring recommended approach to Council for consideration and adoption by Q3 this year.

Committee discussion ensued, the following was noted:

- The only revisions to parking requirements being considered at this time are as noted (3 new columns to tailor results to a specific land use).
- LEED pertains to the building's energy consumption, so it is not likely this will be included in future certification standards.
- The voltage required is 240V, this is the same voltage that the dryer runs off of.
- The current approach is for new construction only. Phase I is slated for implementation (pending Council approval/direction) on January 1, 2020.
- Approaches for broad retrofits of existing building archetypes will be considered/developed over the next 2 years.
- Developments that are in process (before January 1, 2020) will be afforded a one year grace period.
- Updates to bike stall requirements should be considered at the same time as an update/review of existing parking requirements and the implementation of this strategy.
- There is no appeal process; however, the lower requirements for electrical servicing of garden suites may be considered through the minor-variance process.
- Consideration of policy matters pertaining to electric bicycles falls under the mandate of the Active Transportation Advisory Committee.

In response to a question from the Chair the Clerk stated that:

- A potential recommendation to Council could be drawn from the material presented. It is at the discretion of the membership.
- Including recommendations that are tied to the parking bylaw would be premature as the committee has not had an opportunity to hear from staff on the matter.
- A staff update on parking requirements could be brought forward to a future meeting.

## **MOTION**

**MOVED by S. Bartel and Seconded by L. Goodwin, that “The Planning Transportation and Economic Development Advisory Committee recommend that Council endorse the proposed approach to requiring electric vehicle charging infrastructure in new development**

**CARRIED**

The Chair thanked staff for their presentation and requested that the Clerk work with staff to bring forward a parking requirement update to our September meeting.

## **GARDEN SUITE STUDY**

The Community Planner provided the committee with an update on the status of the study and a brief overview of the proposed Garden Suite regulatory framework. The Phase 4 Public Engagement handout and the Draft Garden Suites Development Permit Area Design Guidelines, dated May 3, 2019, were circulated on table. The following was noted:

- Since the last committee update (April 2018) staff have completed a draft framework, and taken out for further testing and refinement through the public engagement process.
- The matter will go to Council for their consideration.
- The proposed regulatory framework for Garden Suites is comprised of two key components: Zoning Regulations and Design Guidelines (updates to accessory building regulations are also being introduced as part of this process).
- Garden suites would be permitted on all RS-zoned lots that are 400 sq. m. or more and have a minimum lot width of 12 m.
- Garden suites would only be permitted inside the Sewer Service Area, they would not be permitted in Rural Saanich.
- Highlights of the proposed zoning regulations include, but is not limited to:

### **Size**

1. The size of a garden suite would be regulated primarily through gross floor area and site coverage.
2. The size of the permitted suite is based on lot size. Larger lots would be permitted to have larger garden suites. Specific criteria, and regulations exists for small, medium and large lots (see Appendix A).
3. Setbacks from property lines and the principal dwelling may influence the size of a garden suite, especially on a small lot.

### **Height**

1. The height of a garden suite would be regulated based on roof form, e.g. flat roofs have lower maximum proposed heights than sloped roofs.
2. The proposed regulations would allow for two storey garden suites on large lots.
3. Specific criteria, and regulations exists for small, medium and large lots (see Appendix A).

### **Location**

4. Garden suites would be permitted in rear yards.
  5. On small and medium lots the setbacks from rear and interior side property lines would be 1.5 m.
  6. On large lots the setbacks would increase to 3 m for two storey garden suites
- Highlights of the proposed design guidelines include, but is not limited to:
    - The purpose of the design guidelines is to help direct design decisions for garden suites to ensure that they are a welcome and thoughtful addition to established neighbourhoods.
    - The proposed guidelines address aspects of building such as siting, massing, roof design, windows, lighting and landscaping. The goal is to minimizing potential impacts on adjacent neighbours, while ensure high quality design (See Appendix B).

- If Council endorses the use of design guidelines then the approval process for garden suites will involve a development permit.
- Proposed Approval Process
  - There are a range of different approaches to approval processes, with municipalities doing things differently based on the specific needs of their respective communities.
  - Staff identified 4 approaches, for Council’s consideration (Table 1).

Table 1

Proposed Approaches	Community Input on Individual Applications	
	Land Use	Design
<u>APPROACH 1</u> ▪ Building Permit	None	None
<u>APPROACH 2</u> ▪ Development Permit (staff) ▪ Building Permit	None	Opportunities for input on design are included as part of the Development Permit process
<u>APPROACH 3</u> ▪ Development Variance Permit (Council) ▪ Building Permit	Medium	Opportunities for input on land use and design are included as part of the Variance Permit process
<u>APPROACH 4</u> ▪ Rezoning (Council) ▪ Development Permit (Council) ▪ Building Permit	High	Opportunities for input, including a public hearing are part of the rezoning process.

- If Council chose to not support a development permit process (Approach 2), then the design guidelines would serve no purpose and would not go forward.
- The proposed changes to the Accessory Building regulations would result in:
  - A reduction in the maximum lot coverage (based on lot size)
  - Prohibition of an accessory building containing a dwelling unit
  - Restrictions on the number of plumbing fixtures to allow one toilet and one sink
  - Prohibition of basements and/or crawl spaces
- Public engagement indicated that 83% of respondents support the proposed regulations for garden suites.
- 61% of respondents support allowing garden suites up to two storeys on large lots
- The proposed regulations will be presented to Council in July.
- Next steps will be determined by Council direction.

Committee discussion ensued, the following was noted:

- A second storey would not allow for two separate units. Property owners are permitted one single-family dwelling and one suite (with a maximum occupancy of 5 people).
- Side yard setbacks will be 1.5m. This would allow a buffer for landscaping or fencing.
- Each application will be reviewed on its own merit against the guidelines.
- Homes must be affixed to a permanent foundation, and connected to municipal services, per the building code. Accordingly, mobile style Tiny Homes would not be considered, or permitted.
- Consideration should be given to expanding the policy to include the rural areas.
- Public input on both land use and design is contingent on Council direction.
- The average grade of the lot is the metric for determining overall height.

**MOTION**

**MOVED by T. Lee and Seconded by P. Rantucci, “That the Planning, Transportation and**

**Economic Development Advisory Committee supports the proposed regulations for garden suites, as presented.”**

**CARRIED**

## **THE ECONOMIC BENEFITS OF A FILM STUDIO IN SAANICH**

The Chair welcomed the delegation to the meeting, before turning the floor over to the delegation’s organizer, Michael Goodwin. Mr. Goodwin introduced the members of the delegation before providing the committee with an overview of the report (circulated on-table) titled, The Economic Benefits of a Film Studio in Saanich, and dated June 10, 2019.

The delegation is comprised of the following individuals: Gordon Hardwick, (Former) Director of Development, Creative B.C.; Phil Klapwyk, Business Representative, International Alliance of Theatrical Stage Employees, Moving Picture Technicians (I.A.T.S.E.); Ken Shapkin, Wardrobe Designer; and, Keith Woods, President, I.A.T.S.E., Local 891.

The following was noted by, Mr. Goodwin:

- Kathleen Gilbert, Film Commissioner, Vancouver Island South Film and Media Commission (VISFC), sends her regrets. Her comments have been included in the report.
- VISFC is responsible for bringing approximately \$20,000 000 of production work to the Capital Region in 2018; however, this accounts for less than 1% of the nearly \$3B of production work in the province.
- Saanich, and the CRD, are losing out on a larger percentage share as there is no purpose built film studio that can accommodate large standing sets, elaborate green screens and special effects that larger productions require.
- There is intense and significant demand for Vancouver’s (approximately 45) studio/sound stage spaces, with occupancy rates regularly sitting at 100%.
- Scenic locations, good climate, varied urban architecture, transportation, hospitality amenities, local skilled labour crews and talent are key elements the film industry requires to function. Saanich, and the region has these in abundance.
- Saanich, and the CRD, are conveniently located within the same time-zone as Los Angeles, which remains the global capital for film and television production.
- Large productions utilize local attractions and amenities (i.e. X-Files); however, these productions typically last only one or two days as there are no film studios in the area.
- B.C. – and in particular, Vancouver – attracts significant film production due in part to a combination of the relatively lower Canadian dollar (foreign producers) and the B.C. Government Tax Credit Incentive.
- To encourage regional production there is an even greater incentive for shooting outside of Vancouver. Saanich and the CRD (Southern Vancouver Island) are located in the ‘Distant Tax Credit Zone’; however, due to the lack of studio facility, only smaller productions have been able to benefit from these incentives.
- The film industry creates significant economic opportunities and benefits, for local sector services such as: lighting, camera and electrical technicians, supply chain and logistics companies, the various skilled trades and artists needed for stage/set design and construction, wardrobe and makeup, actors and extras, hotels and restaurants.
- Filming is not solely confined to studios. Scenes are often filmed on location and can be of economic benefit to property owners, businesses, and municipalities etc. who are compensated for the use of their homes, lobbies or parks. ‘
- In addition to these local benefits, the industry also increases both the Federal and

Provincial tax base through income tax and sales tax associated to materials in the industries supply chain.

- A proposed studio facility should be capable of housing at least two major productions at any given time, which would require at least two, 18,000 sq.ft., sound stages and secondary office space for production and other industry trades and professions.

Mr. Goodwin turned the presentation over to, Mr. Hardwick. The following was noted:

- North Saanich resident, remains active in the film production as a community engagement consultant.
- Left Saanich after high-school for Vancouver, but returned to the island in the 80's to work on film.
- The industry at the time was fledgling, with most of the production focused on Canadian productions (i.e., Danger Bay and the Beachcombers). Projects in the 80's were driven by location and Canadian Tax Shelters.
- Opportunity was fleeting, with many local industry professionals relocating to Vancouver to pursue their careers.
- One of the biggest challenges to producers filming here during the 80's was finding locations large enough to accommodate the construction of temporary sets.
- As an example, with no purpose built facilities in the region, the 1984 film *The Glitter Dome* had to convert a vacant area elementary school. This was less than ideal.
- The practice of using converted spaces – most recently the former Canadian Tire store on Douglas St. – persists throughout the region today.
- The implementation of the Distant Tax Credit Zone has helped to level the playing field, and makes Saanich and the CRD a more affordable production centre.
- Metro Vancouver has experienced extensive growth in the industry and is home to millions of square feet of studio space and hundreds of ancillary businesses; however, these facilities are at capacity and local communities and locations suffering from burn-out. Accordingly, producers are seeking alternative centers that can meet their needs.
- Saanich, and the CRD, have a lot to offer the industry; however, the fact remains that the area does not have a facility that can effectively support the industry's needs with regard to set development and equipment.

Mr. Hardwick turned the presentation over to Messrs. Klapwyk and Woods of the International Alliance of Theatrical Stage Employees, Moving Picture Technicians (I.A.T.S.E). The following was noted:

- The I.A.T.S.E. has over 9000 members with a median income of \$100,000.
- A large portion of the membership live/work in the lower mainland.
- There are 285 I.A.T.S.E. qualified technicians living in the Capital Region, with another 200+ plus living in the outlying communities.
- The regional Labour Market Initiative notes that there is a 5% attrition rate, with only 3% growth in this sector.
- High paying, unionized jobs would increase if there were a studio facility.
- Studios are key to ensuring that production companies not only come to the region, but stay in the region.

Mr. Woods called on Mr. Shapton who spoke to the experiences, and potential impacts, of a studio facility on the industry's ancillary services. The following was noted:

- The industry is supported by a large number of ancillary services, such as costumes and

wardrobe.

- Wardrobe has significant impact on local retailers, as spending can average approximately \$20,000 and \$30,000 per show.
- It is typical to spend approximately \$3500 to \$5000 per show on dry cleaning alone.
- This type of spending is common for each department of the production (makeup, props, set design).
- A purpose built facility would be of great benefit to the local economy.

Michael Goodwin concluded the presentation by sharing the communique (circulated on-table) from Kathleen Gilbert. The following was noted:

- 2018 was a recording breaking year for the region, as 25 shows contributing over \$21,000,000 to the local economy
- The Executive Producer of the Netflix original production, *The Haunting*, advised the commission that had the region had a studio they would have produced the entire series here.
- This is an unfortunate reality the sector must deal with when trying to land productions.
- The typical budget of the productions that the commission is currently attracting is between \$1,000,000 and \$7,000,000 per show, with approximately 40-60% of these budgets being spent locally.
- A key metric of the industry's impact on the local economy is hotel occupancy.
- In 2017 it is estimated that a total of industry related room night stays was 30,560 nights.
- This impact was spread amongst the region's high-end and average hotels.
- The Motion Picture Association of Canada commissioned a report on the economic impact of the CW Network's *Riverdale*.
- *Riverdale*, which recently completed its third season, has had the following impact on the lower-mainland's economy:
  - \$103.6M in Direct Production Expenditure
  - Total Gross Domestic Product (GDP) \$139.7M
  - Total Employment (in FTEs) of 1,785
- With the appropriate purpose built facility it isn't unreasonable to suggest that Saanich, and the CRD, could land this type of large scale, big budget production.

The Chair thanked the delegation for the presentations, committee discussion ensued, and the following is noted:

- The barrier to the development of the facility is availability of light industrial zoned land.
- Parcels large enough to accommodate two 18,000 sq/ft stages are difficult to come by.
- Many of these parcels are located on ALR land, rendering development essentially impossible.
- Available, appropriately, land parcels are both scarce cost prohibitive.
- There are currently no commercial properties available that would be appropriate for a retro-fit, or adaptive re-use.
- The size of the parcel required is 4 acres (minimum)
- The commission would partner with existing area equipment houses (rigging, lights, sound) to develop on-site warehousing and storage facilities to service the lots.
- What lands are available in Saanich?
- Would it be appropriate for the committee to both endorse the concept, and suggest possible locations for Council's consideration?
- Is this type of amenity being considered are part of the land-use planning processes

currently underway, e.g. Shelbourne Valley, Uptown-Douglas, Local Area Plans?

In response to a question from the Chair the Clerk stated:

- It would be appropriate to have planning staff in attendance to address specific land-use questions that pertain to the studio development, current and future planning processes and any related work to date.
- Per the Chair's request, the appropriate Planning staff person will be invited to the next meeting to address any relevant land-use questions on this matter.
- The delegation could be referred to the Arts Culture and Heritage Advisory Committee (ACH), as their mandate and scope affords them the opportunity to consider the presentation through an arts lens.

The Chair thanked the Clerk for the information and requested that the delegation be referred to ACH for the Chair's consideration.

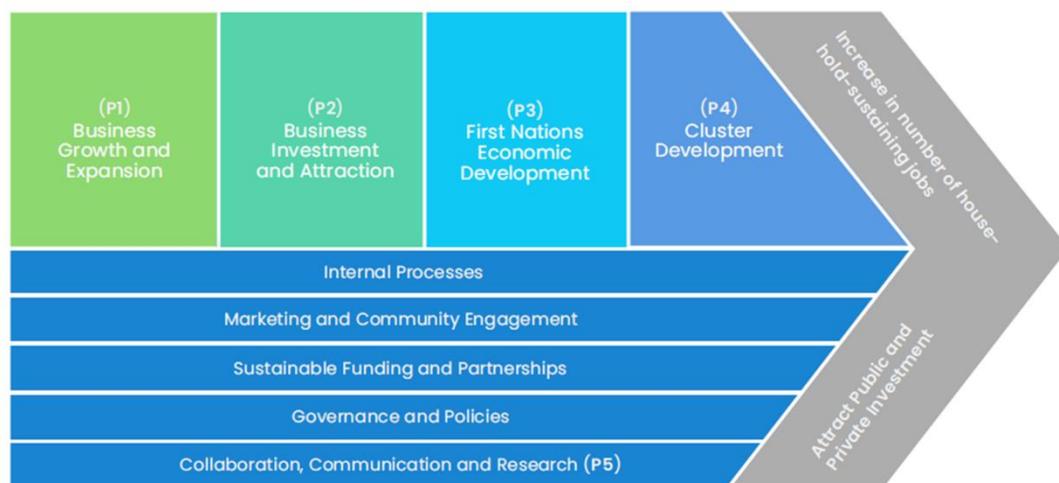
### **SOUTH ISLAND PROSPERITY PARTNERSHIP**

The Chair welcomed the delegation to the meeting, before turning the floor over to Bruce Williams and Dallas Gislason. The following was noted:

- The South Island Prosperity Partnership (SIPP) was incorporated in 2016 and serves as the region's economic development 'public-private partnership.
- SIPP is comprised of 10 municipalities; 7 First Nations; 3 Post-secondary Institutions; 26 Large Employers; 5 Business/Industry Associations and 4 Nonprofits.
- The Capital Region's economy is both regional and interconnected.
- SIPP's mission is to facilitate and promote the development of a strong, regionally diversified economy in South Vancouver Island.
- SIPP's founding principles are:
  - Collaborative
  - Industry-led (i.e. no political seats on the board).
  - Not-for-profit
  - Effective (inclusive, sustainable, affordable)
  - Equitable (funding model and voting model)
  - Aligned (with local OCP's & local Ec. Dev.)
  - Accountable (to its funding partners)
- SIPP will host the South Islands first regional conference on First Nations economic development, the Indigenous Prosperity Gathering, in the fall of 2019.
- The conference will bring together the South Islands Indigenous leadership to promote collaboration, and explore topics of interest such as success stories, challenges and opportunities for economic reconciliation.
- SIPP 5-Year Strategic Plan (2016-2021) is focused on future jobs (clean, high-paying); First Nations Economic Development; and an increase in Provincial and Federal Government funding to the region.
- SIPP's Smart South Island was shortlisted as one of ten \$10 million finalists in the first ever Canadian Smart Cities Challenge.
- In 2018 SIPP launched the Future Innovator Challenge in partnership with Island Savings. This youth focused initiative requires students to develop an innovative solution to a problem with consideration be given to how data, technology, and innovation will address their chosen problem.
- South Island Prosperity Index was developed in conjunction with the Smart South Island

initiative to help the region, its citizens, stakeholders and business leaders help measure and move the region’s economy forward.

- The index was developed in accordance to the data framework developed by the World Council on City Data, and certified through the International Standards Organization.
- The index utilizes over 140 indicators covering five main theme areas: Economic Resiliency; Transportation and Mobility; Housing and Affordability; Human Health and Environmental Health.
- Several new indicators were added in 2019, including the percentage of immigrants in our population, and the income of indigenous peoples.
- The Mobility Wellness Index is a new initiative that measures 6 themes against 20 indicators, and 40 metrics to develop a composite score.
- Research demonstrates strong linkage between mobility and wellness.
- SIPP was a lead partner in the Songhees Innovation Centre and were extensively involved in crafting the proposal, governance and engagement processes necessary to make it successful.
- To support Business Retention and Expansion efforts, SIPP developed the BusinessConnect Network, with the aim of assisting growth-oriented companies already established in the Greater Victoria region.
- To date, 11 businesses have entered into the program’s first stream to foster their success and help us “co-design” our model.
- BusinessConnect Stream #2 will be focused on building an in-bound attraction pipeline for business in the Cascadia Bioregion
- SIPP will work with in-bound businesses as a market entry facilitator until the business is fully operational.
- Local Economic Development and Regional Economic Development, in the context of the capital region context, are not mutually exclusive. Accordingly SIPP has an vested interest in supporting and integrating local plans and initiatives into the broader regional strategy.
- Using its impact criteria, SIPP identified five key strategic priorities and operation goals for 2016-2021.



- SIPP is currently developing a Local Economic Development Playbook.
- The intent of the playbook is to answer the following questions:
  - How do we unlock the potential of municipalities’ development efforts?
  - How do we align with / support / catalyze each individual economic development

- plan throughout the region?
- How do we elevate our collective “economic development” approach(es) at both municipal and regional levels?
- Constraints: SIPP is only resourced for strategic plan, not additional efforts
- Esquimalt Township approved an economic development strategy in 2014.
- Facing challenges with implementation, and how to resource and with what approach SIPP was brought on board to manage the process. The consultant will be a direct report to the CAO.
- A similar opportunity exists for Saanich, who approved a motion to develop an economic development strategy as a component of their strategic planning process.
- The development of the Playbook is cognizant, and takes into consideration, that each municipality has its own distinct culture and community.

The Chair thanked the Delegation for their presentation, and noting the time, advised that the committee would consider the playbook initiative at their next regularly scheduled meeting.

The meeting adjourned at 9:07 p.m.

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Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

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Committee Secretary

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Please note:

The following report: *Response to Saanich's  
Climate Emergency Declaration – New 2030  
Target*, was considered and approved by Saanich  
Council at the Special Meeting of Monday  
August 19, 2019

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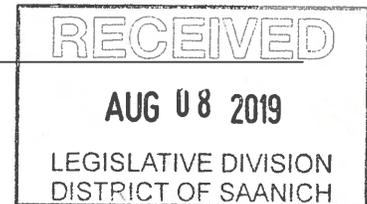


The Corporation of the District of Saanich

*C/W 19 Aug 19*

# Report

**To:** Mayor and Council  
**From:** Sharon Hvozanski, Director of Planning  
**Date:** August 8, 2019  
**Subject:** Response to Saanich’s Climate Emergency Declaration - New 2030 Target  
**File:** 2560-50 • 100% Renewable Saanich



## RECOMMENDATION

1. That Council adopt new climate targets of:
  - a. Achieving 50 % reduction of community-wide greenhouse gas (GHG) emissions below 2007 levels by 2030; and
  - b. Reaching net zero emissions before 2050 as a complement to the target of becoming a 100% Renewable Energy Community.
2. That Council direct staff to amend the Terms of Reference for the updated Climate Plan: 100% Renewable and Resilient Saanich, and replace the target of 80% reduction in GHG emissions below 2007 levels by 2050 with the new climate targets.

## PURPOSE

At the March 25, 2019 meeting, Council responded to a correspondence from the Capital Regional District with respect to Climate Emergency Declaration and made a motion that:

“The District of Saanich declare a climate emergency and work towards achieving carbon neutrality in the municipality by 2030.”

This is the first of two reports staff will bring to Council in response to Saanich's climate emergency declaration. The purpose of this report is to provide background information and rationale for staff's recommendation on adopting new climate targets according to the Intergovernmental Panel on Climate Change (IPCC)'s new 2030 target. Bringing this report forward first will help inform the final phase of the Climate Plan public engagement and the accelerated actions as well as keep the Climate Plan development on schedule as much as possible. A second report which outlines the proposed accelerated climate actions is planned to be presented in late September or early October after the internal staff review process is complete.

## DISCUSSION

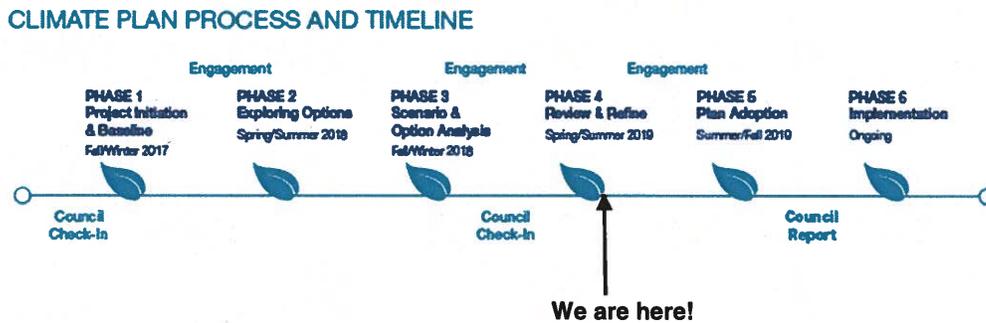
### Background

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).

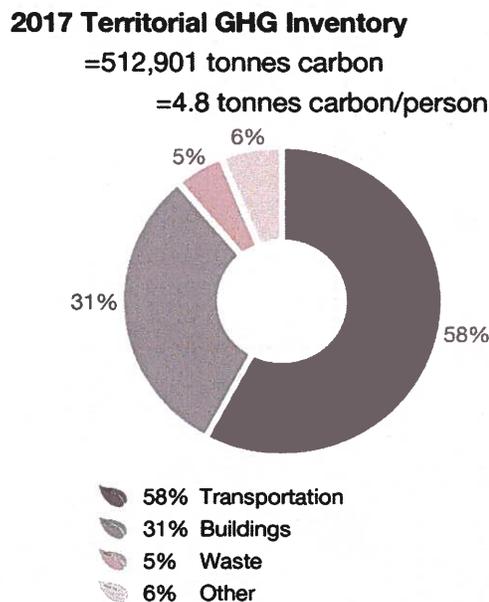
At the time of adopting these targets, the target of 80% GHG reduction below 2007 levels by 2050 was consistent with the research from the Intergovernmental Panel on Climate Change (IPCC) as well as BC Climate Leadership Plan published in 2016.

With those targets, staff began the process of updating the Saanich Climate Action Plan (completed in 2010) and Climate Adaptation Plan (completed in 2011) and developing a new Climate Plan that tackles the twin challenges of climate change mitigation and adaptation. The final Climate Plan: 100% Renewable and Resilient Saanich is anticipated to be presented to Council in fall 2019.



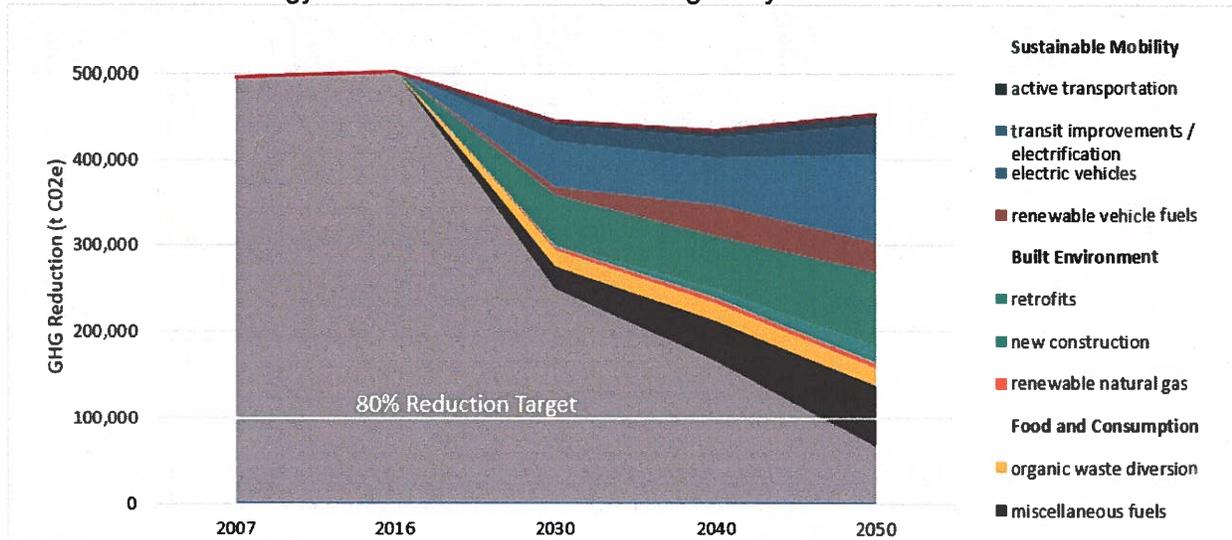
**Figure 1: Climate Plan Process and Timeline**

During the plan development, a community energy and emissions inventory was completed to measure GHG emissions from different sectors in Saanich (see Figure 2 below).



**Figure 2: 2017 Territorial GHG Inventory**

Energy and emissions modeling was used to develop scenarios and inform draft climate actions to achieve the set targets. Below is a wedge diagram that illustrates a pathway to achieving 100% renewable energy and 80% GHG reduction targets by 2050.



**Figure 3: Pathway to achieving 80% GHG Reduction by 2050**

The key findings from the scenario development exercise include:

- Vehicle electrification and existing building retrofits have the biggest GHG reduction potential (20.5% and 17.9% of total community GHG reductions respectively); and
- However, they alone are not sufficient (halfway to the 80% reduction target). A host of other measures have to be taken as well.

**Intergovernmental Panel on Climate Change’s New 2030 Target**

To limit global warming to 1.5°C, the Intergovernmental Panel on Climate Change (IPCC) suggested in a special report released in October 2018 that global net carbon emissions will need to decline by 45% from 2010 levels by 2030, reaching net zero around 2050 and net negative after. Less than 12 years are left for the world to change its current trajectory of carbon emissions.

The IPCC’s Special Report outlined the significant and more severe global impacts associated with 2.0°C of global warming as compared to a 1.5°C increase in temperature, and urged a strengthened international response to reduce emissions and avoid these grave impacts.

The potentially grave impacts include considerable changes in regional climate characteristics (e.g. extreme heat, heavy precipitation, drought, and sea level rise); impacts on biodiversity and ecosystems, including species loss and extinction; climate related risks to health, livelihoods, food security, water supply, human security, and economic growth. There are limits to adaptation and adaptive capacity of human and natural systems even at 1.5°C of warming; adaptation is expected to be more challenging and limits to adaptive capacity become more pronounced at higher levels of warming. Failing to stabilize global temperatures at 1.5°C above pre-industrial levels will significantly compromise progress toward sustainable development, eradication of poverty and reducing inequalities.

The report signals that rapid and far-reaching transitions in energy, land, transportation, buildings, and industrial systems are required in unprecedented scale. A wide selection of mitigation options and a significant increase of investments in those options are necessary. The need for fossil fuels will ultimately need to be eliminated through significant efficiency improvement and transition to renewable energy sources. In addition to emissions reductions, carbon dioxide removal (CDR) from the atmosphere will be needed through measures such as reforestation, land restoration and projects that capture and store carbon.

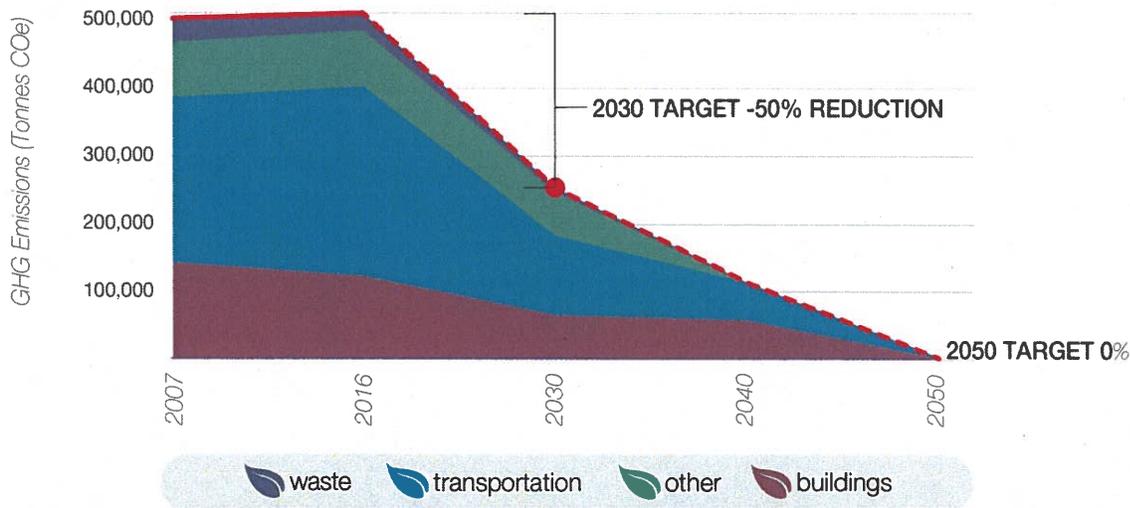
**Global and Regional Movement**

Since the release of the IPCC Special Report, a growing number of local governments around the world have declared a climate emergency, recognizing the importance of accelerating actions to curb global warming as well as preparing for climate change. Locally, the Capital Regional District (CRD) responded with a climate emergency declaration on February 13, 2019. Saanich Council made its own climate emergency declaration on March 25, 2019.

**Aligning Saanich’s Climate Targets with 1.5°C**

As the updated Climate Plan is yet to be finalized, Saanich is in a unique position to be able to revise targets and propose accelerated actions to reflect the latest understanding of actions needed to limit global warming to 1.5°C.

The IPCC Special Report made it clear that a target of 80% GHG reduction on a 2050 time horizon will not be sufficient. Proposed new targets of 50% GHG reduction (below 2007 levels) by 2030 and net zero emissions by 2050 will compel more ambitious climate action and be more consistent with the global GHG reduction needed to limit global warming to 1.5°C.



**Figure 4: Proposed new 2030 and 2050 targets**

An accelerated GHG reduction pathway will exceed the original climate mitigation targets set forth for the updated Climate Plan and help avoid significantly greater costs and efforts to adapt to climate change.

If the new targets are adopted, Council would direct staff to amend the Terms of Reference for the updated Climate Plan: 100% Renewable Saanich and replace the target of 80% reduction in GHG emissions below 2007 levels by 2050 with the new climate targets.

Committing to a 50% reduction target by 2030 requires a massive increase in zero emission vehicles and retrofits of a substantial share of Saanich's building stock. Additional time might be needed to complete energy modeling and new scenario development as well as to consider new or strengthened climate actions. Staff will endeavour to minimize the impact of additional analysis on current schedule of Climate Plan development.

### **Working towards Carbon Neutrality**

There are two ways to achieve carbon neutrality:

#### 1. Eliminate carbon emissions completely (reductions)

Taking this approach to achieve carbon neutrality by 2030 would mean eliminating all fossil fuel burning and transitioning to 100% renewable energy in Saanich in less than 12 years, a dramatically more aggressive GHG reduction target than the current and proposed climate targets and shortening the timeline to achieve carbon neutrality by 20 years. Achieving such a target will be extremely challenging in the absence of similar commitments, policy alignment and resource support from provincial and federal governments. Currently, the CleanBC plan, released by B.C. Government in December 2018, is expected to put the province on track for 75% of its target - 40% reduction below 2007 levels by 2030. Updates are expected on how it will meet the remaining 25%. Canada's target for GHG emission reductions by 2030 is 30% below 2005 levels (or 523 megatonnes of CO<sub>2</sub>e).

In addition to transitioning to 100% renewable energy, carbon dioxide removal measures such as reforestation, restoration of coastal ecosystems could support further emission reductions. However, preliminary exploration in this area indicates that their potential to achieve emission reductions could be very limited in the short term, and they are unlikely to have a significant impact on the 2030 target as it takes time for ecosystems to restore and grow. It is proposed that Saanich collaborate with other local governments, First Nations and the CRD to better understand the technical feasibility and scalability of restoring local ecosystems to remove carbon dioxide. Partnership with potential stakeholders such as other levels of government, owners of large land/natural area and research institutions can be sought to support this effort. This action will be included in the draft Climate Plan: 100% Renewable and Resilient Saanich for evaluation and prioritization with other climate actions.

#### 2. Balance carbon emissions with carbon removal (offsets)

Although there is no known precedence of any Canadian municipalities taking this approach to become a carbon neutral community, it is theoretically possible to achieve carbon neutrality by 2030 by means of purchasing carbon offsets.

The financial impact could be substantial. Assuming Saanich achieves 50% GHG reduction target by 2030, there would still be approximately 250,000 tonnes of GHG emissions that need to be offset that year for Saanich to become carbon neutral. The cost to offset 250,000 tonnes of GHG emissions in the community would be \$6.25 million based on a cost of \$25 per tonne of CO<sub>2</sub>e<sup>1</sup>. This approach would divert significant financial resources away from the emissions reduction efforts locally.

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<sup>1</sup> B.C.'s public sector organizations (PSOs) are already required to be carbon neutral each year. Most PSOs will achieve that through the purchase of offsets procured by the Climate Risk and Investment Branch of the Ministry of Environment at a cost of \$25 per tonne of CO<sub>2</sub>e. The cost of offsets may be higher in the future.

The offsets used for the community's emissions will have to be generated outside of Saanich's municipal boundary (Carbon removal projects within Saanich would be counted as reductions, described in the section above) and would likely contribute to global emissions reduction. However, purchasing offsets have limited direct benefits to local residents, businesses or the local environments. Offsets availability, financial feasibility, and associated trade-offs are also important implications to consider.

In short, there is currently no clear path on how to achieve carbon neutrality in the community by 2030 through emissions reduction; however, aligning our climate targets with IPCC Special Report's recommendations is a major step towards achieving carbon neutrality by 2050. Staff will continue to explore options on how to accelerate climate work towards carbon neutrality and make recommendations for Council to consider in the future.

## **ALTERNATIVES**

1. That Council approve the recommendation as outlined in the staff report.
2. That Council provide alternate direction to staff.

Alternative direction could include: continuation of the Climate Plan: 100% Renewable and Resilient Saanich development with the original target of 80% GHG reductions by 2050 below 2007 levels; adopting a new target of achieving carbon neutrality by 2030 and delaying the Climate Plan: 100% Renewable and Resilient Saanich delivery in order to consider options to achieve the new target.

## **FINANCIAL IMPLICATIONS**

There are no immediate implications related to the District of Saanich Financial Plan. Additional energy and emissions modeling would be required, however Staff believe this work could be covered in the current departmental budget. If determined otherwise, a separate report outlining any financial shortfall would be presented to Council for review and consideration.

## **STRATEGIC PLAN IMPLICATIONS**

There are no implications related to the District of Saanich 2015 - 2018 Strategic Plan.

## **CONCLUSION**

In response to Council's Climate Emergency Declaration in March 2019, staff believes it is appropriate for Council to endorse new climate targets to be in alignment with the latest Intergovernmental Panel on Climate Change recommendations, specifically:

- a. Achieving 50% reduction of community-wide greenhouse gas (GHG) emissions below 2007 levels by 2030; and
- b. Reaching net zero emissions before 2050 as a complement to the target of becoming a 100% Renewable Energy Community.

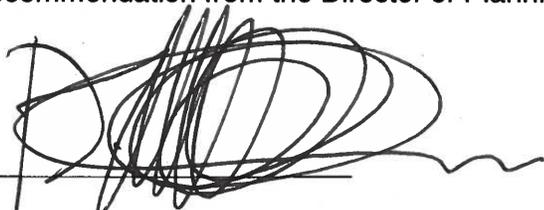
Prepared by:   
Ting Pan  
Manager of Sustainability

Approved by:   
Sharon Hvozdzanski  
Director of Planning

TP/jsp

**ADMINISTRATOR'S COMMENTS:**

I endorse the recommendation from the Director of Planning.

  
Paul Thorkelsson, Administrator