



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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## MAYOR'S AND COUNCILLORS' REPORT

From: Councillor Ken Armour

Council Meeting: April 6, 2020

**Subject:** Report on Local Government 2020: Current Issues (conference)

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I attended this event, hosted by the Pacific Business and Law Institute, in Vancouver on March 11, 2020. Following are some the key points that were made through the various presentations at the event:

### Climate Action and Adaptation

- Municipalities contain 80% of Canada's population and can control 50% of Canada's GHG emissions.
- There are several direct actions that municipalities can take on climate change, including through regulatory powers, procurement and operations.
- Many BC municipalities are moving now to require new commercial buildings to meet Step 3 of BC's Building Step Code, which will be mandatory by 2022. In Campbell River, permit rebates are provided for each incremental step that a builder meets.
- LEED-type buildings don't have to be LEED certified; municipalities can, instead, reach an agreement with a developer to achieve those standards – makes the process less expensive. LEED incentives can include amenity zoning, density bonusing and phased development agreements (providing security for the developer against down-zoning).
- Municipalities can encourage green infrastructure such as care sharing, parking sharing, HOV, transit promotion and cycling through bylaws and covenants.
- The automotive future is electric and self-driving cars, called as needed. Young people will stop buying cars. Consequently, multi-unit residences won't require as many parking spots but will require more car pick-up and drop-off spots.
- If an OCP includes provisions for Development Approval Information (DAI), these DAIs can be used to require developers (at their expense) to provide environmental impact assessments of proposed developments, including impacts on the natural environment, transportation patterns, local infrastructure, etc.

- Local governments have the ability to regulate transportation-related GHG emissions through bylaws. This includes regulation and prohibition of classes of vehicles in lanes or on designated roadways, incentives for electric vehicles and increased fees for polluters based on costs of overhead and administration.

#### Development Approvals

- The BC government released a report on the Development Approvals Process Review in September 2019. The report had been commissioned by the government to, in part, “accelerate the construction of the homes the people need” [and to address housing affordability in BC].  
[https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/planning-land-use/dapr\\_2019\\_report.pdf](https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/planning-land-use/dapr_2019_report.pdf)
- Reflecting stakeholder consultations, the report notes the following challenges with respect to development approvals:
  - Local government application processes, including process variations across local government approvals, and developer applications.
  - Local government approval processes, including delegation of authority on land use permits, and the requirement and processes associated with public input.
  - Development finance tools, including the scope and use of development cost charges and community amenity contributions.
  - Subdivision, including the role of approving officers, the use of preliminary layout approvals, and requirements for parkland dedication.
- The BC government may introduce legislation to address the challenges identified in the report.

#### Ride Hailing

- Greater Vancouver, through Trans link and the Mayor’s Council on Regional Transportation, is developing a region-wide licensing approach for ride-hailing. This will result in one intermunicipal license to operate, with discounts for accessible and electric vehicles. Each member municipality must adopt the bylaw.

Respectfully submitted,

Ken Armour