



Notice of Meeting and Meeting Agenda Hospitals and Housing Committee

Wednesday, July 29, 2020

1:30 PM

6th Floor Boardroom
625 Fisgard St.
Victoria, BC V8W 1R7

Special Meeting

L. Helps (Chair), K. Murdoch (Vice Chair), D. Blackwell, S. Brice, F. Haynes, G. Holman, R. Martin, C. McNeil-Smith, D. Screech, L. Seaton, K. Williams, C. Plant (Board Chair, ex-officio)

1. Territorial Acknowledgement

2. Approval of Agenda

3. Presentations/Delegations

- 3.1. [20-414](#) Presentation: Dr. Richard Stanwick, Island Health re. 2019-20 Island Health Report to the CRD

Attachments: [Presentation: 2019-20 Island Health Report to the CRD](#)

- 3.2. [20-435](#) Presentation: Kelly Roth, Greater Victoria Coalition to End Homelessness re. GVCEH Update

Attachments: [Presentation: Greater Victoria Coalition to End Homelessness Update](#)
[Work Plan: GVCEH Service Agreement 2020-21 - Schedule A](#)

4. Committee Business

- 4.1. [20-431](#) Housing and Transportation Cost Estimates

Recommendation: The Housing and Transportation Cost Estimates Report be received for information.

Attachments: [Staff Report: Housing and Transportation Cost Estimates](#)
[Appendix A: 2020 Housing & Transportation Cost Estimate Study](#)
[Presentation: Housing and Transportation Cost Estimates](#)

- 4.2. [20-427](#) Capital Region Housing Corporation Operational Update - 2nd Quarter

Recommendation: That the Capital Region Housing Corporation Operational Update - 2nd Quarter report be received for information.

Attachments: [Staff Report: CRHC Operational Update - 2nd Quarter](#)
[Appendix A: CRHC Operational Update – 2nd Quarter](#)

- 4.3. [20-231](#) Previous Minutes of Other CRD Committees and Commissions for Information

- Recommendation:** That the following minutes be received for information:
- a) Regional Housing Advisory Committee minutes - November 28, 2019
 - b) Tenant Advisory Committee minutes of September 19, 2019
 - c) Tenant Advisory Committee minutes of December 9, 2019

Attachments: [Minutes: Regional Housing Advisory Cttee - November 28, 2019](#)
[Minutes: Tenant Advisory Committee - September 19, 2019](#)
[Minutes: Tenant Advisory Committee - December 9, 2019](#)

5. Notice(s) of Motion

6. Motion to Close the Meeting

6.1. [20-445](#) Motion to Close the Meeting

- Recommendation:**
- 1. That the meeting be closed for Land Acquisition in accordance with Section 90(1)(e) of the Community Charter.
 - 2. That such disclosures could reasonably be expected to harm the interests of the Regional District. [3 items]

7. Adjournment

Next Meeting: September 2, 2020

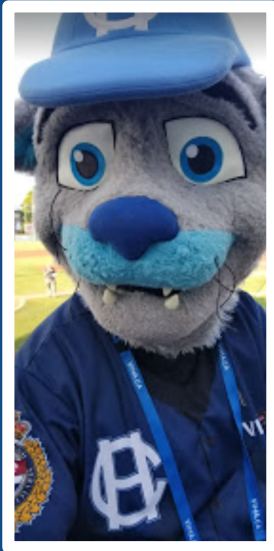
2019–20 Island Health Report to the CRD

Dr. Richard Stanwick, Chief Medical Health Officer



Improving Health Outcomes For All Populations

Education...is a key tenet for preventing the use of tobacco, vapour, and cannabis products. For Island Health's Enforcement Officers it is part of their enforcement practices.



Education and Awareness

Promotional Products
are used at education &
awareness events to engage
the public



- Post-it notes
- Notepads
- Visors
- Lanyards
- Frisbees
- Pencils
- Pens
- Hashtag squishies
- Glass-cleaning clothes
- Glove hand warmers



70,085 People

Education & Awareness

Public education and awareness of the Clean Air Bylaw has been promoted through attendance at the following events & locations:

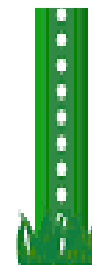
- Esquimalt Earth Day
- Buccaneer Days
- Esquimalt Neighbourhood party
- Clean Air Day
- Car Free Victoria
- Aboriginal Days
- Touch of Salt Spring
- Beer Festival
- International Airport
- BC Ferries
- Sporting Events
- Recreation Centres and Hospitals
- Library

Education & Awareness

Signage April 2019-March 2020

Distribution, Education, Inspections

- Additional “No smoking” signage and purchased for distribution
 - ✓ **1,000** window clings
- Signage templates are available on the Island Health Clean Air Bylaw website.
- Clean Air Bylaw Inspections include signage distribution throughout the CRD and the Gulf Islands.
 - ✓ **3440** Clean Air Bylaw Inspections were conducted
 - ✓ **3409** new signs were delivered to new and existing businesses.



2,170 visits

Education & Awareness

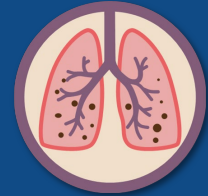
Island Health Website

CRD Clean Air Bylaw

Website is maintained and hosted
by Island Health

Information can be found on:

- ✓ Clean air benefits
- ✓ Enforcement of the bylaw
- ✓ Resources – FAQ's, Info sheets
- ✓ Contact details
- ✓ Downloadable and printable signs, posters and pamphlets
- ✓ Links to resources for Quitting



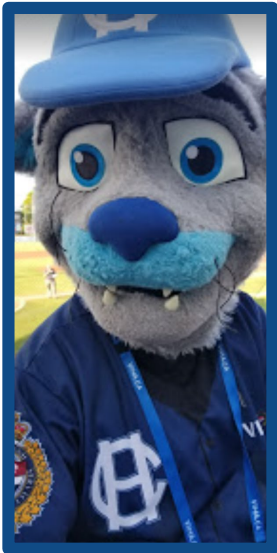
BREATHE
the lung association



quitnowca



Education & Awareness



- Island Health Social media platforms are used to promote smoking reduction and quitting

Campaign promotions included:

Ultimate Break It Off campaign

National Non-Smoking Week

Weedless Wednesday

BC Lung Association campaign materials for youth

- Partnership with Harbour Cats Baseball Club to promote Tobacco & Vapour Free Sports



Bylaw Enforcement

Voluntary Compliance

Education and awareness campaigns
Signage
Individual education conversations
Verbal and Written warnings

Enforcement

Municipal Tickets
Injunctions
Prosecutions

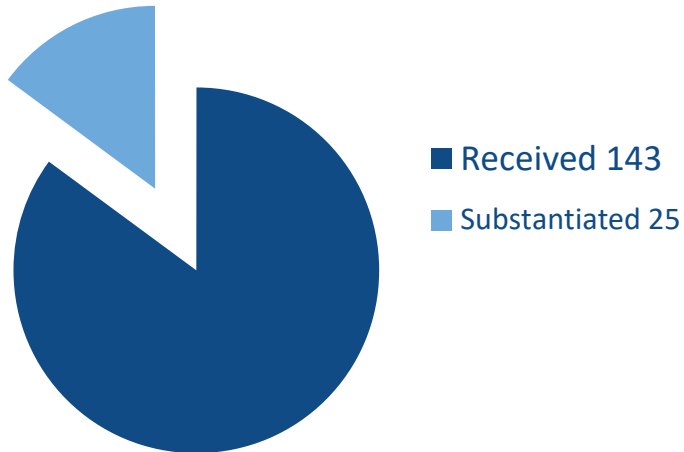
Effective enforcement in regulatory practice incorporates both preventative and restrictive strategies

(Baldwin, Cave, & Lodge, 2012).

- On the preventative and corrective end of the continuum are positive, enabling, and supportive enforcement strategies, and at the opposite end, are restrictive, directive, or prescriptive enforcement methods (Colbert, 2014).
- The CRD Clean Air Bylaw is enforced on a continuum between voluntary compliance and enforcement measures. The approach is focused on voluntary compliance measures that encourage, promote and educate the public for compliance.

Enforcement Complaints

**Complaints Received
2019-2020**



Substantiated Complaints

General Buildings	9
Shopping Malls	3
Parks/Athletic Fields	3
Restaurants	3
Public Squares	2
Bus Stops	2
Community care facility	1
Vehicle	1
Retail Store	1

Non-compliance violations with the Clean Air Bylaw by Section



Complaint Based Non-compliance Violations by Section

Section	Prohibitions	Quantity
2(1)(a)	Smoking in any park except in a private vehicle	6
2(1)(b)	Smoking in any designated public space	3
2(1)(e)	Smoking in an area where food & beverage are served	1
2(1)(f)	Smoking inside a vehicle or passenger conveyance	1
2(1)(g)	Smoking within 7M of a door, window, or air intake	11
2(1)(h)	Smoking within 7M of a bus stop	1
2(2)(a)	Permitting smoking inside any part of a building or structure	1
2(2)(b)	Permitting smoking in any area of a business place where either or both food and beverages are served or consumed, or both served and consumed	1
2(2)(c)	Permitting smoking in any vehicle or passenger conveyance, except in a private vehicle	1
3(1)(d)	Signage must be displayed at each entrance of a building	3
3(1)(e)	Signage must be displayed inside a vehicle or passenger conveyance	1
4(1)(a)	No Smoking sign shall state the phrase "no smoking"	2
4(1)(b)	No smoking sign shall state a graphic symbol substantially	2
Total		34

Non-compliance violations with the Clean Air Bylaw by Section

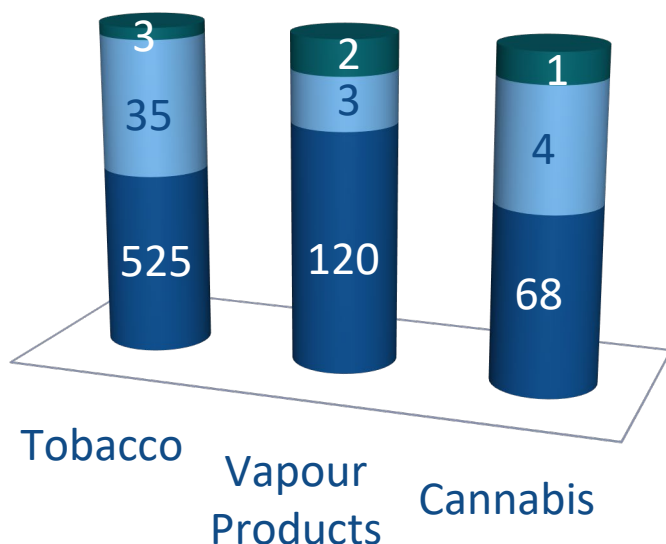
Patrol outcomes Non-compliance Violations by Section

Section	Prohibitions	Quantity
2(1)(a)	Smoking in any park except in a private vehicle	215
2(1)(b)	Smoking in any designated public space	92
2(1)(c)	Smoking in any school yard	11
2(1)(d)	Smoking inside any part of a building or structure	4
2(1)(e)	Smoking in an area where food & beverage are served	5
2(1)(f)	Smoking inside a vehicle or passenger conveyance	4
2(1)(g)	Smoking within 7M of a door, window, or air intake	299
2(1)(h)	Smoking within 7M of a bus stop	131
Total		761

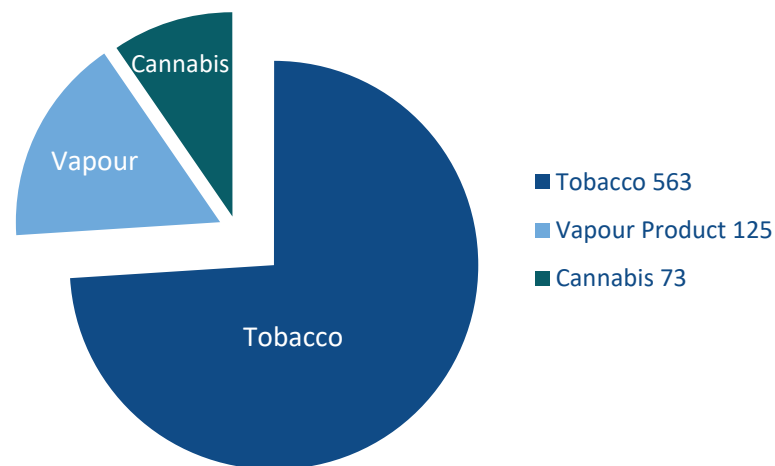
Progressive Enforcement Outcomes

Progressive enforcement

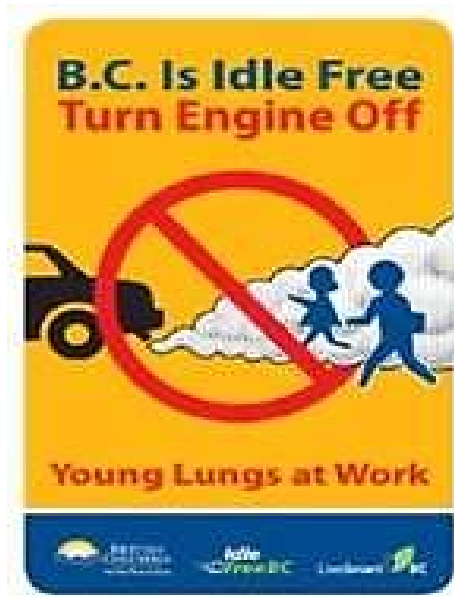
- Municipal Ticket
- Written Warning
- Verbal Warning



Progressive enforcement activities for violations of CAB during patrols by substance 2019-2020



Idling, Tanning & Tattoo Bylaws



Substantiated Complaints 2019 - 20	
Tattoo Premise Routine Inspections	21
Tattoo Premise Initial Inspections	6
Tattoo Premise Complaints	0
Idling Complaints	1
Public Squares	0
Tanning Facility Complaints	0

Environmental Health Officers (EHO's) enforce through inspection, complaint follow-up and investigations.

Successes

Increased alignment between the CRD Clean Air Bylaw and the provincial legislation enables residents to clearly understand and comply with the Clean Air Bylaw.

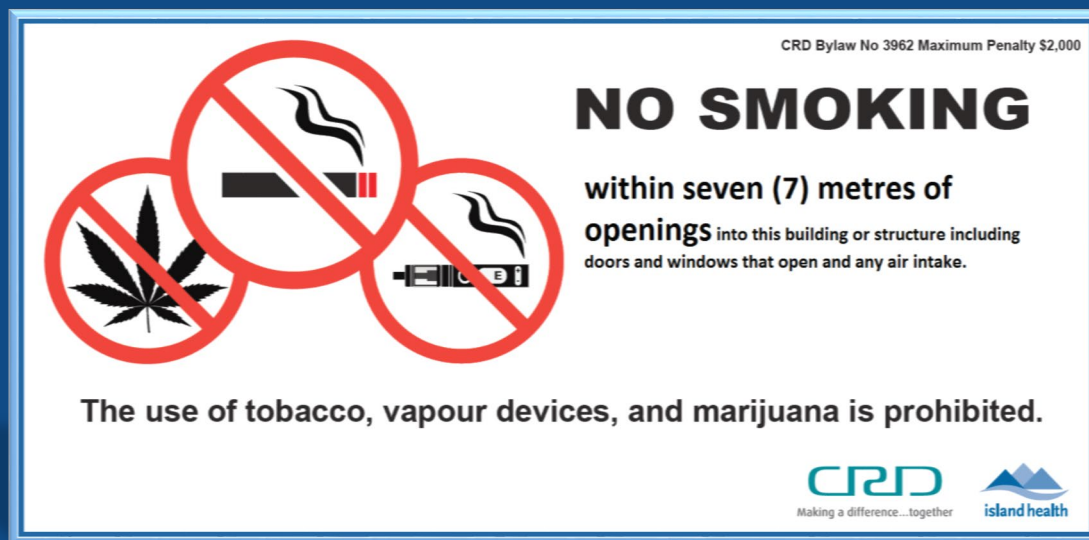
- The CRD Clean Air Bylaw No 3962 amendment adopted January 9, 2019, has resulted in alignment with changes to the 2016 provincial legislation.
- The Clean Air Bylaw No. 3962 makes all parks, playgrounds, playing fields, public squares and bus stops smoke-free. It includes 7 meter smoke-free buffer zones outside of business doorways, windows and air intakes and an expanded definition of smoking to include all substances.
- The use of tobacco, vapour devices and cannabis is strictly prohibited.



Successes

The CRD Clean Air Bylaw No 3962 amendment adopted January 9, 2019, has resulted in an expanded definition of “smoke” and “smoking”.

- ✓ **“smoke” or “smoking”** means burning a cigarette or cigar containing tobacco or another substance, or burning or heating tobacco or another substance using a pipe, hookah pipe, lighted smoking device or vapourizing device.



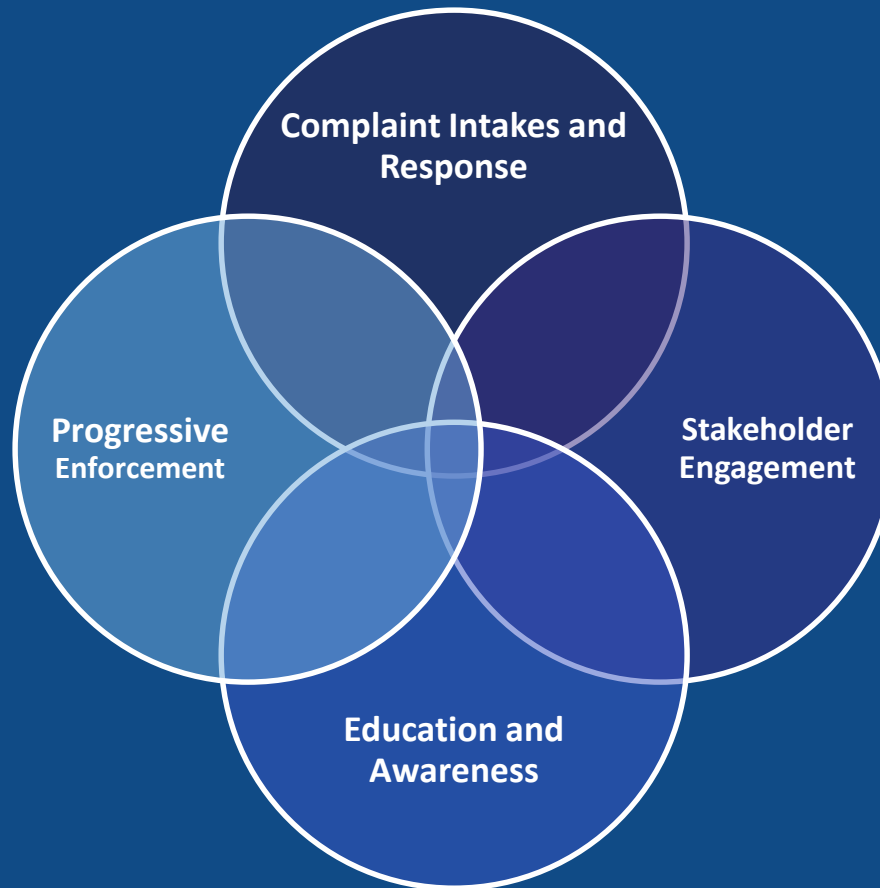
Successes

Cannabis Legalisation

- Federal Government legalized non-medical cannabis September 2018.
- Provincial Government of British Columbia legalized cannabis on October 17, 2019
 - ✓ Smoking of cannabis is allowed in spaces where tobacco and vaping are permitted.
 - ✓ Smoking or vaping of medical cannabis will be banned in areas frequented by children, including community beaches, parks and playgrounds.
- The Clean Air Bylaw amendment resulted in CRD restrictions on cannabis being in place before the provincial legalization.



Moving Forward



Capital Regional District Clean Air Bylaw

The Capital Regional District Bylaw No. 3962 makes all parks, playgrounds, playing fields, public squares and bus stops smoke-free. It also extends smoke-free buffer zones outside of business doorways, windows and air intakes to seven metres.

The use of tobacco, vapour devices and cannabis is strictly prohibited.



EFFECTIVE MAY 9, 2018

Enjoy outdoor public spaces in your municipality,
free of smoke from tobacco and vapour devices,
as well as cannabis when legalized:

• parks • playgrounds • playing fields • public squares • 7m buffer zones

Warnings and fines may be issued to keep public spaces smoke-free.

Call 250-360-1450 viha.ca/cleanair
cleanairbylaw@viha.ca

Clean Air Bylaw 3962

CRD
Making a difference...together

island health



References

- Baldwin, R., Cave, M., & Lodge, M. (2012). *Understanding regulation: Theory, strategy, and practice* (2nd ed.). Oxford, UK: Oxford University Press.
- Capital Regional District (2014). *Bylaw no. 3962*. Retrieved from [library/bylaws/publichealthcleanairidlingtanningtattoo/3962---capital-regional-district-clean-air-bylaw-no-1-2014-\(at-second-reading\).pdf?sfvrsn=12](http://library/bylaws/publichealthcleanairidlingtanningtattoo/3962---capital-regional-district-clean-air-bylaw-no-1-2014-(at-second-reading).pdf?sfvrsn=12)
- Colbert, J. (2014). *Judgement in action: The regulatory process*. Toronto, Ontario Canada: Fairmeadow.
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- Island Health (2013). *Capital regional district clean air bylaw*. Retrieved from https://www.viha.ca/mho/tobacco/clean_air_bylaw.html
- Keyword Suggest Encyclopedia (2017). No marijuana. Retrieved from <https://www.bing.com/images/search?q=no+cannabis&FORM=HDRSC2>



greater victoria
coalition to end
homelessness

hope has found a home

CRD Hospitals and Housing Committee Presentation 2019/20

JULY 29, 2020

Our Vision

A Region Without Homelessness

Our Mission

To ensure appropriate solutions are in place to serve those individuals experiencing chronic homelessness in the capital region.

To ensure all people facing homelessness in the capital region have access to safe, affordable, appropriate, long-term housing.



Outcome - Ultimate Benefit

Communities throughout the region are safe, healthy, vibrant, welcoming and supporting of people from all walks of life and stages in their life journey.

Measure - Functional Zero

Functional zero is a concrete and measurable approach to ending homelessness. When a community has reached functional zero, it means **homelessness is managed by an adequate amount of services and resources.**

Functional Zero

- Functional zero is a **concrete** and **measurable** approach to ending homelessness.
- Simply put, it means that there are **enough**, or even **more**, homeless-serving services and resources than needed to meet the needs of individuals who are experiencing homelessness.
- This definition and approach to ending homelessness gives communities the autonomy to reflect on what ending homelessness **would** and **should** look like.

Source: HomelessHub

DEPARTMENTS

Coalition Organizational Structure 2020

- The structuring of the Coalition into departments reflects the functions that support the work of the members/partners.
 - Reorganized in May of 2019.
 - The budget reflects the allocation of human resources as the primary resource for support for the execution of the Community Plan Initiatives identified each year in the GVCEH Business Plan.
- Administration & Leadership
 - Communications
 - Inclusion And Collaboration
 - Prevention
 - Research

Our Vision

A Region Without Homelessness

STRATEGIC PRIORITIES 2019 - 2024

Outcome - Ultimate Benefit

Communities throughout the region are safe, healthy, vibrant, welcoming and supporting of people from all walks of life and stages in their life journey.

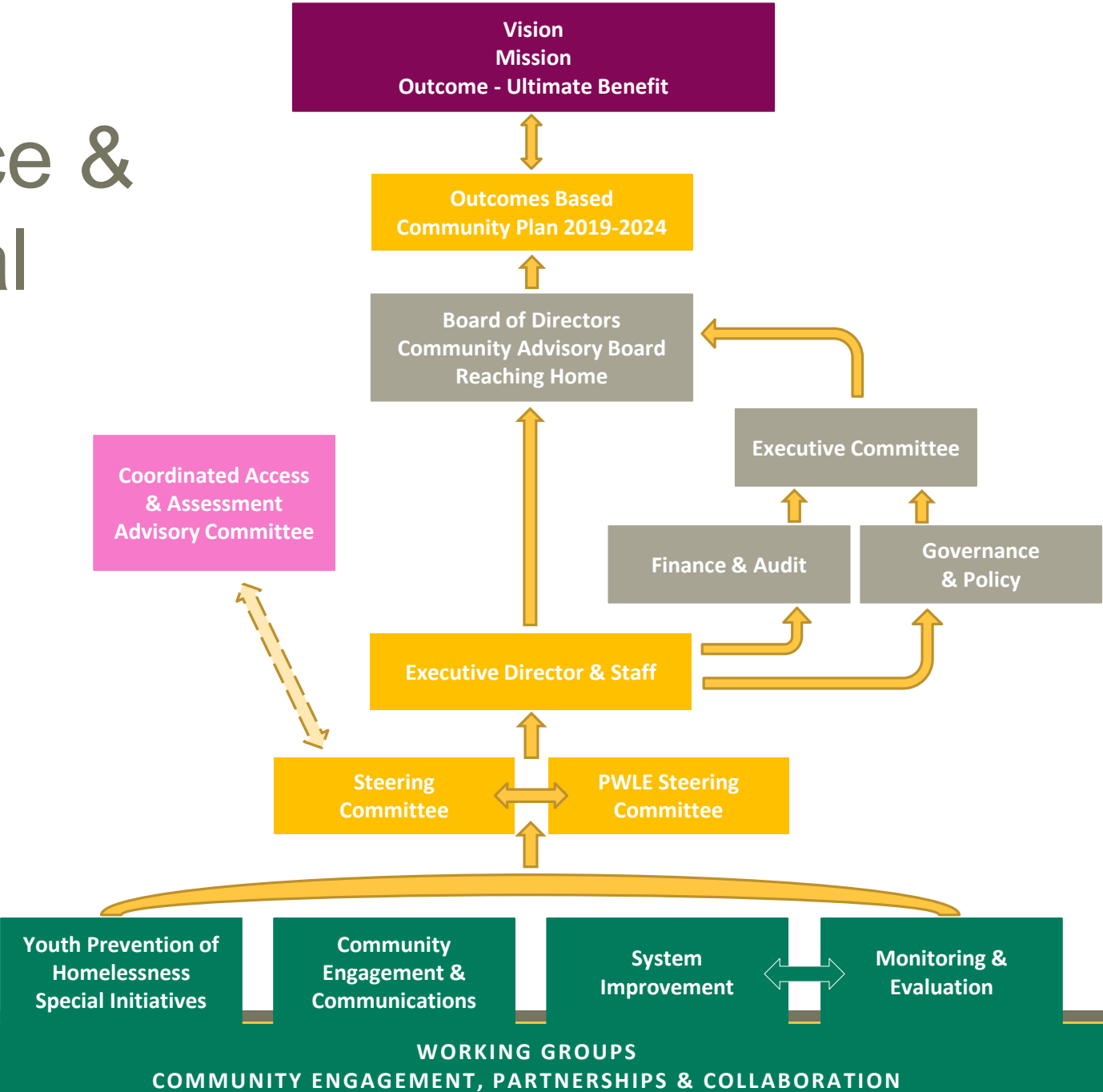
1. FUNDING EFFECTIVENESS
2. SYSTEM EFFECTIVENESS
3. INCLUSIVENESS
4. EVIDENCED-BASED CAPACITY BUILDING

These 5 functions support the strategic priorities:



Internal operational planning supports delivery of the Outcomes-Based 2019-2024 Community Plan.

Governance & Operational Structure



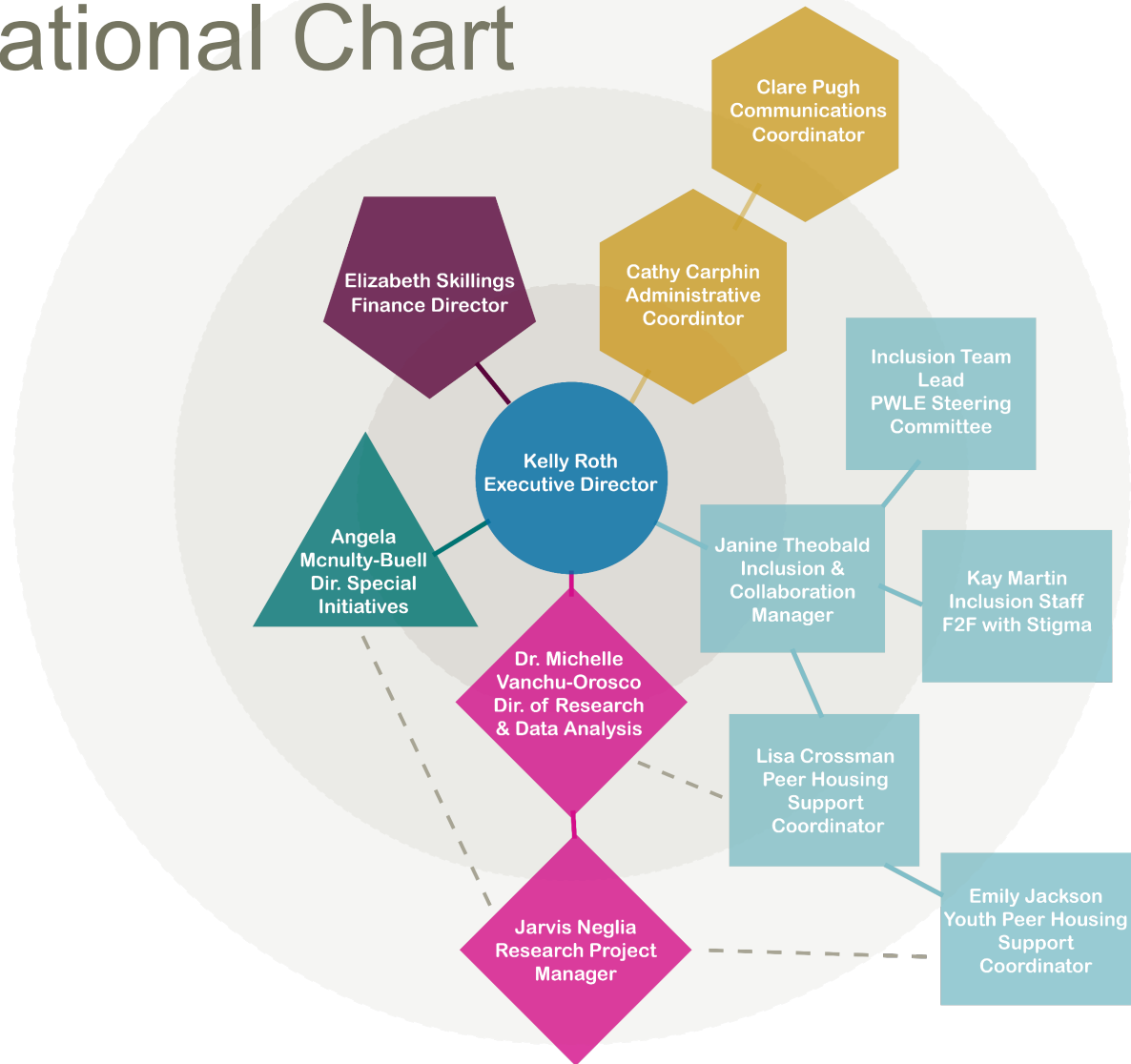
Collective Impact

COALITION COLLABORATIVE PARTNERSHIPS

1.1. Common Agenda	❑ Common Understanding of the problem ❑ Shared vision for change
1.2. Shared Measurement	❑ Collecting data and measuring results ❑ Focusing on performance management ❑ Shared accountability
1.3. Mutually Reinforcing Activities	❑ Differentiated approaches ❑ Coordination through joint plan of action
1.4. Continuous Communication	❑ Consistent and open communication ❑ Focus on building trust
1.5. Backbone Support	❑ Separate organization(s) with staff ❑ Resources and skills to convene and coordinate participating organizations

- Board of Directors/
Community Advisory Board Representatives
- CAA Advisory Committee
- Steering Committee/
PWLE Steering Committee
- Systems Improvement Working Group
- Monitoring & Evaluation Working Group
- Community Engagement &
Communications Working Group
- Youth Prevention of Homelessness Special Initiatives

Staff Organizational Chart



2019 – 2020 Review & Key Highlights

Community Plan 2019-2024 Youth Prevention

A look back.....2019/20 highlights

Next steps.....2020/21 plans

Capital Region Community Planning Day!

55 Participants June 5th 2019

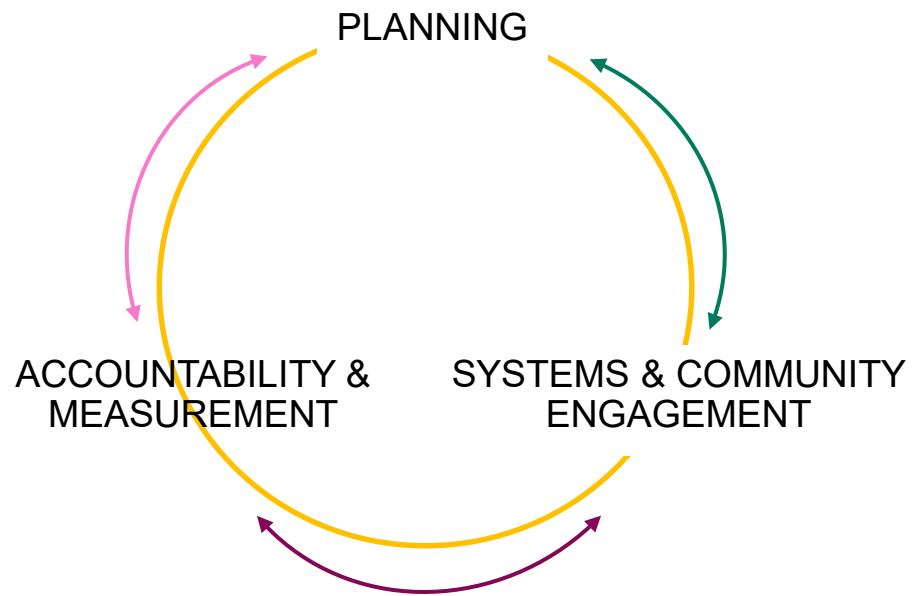


Community Plan to End Homelessness in the Capital Region 2019 – 2024

Partnerships and collaboration are the key
to achieving our Community Outcomes!

98 Participants overall

Collaborative Community Planning



OUTCOMES BASED PLANNING PROCESS

Engagement of all working groups in establishing priority outcomes

- Consensus building process with working groups

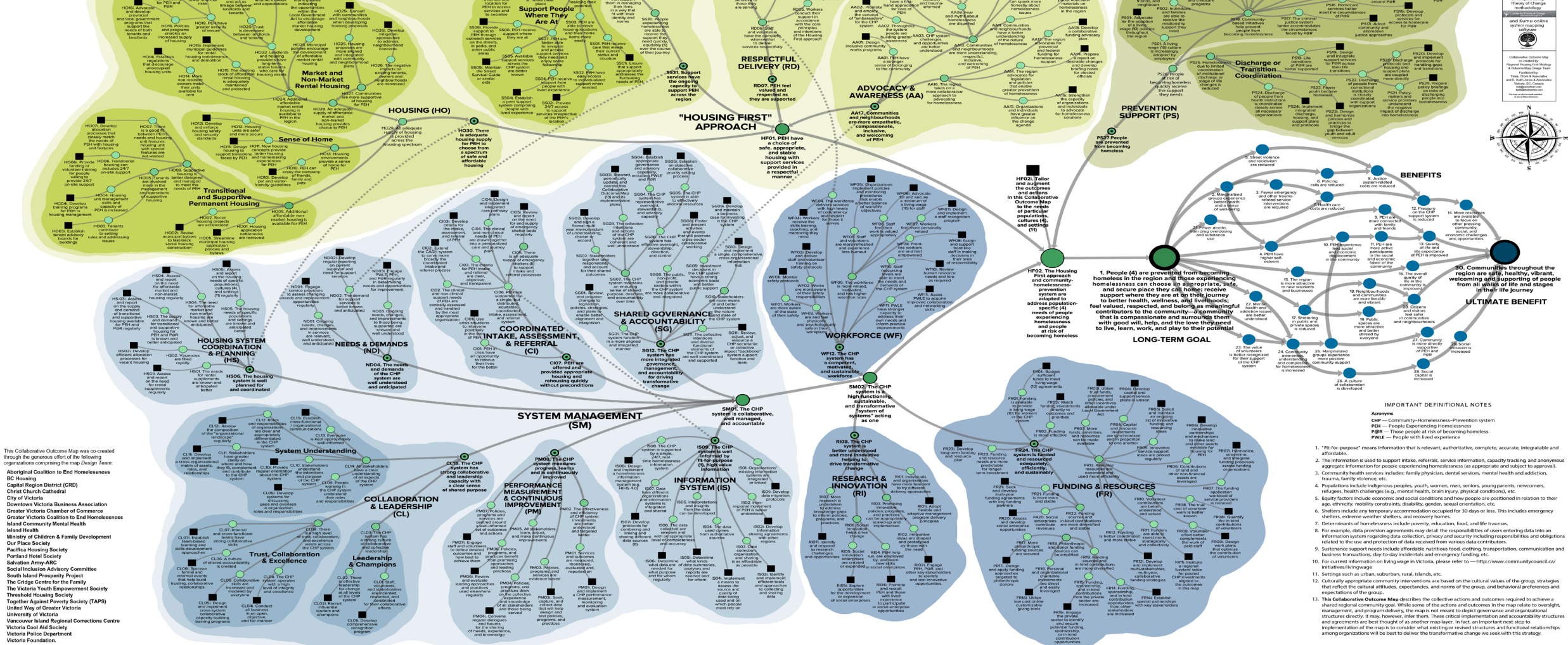
Collaborative Community Planning Day.

- Looking Back/Reporting Progress
- Planning Forward

Establishing shared accountability and indicators of success

A collaborative outcome map to address homelessness in the capital region

Canada



COMMUNITY PLAN – FIVE KEY OUTCOME AREAS

Support Services (SS)

- a. People experiencing homelessness quickly and equitably receive the support they need over the course of their journey;
- b. Support services have the mandate and capacity to deliver services.

Housing (HO)

A supply of accessible, appropriate, safe and person-centred housing is available.

Advocacy and Awareness (AA)

Communities and neighbourhoods are inclusive, empathetic, compassionate and welcoming of people experiencing homelessness; facilitated through advocacy and awareness and our collective experience of homelessness.

Prevention Support (PS)

People are prevented from becoming homeless.

Collaboration and Leadership (CL)

Leadership at all levels of community and government share a common sense of purpose; are effective, collaborative, supportive and inclusive.

Community Plan to End Homelessness in the Capital Region 2019 - 2024

Year 1: 2019/20 Building the Plan

- April – October 2019
- 98 stakeholders
- Built on the foundation of 2017 Regional Housing First Outcomes Map
- 5 Core Outcomes
- 57 Strategic Initiatives

Year 2: 2020/21 Implementation

- 23 Strategic Initiatives identified for action

CRD Community Entity rolled out ESCD Reaching Home Funding

CAB Recommendation February 7, 2020

Total Funding: \$952,858

- Total Funding Indigenous Stream: \$286,668
- Total Funding Designated Stream: \$666,190

Outcome 1: Support Services						
1.1 Coordinated Support Service Program	1.6 Indigenous Specific Systems Improvement Map	1.9 Peer Housing Support/Support Services	1.13 Support Services for Regional Housing First Program’s New Housing Units	1.15 Wrap Around Support System for Women Experiencing Violence	1.16 Youth and Indigenous Support Services Strategies	1.17 Youth Extreme Weather Protocol
Year 2 (2020/21)	On-going Y1 (2019) + Year 2 (2020/21)	On-going Y1(2019) + Year 2 (2020/21)	On-going (2019) + Year 2 (2020/21)	On-going Y1 (2019) + Year 2 (2020/21) + Year 3 (2021/22)	On-going Y1(2019) + Year 2 (2020/21)	On-going Y1(2019)
Outcome 2: Housing						
2.1 Acute Care Temporary Shelter	2.3 Indigenous Low Barrier Housing	2.6 New Supportive Housing Program(s)		2.9 Youth Housing	2.10 Youth Housing Model Development	
Year 2 (2020/21)	Year 2 (2020/21)	Year 2 (2020/21)		Year 2 (2020-21)	Year 2 (2020-21)	
Outcome 3: Advocacy and Awareness						
3.2 Awareness and Education Workshops		3.3 Community Anti-Stigma Media Campaign			3.4 Community Plan Roadshow	
On-going Y1 (2019) + Year 2 (2020/21)		Year 2 (2020/21)			On-going (2019) + Year 2 (2020/21)	
Outcome 4: Prevention Supports						
4.7 RentSmart Guarantee Fund Pilot		4.12 Tenancy Information On-Sight Project			4.13 Transitional Programs	
On-going (2019) + Year 1 (2020/21)		On-going (2019) + Year 2 (2021/22)			Year 2 (2020/21)	
Outcome 5: Collaboration and Leadership						
5.1 By-Name List (BNL)	5.2 Coordinated Access and Assessment	5.4 Homelessness Management Information System (HMIS)		5.7 Inventory of Stakeholders	5.9 Share Expertise and Education	
Year 2 (2020/21)	Year 2 (2020-21)	Year 2 (2020-21)		Year 2 (2020/21) + Year 3 (2021/22)	Year 2 (2020/21)	

Outcome - Support Services 1.13

Support Services for Regional Housing First Program's New Housing Units

Regional Housing First Program - New Housing Units

SS 1.13 In alignment with Housing First principles, individualized and client-driven supports are delivered as needed.

Greater Victoria, Sooke & Salt Spring Island
Proposed Team Members: GVCEH/CRD/BC Housing/Island Health

Youth Homelessness Prevention

Statistics

55.8 % of the 1525 respondents had their first experience of homelessness as a youth with 41 % having their first experience at 18 or younger

54.9 % of youth in care will exit into homelessness within 1 year of leaving care

35 % of youth in care will exit into homelessness within 1 month

260 approximate count of youth experiencing homelessness currently

41% of chronic adult homelessness begins prior to age 16 (National statistics)

Point in Time Count 2018 identified at least 260 youth experiencing homelessness. This does not include hidden homelessness or youth who were not identified through the 2018 PiT Count. Due to the human resource and volunteer intensive implementation the PiT Count is only representative of a small snapshot of the Greater Victoria area.

Youth Task Force Update \$85,000 CRD

2018 - Victoria Foundation \$104,000

Goals Achieved:

1. De-solo youth services
2. Build cooperation, collaboration and coordination
3. Capacity Mapping – 55 stakeholders attended

2019 – CRD One time increase for GVCEH \$85,000

Goals Achieved: Youth Needs Assessment – 2019 Report

1. Identification of gaps and needs in 8 categories of youth population
2. Data collection and analysis: 21 youth organizations dedicated to targeted assessment
3. Development of Youth Prevention Priority Initiatives – Targeted prevention strategies in Community Plan 2019-2024

8 Target Youth Populations:

Youth Housing & Service Needs Mapping 2019

- Youth with mental health and substance use challenges
- Youth involved with the justice system –coming out of incarceration support
- Youth in care and aging out of care.
- Youth LGBTQ2S+
- Youth as single parents, pregnant and parenting
- Youth (teen) couples with children
- Youth with partners needing housing
- Indigenous youth needs and service provision gaps

2019-2014 Community Plan Strategies:

Youth Homelessness Prevention

2020/21 Priority:

- Youth with Mental Health and Substance Use
- Youth Aging Out of Care

2020/21 Funding from BC Housing

\$246,000 Peer Support Program

- Youth Peer Support Coordinator
- Social Enterprise Life and Business Skills - Travel Lodge & Hostel Proposal
- 35 youth ages 19-30 temporarily housed at Travel Lodge

Outcome #	Initiative	Description
SS 1.16	Indigenous Youth Support Services Strategies	Culturally Supportive Indigenous Youth Housing Model (grant-writing stage)
HO 2.9	Youth Housing	1. 2 Separate Point of Contact Locations for youth ages 13 – 26. A HUB House Point of Contact for at-risk youth experiencing homelessness ages 17 and under. A HUB House Point of Contact for at-risk youth experiencing homelessness ages 17 - 26. Youth Housing Supported Independent Living Apartments: e.g. Pandora Youth Apartments; BC Housing and/or Regional Housing First Program High-Risk Youth Housing initiative with low ratio youth to health support staff with low barrier access to 4-8 beds to support high needs youth with concurrent mental health and substance use disorders experiencing barriers to housing. HUB Model located on Westshore: Innovative purpose-built arts-based youth housing with co-located or geographically adjacent youth resources. Indigenous Cultural Supports and Harm Reduction models incorporated into housing.
HO 2.10	Youth Housing Model Development	HUB Model Housing Design (Westshore priority)
PS 4.7	RentSmart Guarantee Fund Pilot	Provides youth \$5000 fund to use in cases of eviction, damages etc. to incentivize landlords to rent to youth. (Pilot has been implemented)
PS 4.8	Social Enterprise	Social Enterprise Project for youth in Centennial Square (project pilot has been implemented)
PS 4.13	Transitional Programs	Development of consistent transition planning at the point-of-contact HUB locations

21 Youth- Serving Organizations

18 months of
dedication

Thank you
CRD!

*Aboriginal Coalition to End
Homelessness
Binkadi Community Services
BC Housing
Beacon Community Services
Boys and Girls Club of
Greater Victoria
Foundry Victoria
Greater Victoria Coalition to
End Homelessness
GT Hiring Solutions*

*Island Metis Society
John Howard Society
Ministry of Children and
Family Development (MCFD)
Pandora Youth Apartments
PHS Community Services
Society
Rent Smart Education and
Support Society
The Sanctuary
Threshold Housing Society*

*United Way
VIHA YT5 Intensive Case
Management
VIHA Her Way Home Program
Victoria Native Friendship
Centre
Victoria Police Department
YMCA-YWCA Young Moms
Program
Youth Empowerment Society*

Schedule “A”
CRD-Society 2020/2021 Service Contract – Deliverables

Core functions (Section 1.0, Service Agreement)	Objectives	Actions	Key Performance Indicators
Regional Planning and Coordination	Ensure plans and initiatives developed and implemented by the Coalition have a region-wide focus and that housing and services are well coordinated and integrated.	Facilitate the development of or, if already existing, support local coordinating bodies related to homelessness responses in areas of the region where people who are experiencing homelessness are sheltering and needing services/supports, including but not limited to Sooke, Sidney, Salt Spring Island, Downtown Core and Gorge Tillicum (Saanich).	i. Support and facilitate the coordination and integration of housing and support services: a. Downtown Core – Victoria Downtown Service Provider Meetings (DSP) 12 meetings/year • Supporting the alignment DSP Strategic Plan with Community Plan b. Sooke Shelter Society Participating in 12 meetings/year or as determined by Sooke Coalition • Support Board development to formalize coordinating committee. • Provide Summary Document. c. Sidney Facilitate 4-6 meetings/year (or number of meetings as required) • Provide Summary

Core functions (Section 1.0, Service Agreement)	Objectives	Actions	Key Performance Indicators
			Document and coordinate process mapping. d. Salt Spring Island Facilitate/Participate 8-10 meetings/year (or number of meetings as required) e. Appropriate staff to attend and support Community Advisory Committee Meetings as necessary in Burnside Gorge 3-4 meetings/year (or number of meetings as required)
		Work with key partners by participating and/or facilitating planning groups that support: • The expansion of Coordinated Assessment and Access to include housing and outreach/support services beyond those that hold BC Housing or Island Health operating agreements. • The development of a policy framework as well as processes,	• Create an inventory of outreach and housing services and report back to the CAA Advisory Committee - 3rd quarter • Develop and initiate wrap around health and social supports in housing model • Work with Stakeholders to create SSI CAA model • Participate and support RHFP Working Group

Core functions (Section 1.0, Service Agreement)	Objectives	Actions	Key Performance Indicators
		procedures and protocols that support the effective assessment of individuals and the assignment of housing and health and support services that achieve long-term housing stability for people experiencing homelessness in all parts of the region; and • The effective integration housing and health and support services that achieve long-term housing stability for people experiencing homelessness. • Support the integration of new Regional Housing First Program units. • Community Housing Fund being included as part of the homelessness response system.	
		Provide quarterly progress reports on actions taken and solutions implemented by or with community partners.	3 quarterly reports- July/October/January 1 final report-April

Core functions (Section 1.0, Service Agreement)	Objectives	Actions	Key Performance Indicators
Ongoing Research	Conduct research in support of evidence- based strategies and policies to end homelessness, including effective practices used in other jurisdictions	Deferred to future agreements.	N/A
Communications and Engagement	Implement community engagement and awareness strategies to ensure the underlying contributing factors of homelessness, the extent of homelessness in the region and solutions to ending homelessness are better understood by stakeholders and the general public.	Engage with people with lived experience and, where appropriate, coordinate and facilitate their participation in government as well as operational and systems planning.	• 12 meetings with PWLE • Governance review of integration of PWLE participation
		Develop and execute a Communications Plan and Media Relations Strategies that supports effective communication with and among Coalition partners as well as external stakeholders such as government agencies, the media and general public.	• 4 Community Workshops – anti stigma • Working with Times Colonist or Capital News on to develop series “Journey out of Homelessness”
System Monitoring	Develop and implement a monitoring framework to ensure efforts to address homelessness are effective and are providing the	Facilitate collaboration among BC Housing, CRD and Island Health to develop and oversee implementation of a comprehensive Homelessness Management Information System (HIFIS).	• Familiarize with Government of Canada’s HIFIS manuals to maintain consistent approach • Contact CAEH to help introduce HIFIS benefits into broader community

Core functions (Section 1.0, Service Agreement)	Objectives	Actions	Key Performance Indicators
	necessary outcomes for the region.	Develop and execute the use of an outcomes monitoring system that aligns with the goals, objectives and outcomes of the Community Plan. Develop and execute qualitative system evaluation processes with participating housing and support service providers. Utilize HMIS as well as qualitative system and program evaluation data to develop and make public an annual report of outcome achievement and system effectiveness.	Annual Report in collaboration with CRD Regional Housing - Housing Initiatives and Programs
General Administration	Perform administrative functions required to support the Board and Committee activities, including overall day-to- day operations, annual business planning, and reviews of the long-term strategic plan as needed.	Host an Annual General Meeting and produce an Annual Report.	- Annual General Meeting - Annual Report
		Create an annual Business Plan for review by the GVCEH Steering Committee and approval by the Board of Directors.	Annual Business Plan
		Align Community Outcomes Plan and Business Plan	
		Facilitate and provide administrative support to Coalition working groups, activities and special projects as required	Facilitate, chair or otherwise support Working Groups / monthly meetings and provide notes or minutes, as appropriate, for: a) Steering Committee 12 Meetings/year b) System Improvement Working Group and

Core functions (Section 1.0, Service Agreement)	Objectives	Actions	Key Performance Indicators
			Sub-committee of Monitoring and Evaluation 6 – 12 Meetings/year (depending upon rhythm of monthly or by-monthly as determined by Working Group) c) Community Engagement Working Group 12 Meetings/year d) Youth Prevention Working Group 6-12 Meeting/year

REPORT TO HOSPITALS AND HOUSING COMMITTEE MEETING OF WEDNESDAY, JULY 29, 2020

SUBJECT Housing and Transportation Cost Estimates

ISSUE SUMMARY

A report detailing the analysis of housing and transportation costs in the region for review by the Hospitals and Housing Committee.

BACKGROUND

On April 25, 2018, the Hospitals and Housing Committee directed Capital Regional District (CRD) staff to examine combined housing and transportation costs in the capital region as a measure of overall affordability.

The traditional measure of affordability has focused predominately on the share of pre-tax household income going towards housing costs alone. However, costs associated with transportation are often also very significant for households. When housing and transportation costs are combined it can provide a better indication of the true costs of living in unique areas across a region. The cost estimate study report is provided in Appendix A.

Overall, the study found that the combined housing and transportation costs borne by households vary depending on where they live in the region. [Table 1 of the study](#) provides a breakdown of housing and transportation costs, by municipality. [Map 1 of the study](#) shows the average annual combined housing and transportation costs across the region. The data suggest transportation costs have the potential to impact location choices for households, and that the availability of transportation choice provides for more potential cost savings at a household level.

Other findings include:

- Regardless of level of use, the fixed costs of vehicle ownership are significant.
- Transportation costs tend to be lower in areas where more transportation options are available.
- Housing costs are less pliable and are more moderate in mixed use areas where there is a diversity of housing options.
- Some developing areas in the outer areas of the region show more housing affordability due to land values and availability.
- Lower housing costs are observed in areas where there is significant older stock of apartments and condominiums with longer tenant tenure.

When interpreting the data, it is important to note that average estimated housing costs may not necessarily reflect what a new resident would pay to enter into a long established housing market. Due to price increases and length of tenure or ownership among households, housing cost escalation has created circumstances where households in the same neighbourhood may have substantially different housing costs.

ALTERNATIVES

Alternative 1

The Housing and Transportation Cost Estimates Report be received for information.

Alternative 2

The Housing and Transportation Cost Estimates Report be referred back to staff for additional information based on Committee direction.

IMPLICATIONS

Service Delivery Implications

The findings of this analysis could inform future planning and policy initiatives, such as:

- Using the current findings as a baseline for future monitoring of trends
- Developing a map that identifies location-efficient housing
- Development of local case studies that demonstrate how different housing location decisions impact a household's expenditures
- Explorations of the impact on access to transit in household decisions regarding where to locate within the region

Intergovernmental Implications

The findings of the study could be used by municipalities and electoral areas to inform planning and transportation policy related to the location and density of housing development as well as public and active transit infrastructure.

Regional Growth Strategy Implications

Regional Growth Strategy (RGS) policies speak to the need for closely aligning housing and transportation through land use planning as a means of improving access, equality and affordability. The findings of this study will be used to inform future iterations of the RGS.

Alignment with Board & Corporate Priorities

The findings of this study will help guide CRD actions to achieve Board and Corporate priorities related to housing affordability and transportation planning.

Alignment with Existing Plans & Strategies

The findings of this study and ongoing attention to trends related to the impacts of housing and transportation costs will support the CRD to implement the Regional Housing Affordability Strategy and the Regional Transportation Plan.

CONCLUSION

The cost estimates study provides a baseline on housing and transportation costs in the region and demonstrates that costs differ substantially throughout the region. The results could be used to inform regional and local planning initiatives. The data suggest that transportation costs have the potential to impact location choices for households, and that the availability of transportation choice provides more potential for cost savings at a household level.

RECOMMENDATION

The Housing and Transportation Cost Estimates Report be received for information.

Submitted by:	John Reilly, MSW RSW, Manager Housing Initiatives and Programs
Concurrence:	Christine Culham, Senior Manager, Regional Housing
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

ATTACHMENT

Appendix A: Housing and Transportation Cost Estimate Study



2020

HOUSING AND TRANSPORTATION COST ESTIMATE STUDY

for the Capital Regional District



Making a difference...together

TERRITORIAL ACKNOWLEDGEMENT

Coast Salish and Nuu-chah-nulth peoples have lived on this territory since time immemorial. The CRD wants to acknowledge those Nations along with the many Indigenous peoples who now find their homes here.

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KEY FINDINGS

Affordability is a significant ongoing concern for many households in the region. The Capital Region Housing and Transportation Cost Estimate Study examines the combined housing and transportation costs as a measure of overall affordability in the Capital Regional District's (CRD) Growth Management Planning Area (GMPA).

Overall, the study found the combined housing and transportation costs borne by households differ due to the age of housing stock and location in the region. The data suggest that transportation costs have the potential to impact location choices for households, and the availability of transportation choice provides for more potential cost savings at a household level. Some key preliminary findings from the Housing and Transportation Cost Estimate Study include the following:

Housing

Housing location has the potential to directly impact household transportation costs and therefore overall affordability.

Housing costs are less pliable while transportation costs can be managed through use of various transportation options.

Housing costs are more moderate in mixed use areas where there is a diversity of housing options considering both length of tenure and age of building stock, such as Victoria, southern Saanich and Sidney.

Some developing communities in the outer areas of the region such as Sooke show more housing affordability due to lower land values and availability.

Lower housing costs are associated with areas of the region where significant stock of older apartments and condos and within dwellings where there is longer tenant tenure.

Average estimated housing costs may not necessarily reflect what it would cost for a new resident to enter the housing market in a given location.

Transportation

Higher transportation costs are largely a product of vehicle ownership.

Regardless of level of use, the fixed costs of vehicle ownership are significant.

The number of vehicles owned has a proportionate impact on transportation costs.

Transportation costs tend to be lower in geographies where a broader choice of transportation options are available and where density and mixed use development is prevalent as it is in Victoria, southern Saanich and Sidney.

Transportation costs tend to be higher in areas where households depend on personal vehicle use in order to access services and employment opportunities.

Vehicular ownership rates are generally lower in more mixed use walkable centres such as Sidney and the core of Victoria.

Transportation choice provides more potential for savings at a household level.

Some households may benefit from transportation cost savings by choosing to live in well serviced areas of the region where there is more ready access to services and employment opportunities, and less demand for personal vehicle usage.



BACKGROUND

The Capital Regional District's largest employment base is situated on the south eastern periphery of the regional boundary in downtown Victoria and along the Douglas Street Corridor between the Legislature and Uptown. The location of this employment base is not central to the broader region.

As residential growth has developed westward and to the north, access to employment options has increasingly required more lengthy and time consuming commutes. Employment clusters have developed in districts such as the airport lands and industrial parks of the peninsula. Growth of these clusters resulted in non-traditional traffic flows between the peninsula, the west shore and health, education and defense campuses around the region.

These trends highlight the need to consider not only housing affordability and the transportation infrastructure implications of commuting patterns, but also the climate impacts from associated greenhouse gas emissions.

Regional policies and plans, including the Regional Housing Affordability Strategy (2018), Regional Growth Strategy (2018) and Regional Transportation Plan (2014), speak to the need to use an evidence base to better align housing and transportation policy decisions.

DATA, SOURCES & METHODS

The Housing and Transportation Cost Estimate Study uses numerous data sources including the 2016 Census of Canada and the 2017 CRD Origin and Destination (OD) Household Travel Survey. Census tracts and municipal boundaries are used as aggregated geographies.

The following tables, figures and maps present estimated housing and transportation cost data and show a point in time overview of costs in the estimate area.

It is important to note that the study provides average estimated costs and as such it cannot be used to indicate the actual costs for any given household or neighbourhood. Findings are based on data from 2016 and 2017 and do not reflect 2020 costs.

The report includes a series of tables, figures and maps to present the findings of the estimate. Table 1 summarizes key characteristics and costs associated with existing municipal household and transportation formations. Map 1 and Figure 1 show different ways of looking at combined data results.

Further information about the research methodology for this study can be found at www.crd.bc.ca/project/regional-transportation/origin-destination-household-travel.

OBJECTIVES

The objectives of the Housing and Transportation Cost Estimate Study are as follows:

- Identify the average household housing cost.
- Identify the average estimated household transportation cost.
- Identify the average combined estimated housing and transportation cost.
- Create a baseline data set to track trends over time.

COST ESTIMATE AREA

The Capital Region Housing and Transportation Cost Estimate Study examines all households including non-working households. Although effort was made to include all communities in the CRD, the project focused on the area within the GMPA for which we have data.

This excludes the Southern Gulf Islands and Salt Spring Island as they fall under the planning jurisdiction of Islands Trust. First Nations and other areas with minimal data were also excluded. Map 1 displays the relationship between Census Tracts and Census Subdivisions in the study area. It is acknowledged that households in the excluded areas may face unique and differing cost pressures related to housing and transportation.

HOUSING AND TRANSPORTATION COSTS

Table 1: Breakdown of Housing and Transportation Costs

Source: CRD Origin and Destination Household Travel Survey except *Statistics Canada Table 46-10-0049-01 Total family income and owner characteristics at the residential property level

Sub Region	Geography	Average Assessed Value of Dwellings*	Average Vehicles Per Household	Average Household Size	Average Annual Transportation Cost Per Adult	Average Annual Household Transportation Cost	Average Annual Household Housing Cost*	Total Average Household Housing and Transportation Cost
Core								
	Esquimalt	\$580,000	1.2	2.0	\$5,171	\$8,730	\$14,400	\$23,130
	Oak Bay	\$1,240,000	1.6	2.3	\$6,531	\$12,115	\$17,352	\$29,467
	Saanich	\$780,000	1.7	2.4	\$6,156	\$12,294	\$16,152	\$28,446
	Victoria	\$660,000	1.1	1.8	\$4,995	\$7,921	\$14,040	\$21,961
	View Royal	\$620,000	1.6	2.4	\$6,119	\$11,808	\$17,352	\$29,160
Saanich Peninsula								
	Central Saanich	\$700,000	2.0	2.4	\$7,655	\$15,429	\$16,104	\$31,533
	North Saanich	\$960,000	2.4	2.4	\$8,684	\$18,009	\$16,680	\$34,689
	Sidney	\$600,000	1.5	2.0	\$6,621	\$11,423	\$13,104	\$24,334
West Shore								
	Colwood	\$580,000	1.9	2.5	\$7,210	\$14,230	\$16,740	\$30,970
	Highlands	\$780,000	2.5	2.7	\$8,827	\$19,027	\$19,212	\$38,239
	Juan de Fuca (Part 1)	\$590,000	2.2	2.3	\$9,040	\$18,101	\$15,876	\$33,977
	Langford	\$550,000	1.8	2.5	\$6,927	\$13,444	\$17,556	\$31,000
	Metchosin	\$760,000	2.4	2.5	\$8,927	\$18,350	\$15,960	\$34,310
	Sooke	\$480,000	1.9	2.5	\$7,841	\$15,102	\$15,660	\$30,762

Map 1: Average Annual Combined Housing and Transportation Cost

Source: CRD Regional and Strategic Planning, 2020

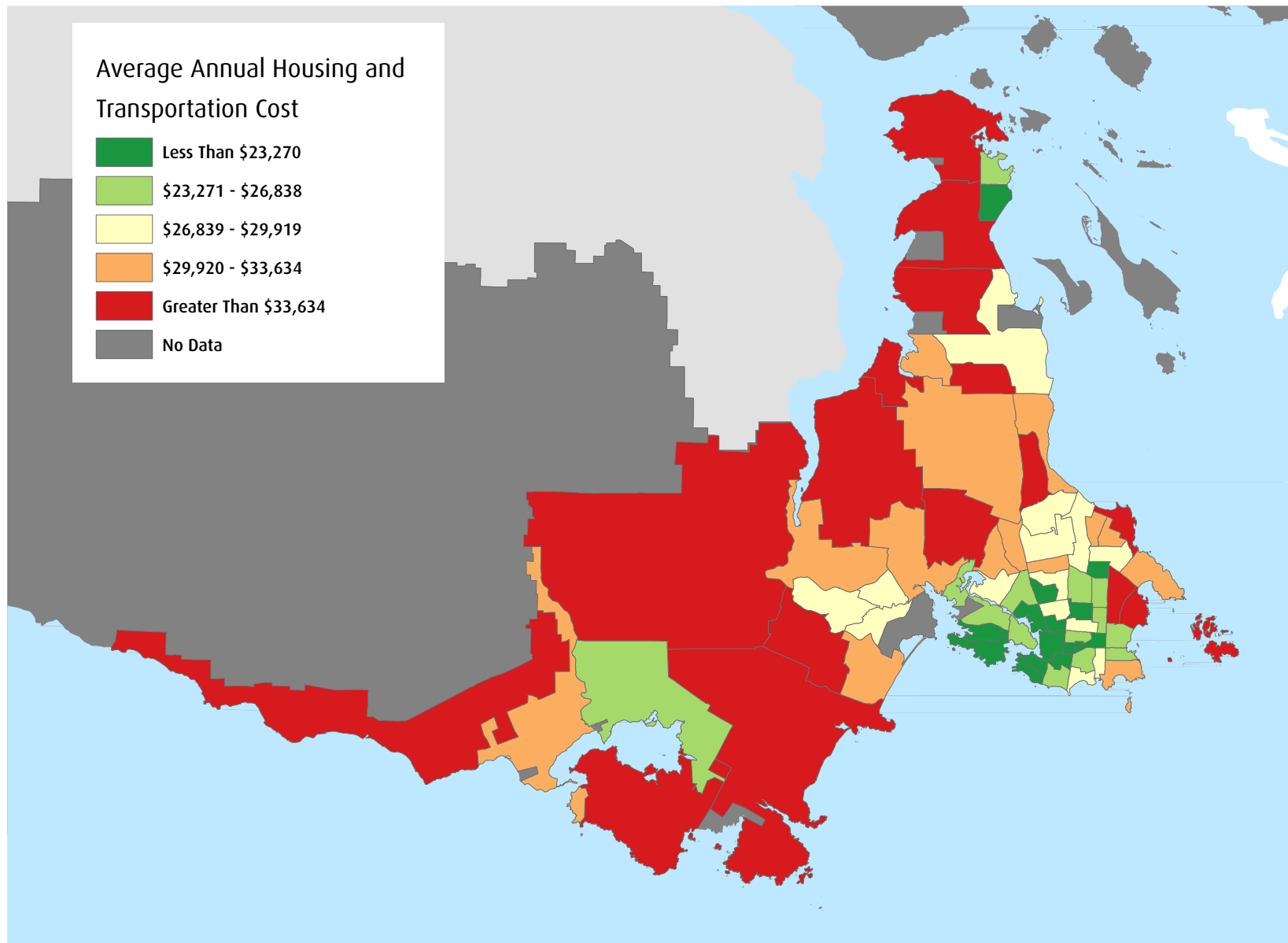
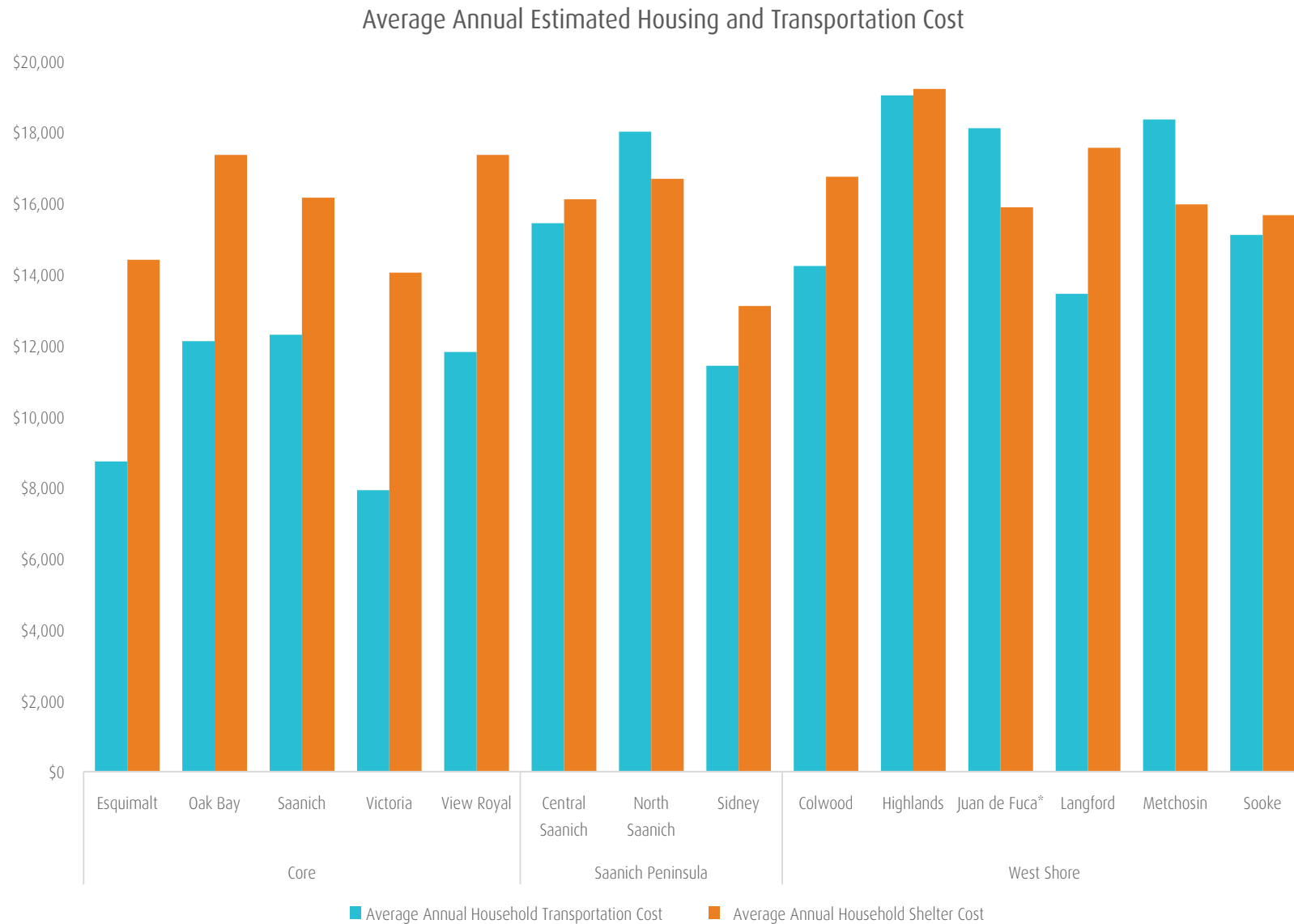


Figure 1: Average Annual Estimated Housing and Transportation Cost Side by Side Comparison

Source: Statistics Canada, 2016 Census of Population and CRD 2017 Origin and Destination Household Travel Survey



HOUSING COSTS

The Housing and Transportation Cost Estimate Study includes rented, owned and mortgaged properties. For the purposes of the estimate, housing costs represent the average monthly total of all housing expenses paid by households that own or rent their dwelling including mortgage payments or rent, property taxes, strata fees, heat, water and electricity.

Housing costs associated with this report are sourced from the 2016 Census of Population Statistics Canada. Housing cost is called shelter cost in the Statistics Canada 2016 Census of Population data. All private dwellings including single family homes, apartments and townhomes are included in the estimate.

The housing stock and settlement patterns across the region vary notably from urban centres, with a propensity for apartments and condominiums, to suburban subdivisions, rural waterfront acreages and estates as well as semi-rural lands. There are marked distinctions in housing stock within local areas which can result in a broad range of housing costs within the same Census Tract or municipality.

Both the age of the primary household maintainer and tenure in the housing market can influence housing costs. Average costs can also be impacted by other factors including the age and condition of housing stock as per Figure 2, or the overall number of mortgage free households within a given jurisdiction (this ranges from 25% in Langford to 54% in North Saanich).

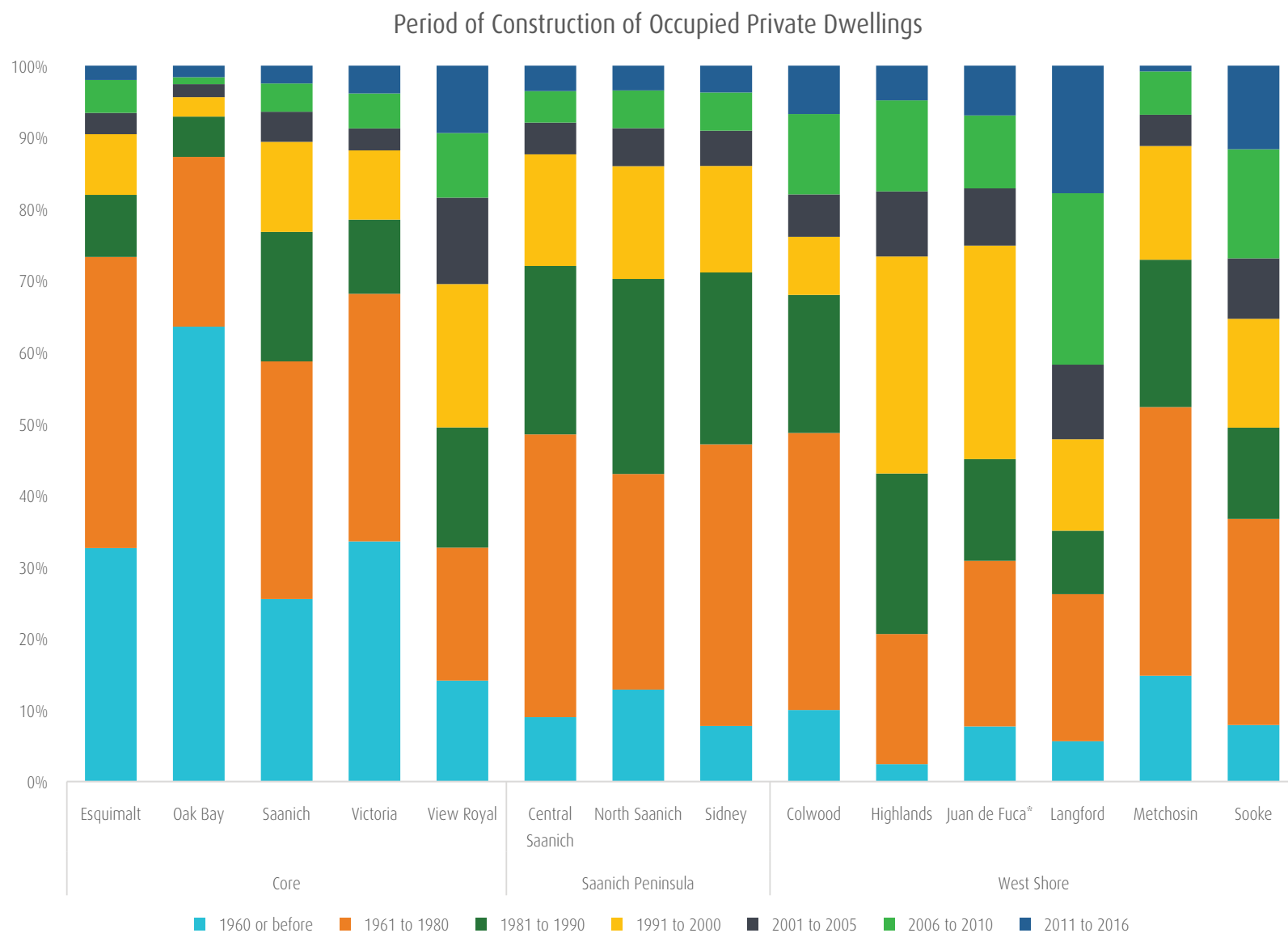
Figure 2 shows the age of the region's housing stock at a municipal level. The table clearly demonstrates that some municipalities such as Oak Bay have added very limited housing stock in recent years while others, such as Langford, have increased their housing stock significantly over the same time frame.

Figure 3 shows the percentage of owner households with a mortgage and Figure 4 provides information showing the distribution of renter households paying more than 30% of their income on housing costs.

Average housing costs in the region may not represent the real costs that new entrants into the rental or owner market would be expected to pay.

Figure 2: Period of Construction of Occupied Private Dwellings

Source: Statistics Canada, 2016 Census of Population



HOUSING COST ESCALATION

An important factor to keep in mind is the recent escalation of housing costs in the region. This escalation has created circumstances where households in the same neighbourhood, or even living next door to one another, may be paying substantially different housing costs for very similar properties. New entrants into the housing market within these neighbourhoods or buildings now bear significantly higher costs than their neighbours did in order to purchase and service a mortgage for a similar property. For example:

1

Neighbour 1, may have bought their house or strata lot in 1980 for \$135,000 and are now mortgage free.

2

Neighbour 2, on the other hand, purchased a similar house or strata lot for \$400,000 in 2009 requiring a \$300,000 mortgage, which the household has now paid down to \$175,000.

3

Neighbour 3 purchased their house or strata lot in 2019 for \$800,000, requiring a mortgage of \$600,000.



HOUSING COST ESCALATION

With provincial rent protection programs limiting annual increases for existing tenants, and the introduction of new purpose built rental stock into the market, similar cost escalation scenarios are also evident within the rental market. In the capital region, newly built rental stock has been renting at substantially higher rates than the stock built in the 1960s and 1970s.

This has been influencing an overall upward trend in rents, wherein households may be paying up to 40% higher rents for housing units that are 25% smaller in size.

For example, an older two bedroom rental unit that is 1,100 square feet may be renting at \$1,125 per month, while an 850 square foot two bedroom unit in a new development next door may be renting at \$1,850 per month.

There is also evidence that this is leading to rent escalations in older built stock, where identical apartments in the same building could be rented out at very different price points based on the date of initial tenure.

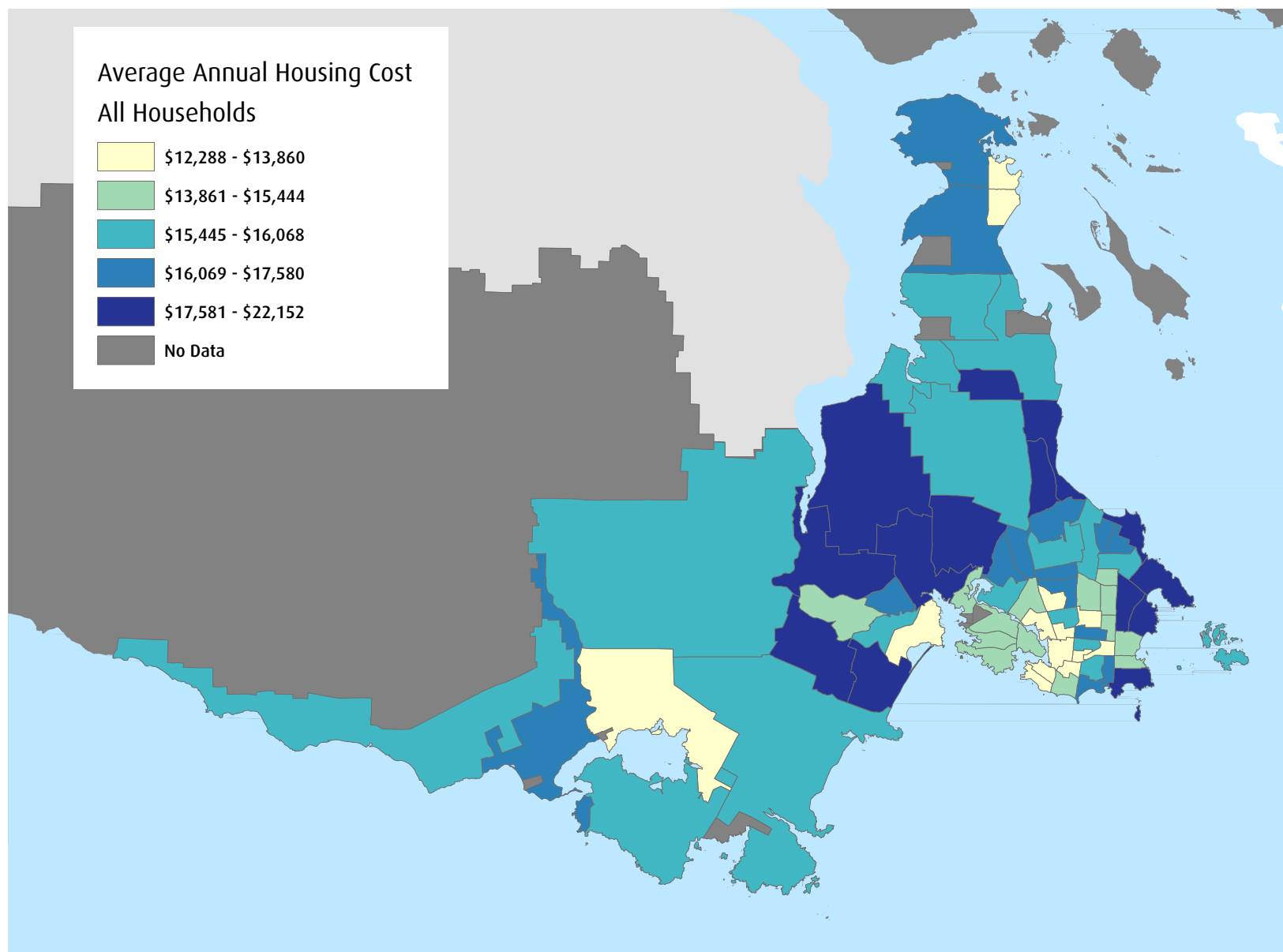
For example, a resident commencing tenure tomorrow would be required to pay market rental rates for 2020 which may be many hundreds of dollars more than their neighbour who commenced their tenure sometime in the 1990s.

In addition, the region's island location lends itself to high demand for water front and view properties, even in areas with poor access to services and transportation, which can impact the average costs of specific areas significantly.

The following maps show average annual housing costs for all households, renter households and owner households. As previously noted, the map quintiles are scaled to show the cost variation within each category.

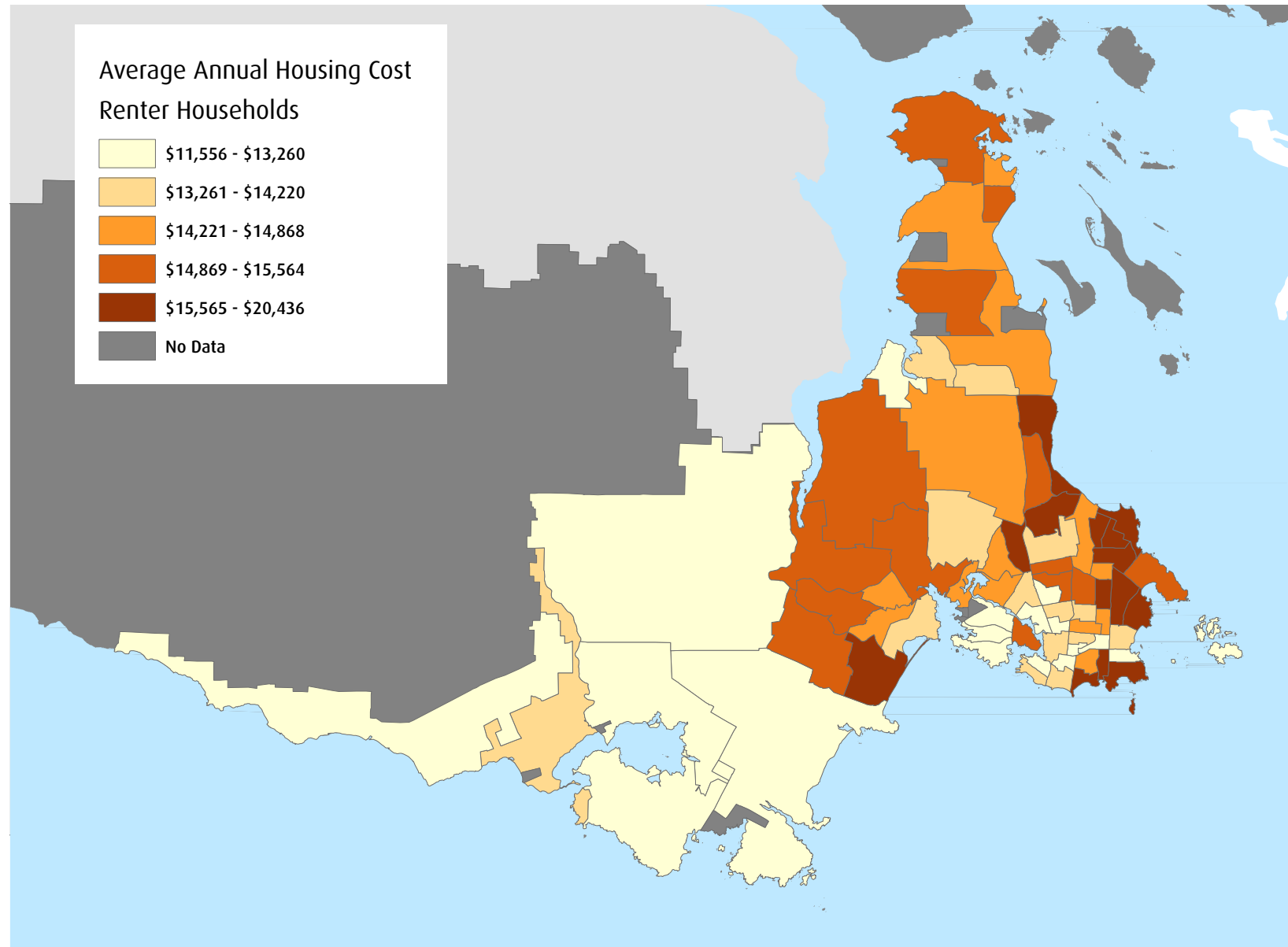
Map 2: Average Annual Housing Cost All Households

Source: Statistics Canada, 2016 Census of Population



Map 3: Average Annual Housing Cost Renter Households

Source: Statistics Canada, 2016 Census of Population



Map 4: Average Annual Housing Cost Owner Households

Source: Statistics Canada, 2016 Census of Population

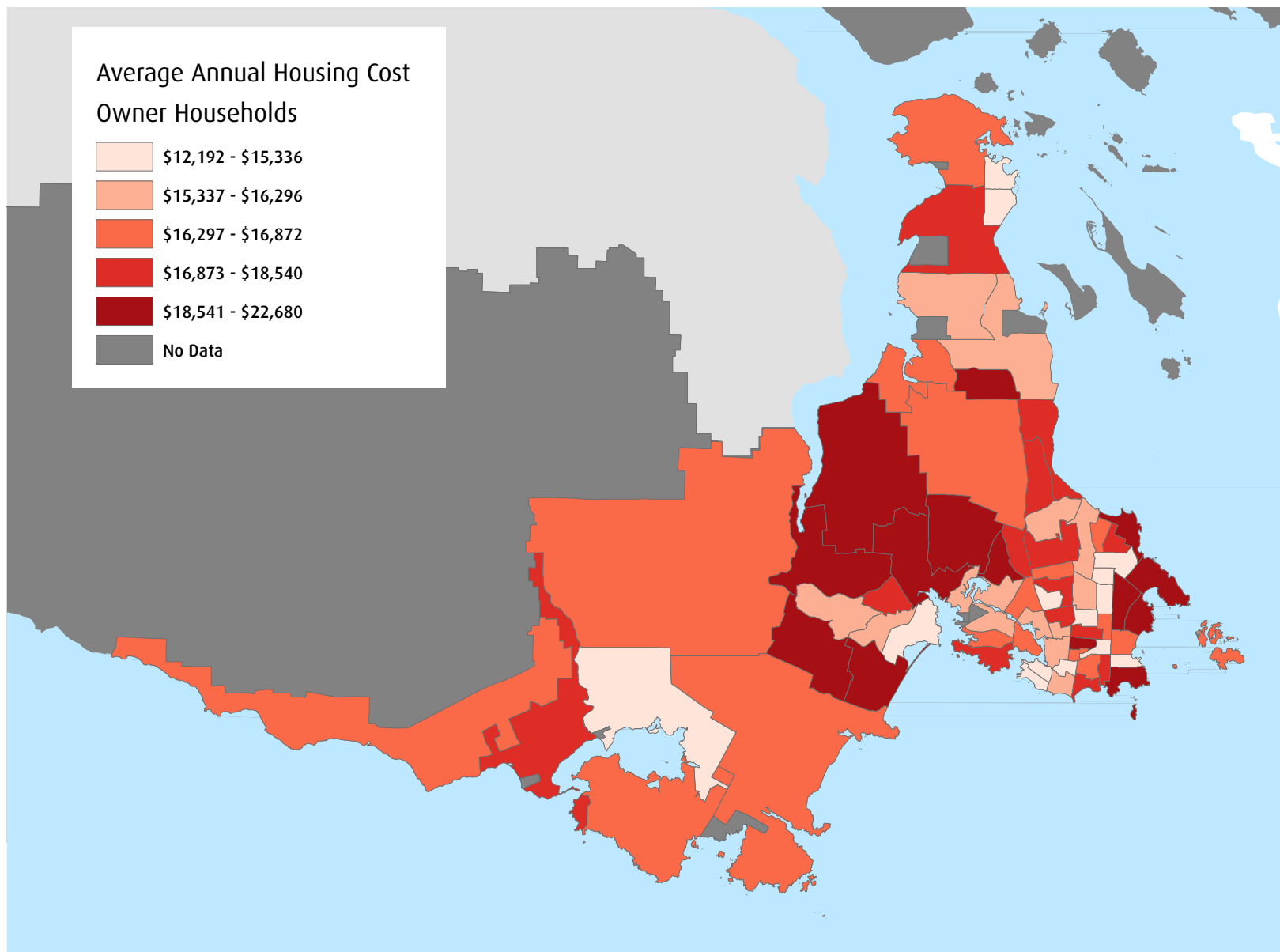


Figure 3: Percentage of Owner Households with a Mortgage

Source: Statistics Canada, 2016 Census of Population

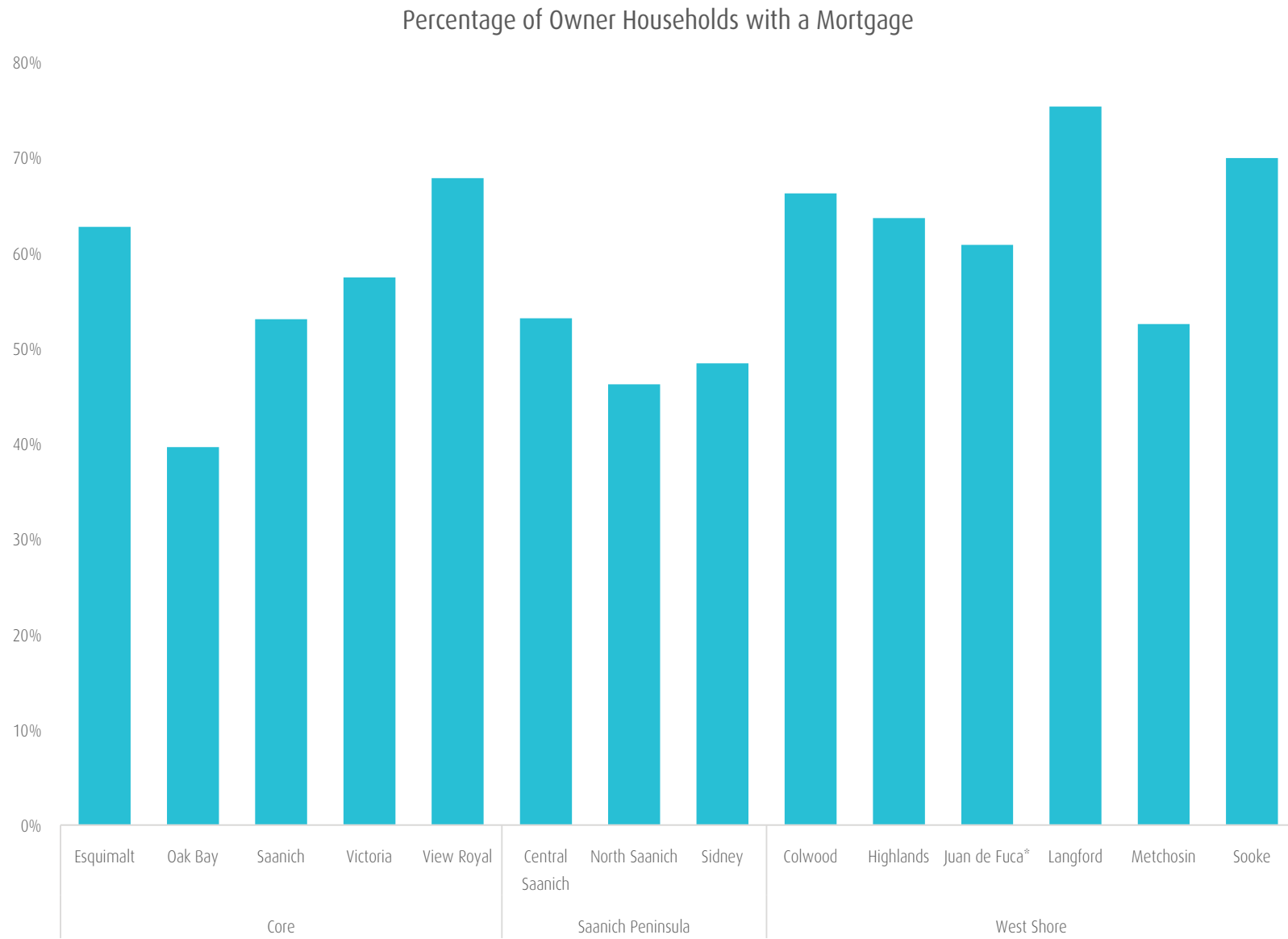


Figure 4: Percentage of Tenant Households Spending 30% or more on Housing Costs

Source: Statistics Canada, 2016 Census of Population



TRANSPORTATION COSTS

For the purposes of the Housing and Transportation Cost Estimate Study, transportation costs are defined in terms of the average annualized capital, operation and maintenance costs of a vehicle or bicycle along with costs associated with transit passes and tickets. Active transportation options outside of cycling, including walking and using scooters, skateboards, or wheelchairs, do not have costs attributed to them. The opportunity cost of time lost travelling or waiting in traffic or for transit has not been provided a financial weighting in this estimate. No cost for parking has been allocated as part of this estimate. There is no generally accepted cost burden or threshold for affordable transportation costs unlike housing which identifies payment of more than 30% of net household income towards housing to be unaffordable.

Transit Cost

The Victoria Regional Transit System operates under a single zone structure. Transit costs for the estimate are calculated based on the monthly pass rate. Different parts of the region are served with varying levels of transit. Some locations do not have access to regular and reliable transit and, in those locations, transit is not a practical transportation option.

There are a number of transit programs that aim to incentivize the use of transit for specific target groups. In particular, students attending local campuses, residents with disabilities, and youth who reside in the City of Victoria can access heavily discounted, or in some cases, free transit passes. Two of the three school districts operate school bus systems for their resident student base. These programs offer transit passes at no cost or at significantly reduced costs to qualified users. The Victoria Transit Commission also provides bus passes and tickets to various nonprofits for distribution on a needs basis. Transit passes aimed at commuters from larger organizations offer moderate monthly discounts on commitment of annual ridership.

Vehicle Ownership

Capital, operation and maintenance costs are all components of costs associated with vehicles. The estimate uses a fixed cost of \$6,300 per vehicle owned, which is a benchmark based on the 2015 Metro Vancouver Housing and Transportation Cost Burden Study. An additional cost, vehicle kilometers travelled (VKT) of 14 cents, was applied per kilometer driven. The VKT amount is variable and based on the use of actual vehicles. Paid parking is largely limited to the core of the City of Victoria with additional paid parking at key regional attractors such as tertiary institutions and health centres. Elsewhere, public parking is generally free to users. The region does not have toll roads or bridges.

Vehicular ownership and maintenance is the most significant cost, not the distance travelled, and expenses are the same whether the vehicle is driven often or rarely with the exception of fuel costs.

Cycling

Cycling has not traditionally been allocated a cost but it is recognized that there is a financial cost to owning, maintaining and operating a bicycle. For the purposes of this estimate a fixed annualized cost of \$350 has been attributed to bicycles identified as being used for transportation.

Commuting

Table 2 looks at commuting duration and percentage of commutes by active travel. Map 5 shows average annual transportation costs, and Map 6 shows the average number of vehicles per household.



Table 2 highlights the percentage of residents in each local area that spend greater than 45 minutes on their commute and provides detail on the percentage of commuters using active transportation. It is evident that workers in areas such as Sooke, Juan de Fuca and Metchosin have significantly higher commute times than other parts of the region.

COMMUTING

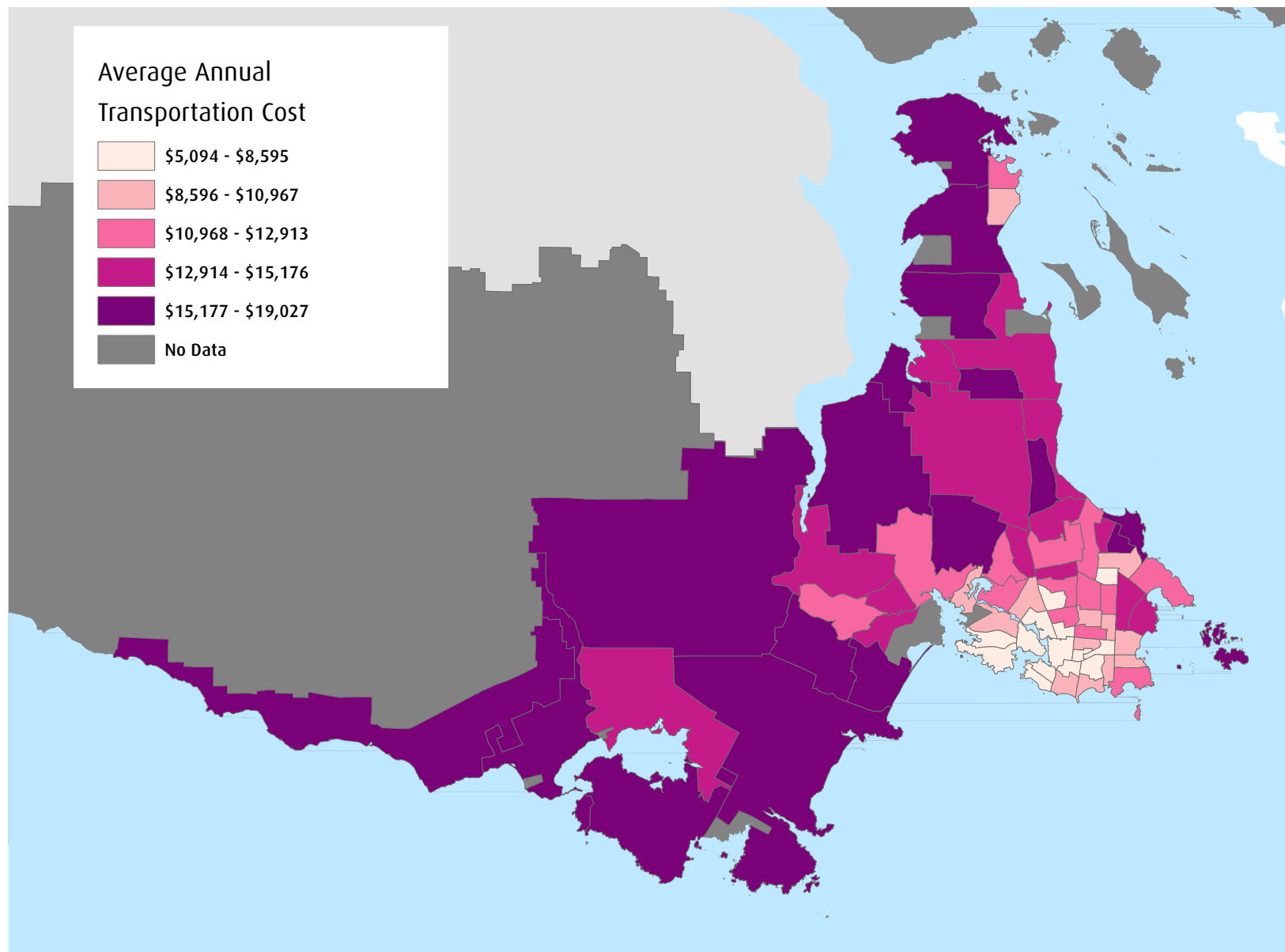
Table 2: Commuting

Source: Statistics Canada, 2016 Census of Population *Active travel includes walking, cycling and transit

Sub Region	Geography	Percentage Commuting within Home Sub Region	Percentage Spending >45 minutes on Commute	Percentage of Commutes By Active Travel*
Core	Esquimalt	90.5%	7.1%	35.9%
	Oak Bay	93.6%	4.4%	30.2%
	Saanich	84.5%	5.2%	24.5%
	Victoria	91.5%	6.1%	48.8%
	View Royal	67.3%	9.2%	18.8%
Saanich Peninsula	Central Saanich	45.3%	8.5%	12.1%
	North Saanich	57.3%	12.2%	10.5%
	Sidney	69.1%	9.0%	25.1%
West Shore	Colwood	31.5%	20.2%	14.3%
	Highlands	33.9%	21.5%	5.8%
	Juan de Fuca (Part 1)	46.8%	43.0%	9.4%
	Langford	32.2%	20.3%	14.1%
	Metchosin	47.9%	30.5%	6.9%
	Sooke	51.1%	43.6%	15.6%

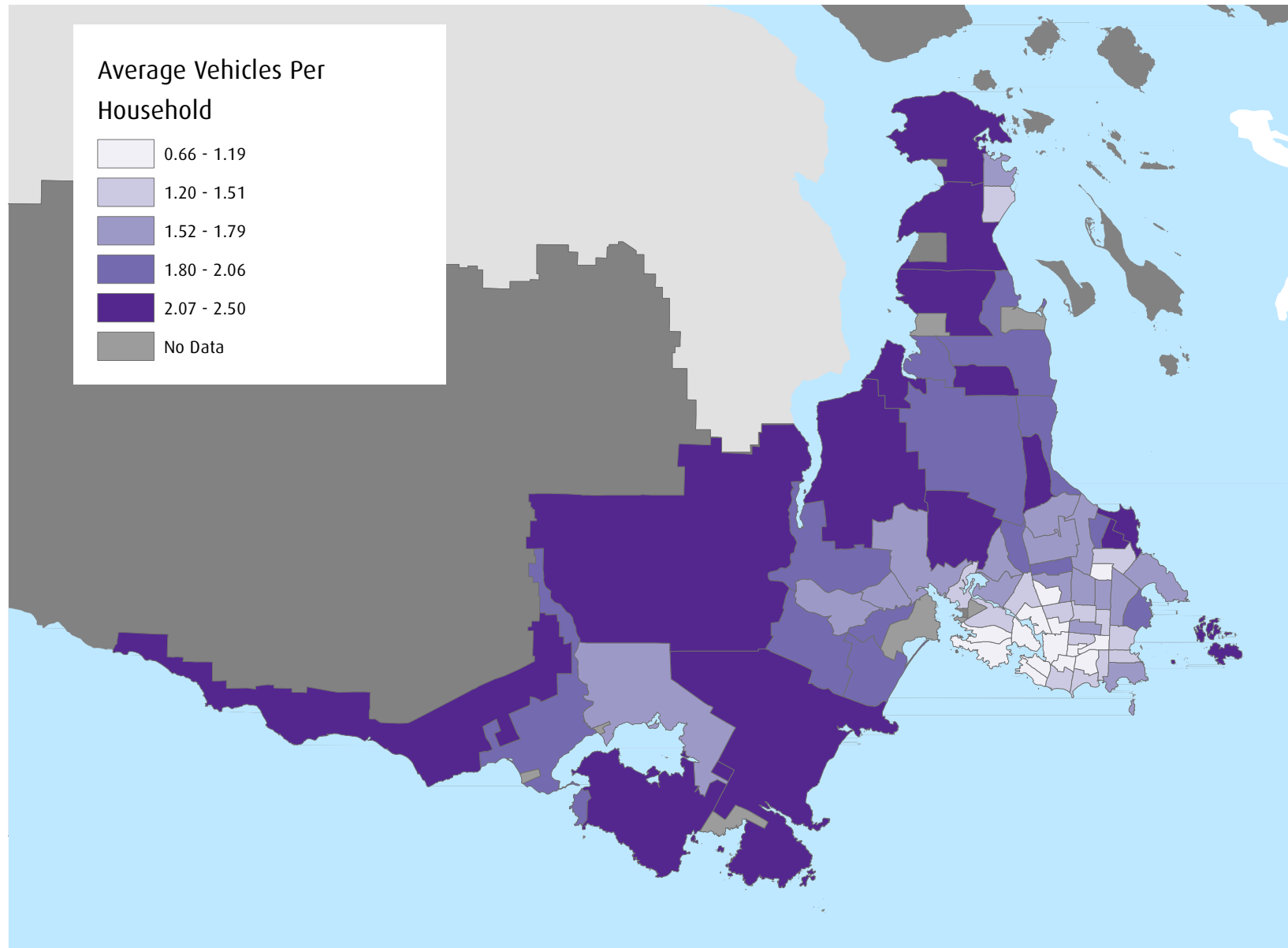
Map 5: Average Annual Transportation Cost

Source: Statistics Canada, 2016 Census of Population



Map 6: Average Vehicles Per Household

Source: CRD Regional and Strategic Planning, 2020





CONCLUSION

The combined housing and transportation costs borne by households differ due to the age of housing stock and location in the region. The data suggests that transportation costs have the potential to impact location choices for households, and the availability of transportation choice provides for more potential cost savings at a household level.

Some areas in close proximity to services and major employment centres have comparatively low housing costs. It is evident through the research that there are many factors, including age and type of housing, length of tenure and market forces, which combine to influence average housing costs in various parts of the region.

It is likely that housing costs will continue to increase as older housing stock and long rental tenures are replaced by newer housing stock and a new generation of renters entering at market rates. Similarly, new home buyers in the study area will continue to face escalating entrance costs. As such, the average housing costs are likely to see notable upswings over time.

This preliminary analysis of combined housing and transportation costs has confirmed a pattern within the region that is shared with other urban-suburban-rural commuter centres across North America. Transportation costs tend to be higher in car dependent areas with limited access to services and employment centres.

There is relevance in examining transportation cost when considering the transportation options available where new housing is being developed. Transportation cost can have a significant impact on overall affordability. Similarly, the opportunity cost of long commutes needs to be considered.

Housing and Transportation Cost Estimates

Presentation to CRD Hospitals and Housing Committee
July 29, 2020

John Hicks

Jay Douillard

CRD

Making a difference...together

“To identify average combined estimated housing and transportation cost”



Housing cost estimates - 2016 census

Transportation costs - customized 2017 CRD
Origin and Destination Household Travel Survey

Census tract level and aggregated up to a
municipal level average



Project Owner: CRD Regional Housing – scope determination

Study Preparation, Data and Analysis: CRD Regional and Strategic Planning

DPAC: updated DPAC on two separate occasions
– took feedback and adjusted study accordingly



Transportation Costs

- Commuting patterns
- Vehicle Ownership Rates
- Distance and frequency of travel
- Fixed Costs – insurance, depreciation
- Operational costs – costs of fuel, servicing, repairs

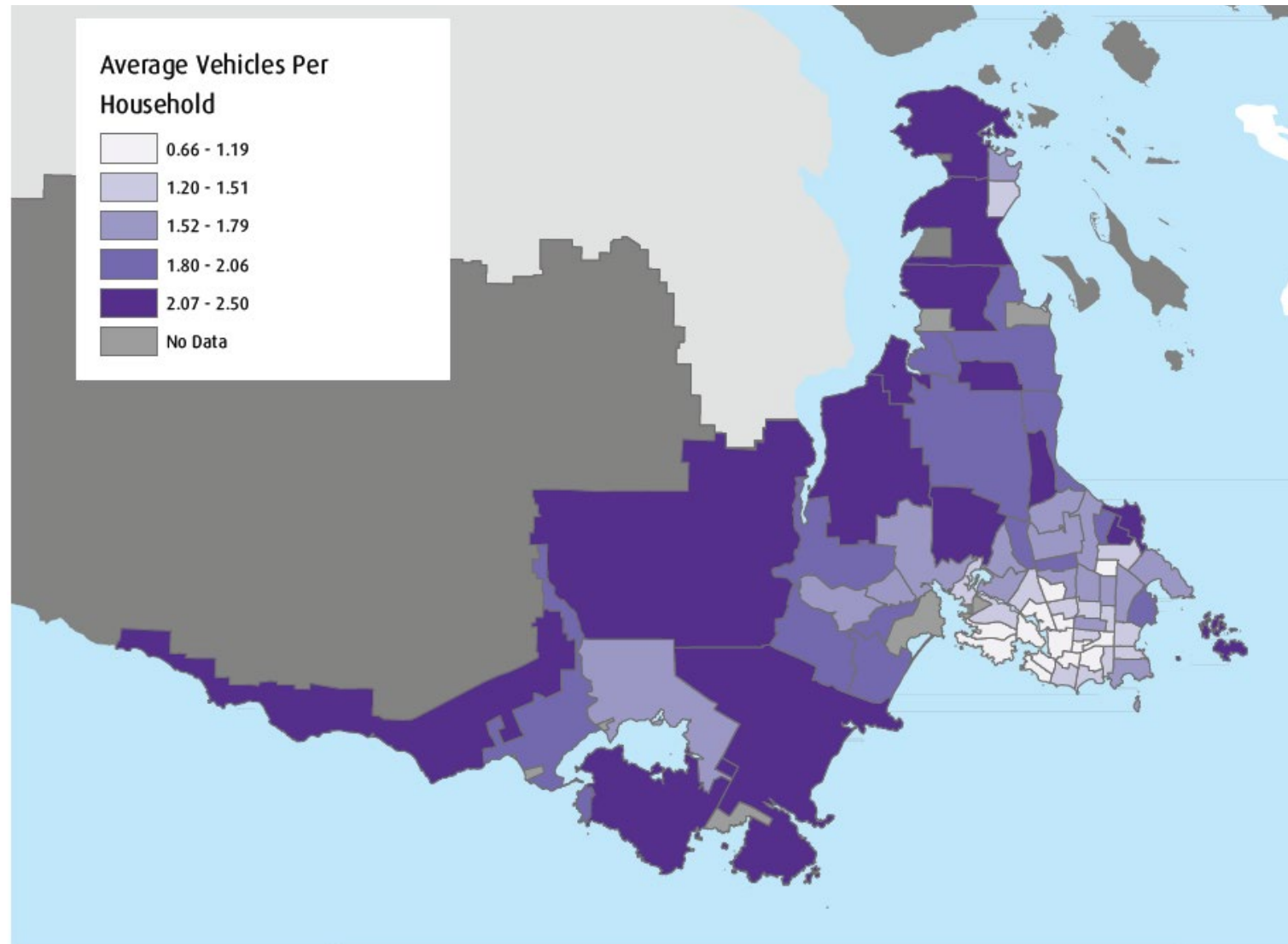
Transportation – Commuting patterns

Sub Region	Geography	Percentage Commuting within Home Sub Region	Percentage Spending >45 minutes on Commute	Percentage of Commutes By Active Travel*
Core				
	Esquimalt	90.5%	7.1%	35.9%
	Oak Bay	93.6%	4.4%	30.2%
	Saanich	84.5%	5.2%	24.5%
	Victoria	91.5%	6.1%	48.8%
	View Royal	67.3%	9.2%	18.8%
Saanich Peninsula				
	Central Saanich	45.3%	8.5%	12.1%
	North Saanich	57.3%	12.2%	10.5%
	Sidney	69.1%	9.0%	25.1%
West Shore				
	Colwood	31.5%	20.2%	14.3%
	Highlands	33.9%	21.5%	5.8%
	Juan de Fuca (Part 1)	46.8%	43.0%	9.4%
	Langford	32.2%	20.3%	14.1%
	Metchosin	47.9%	30.5%	6.9%
	Sooke	51.1%	43.6%	15.6%

Transportation Costs – Average Vehicles per Household



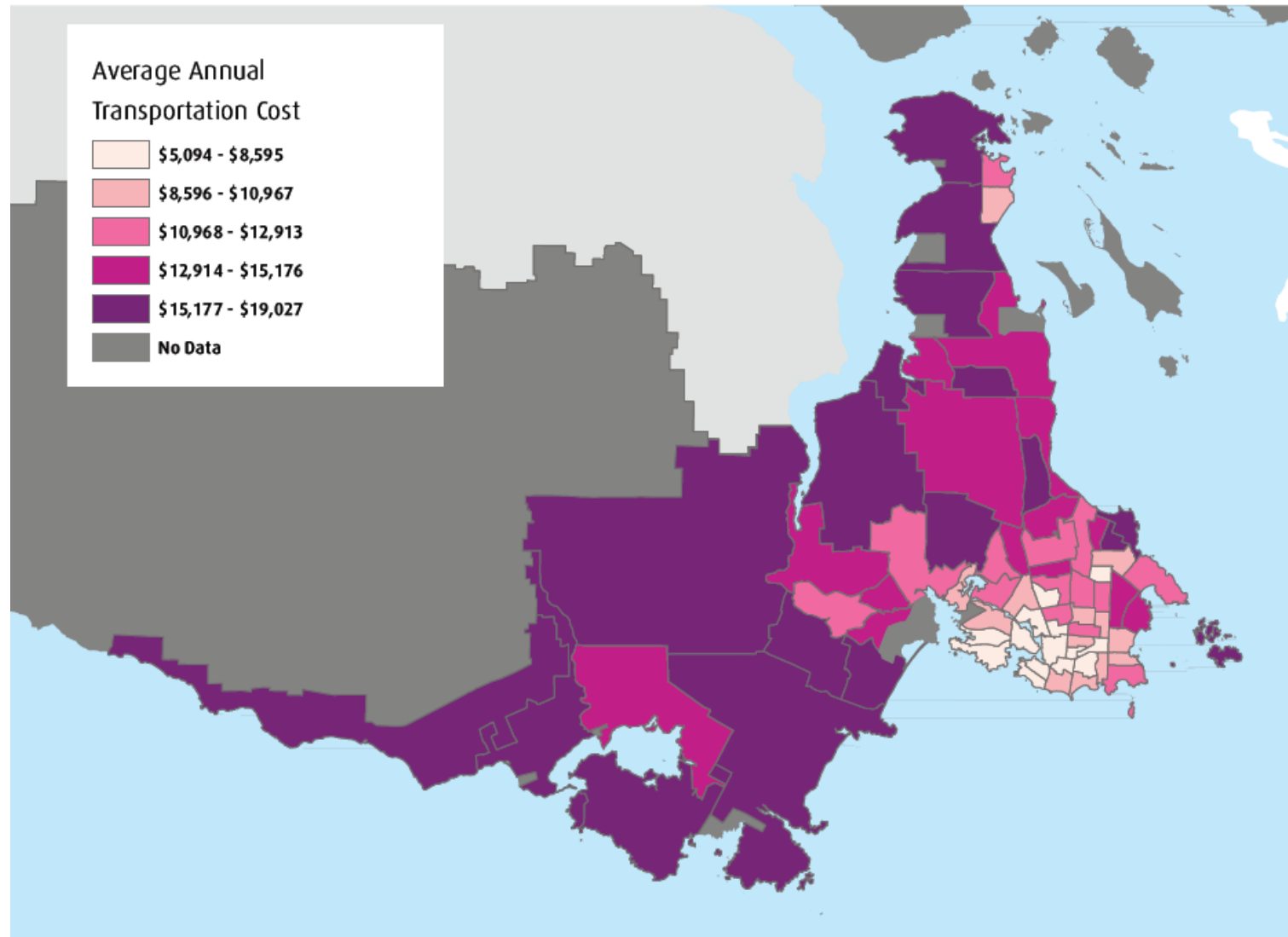
Making a difference...together



Transportation – Average Annual Transportation Cost



Making a difference...together



Housing Costs

- 2016 Census shelter cost, what households on average actually pay
- Includes rent/mortgage payments, taxes and utilities
- Owner households with and without a mortgage

Housing Cost Escalation

1

Neighbour 1, may have bought their house or strata lot in 1980 for \$135,000 and are now mortgage free.

2

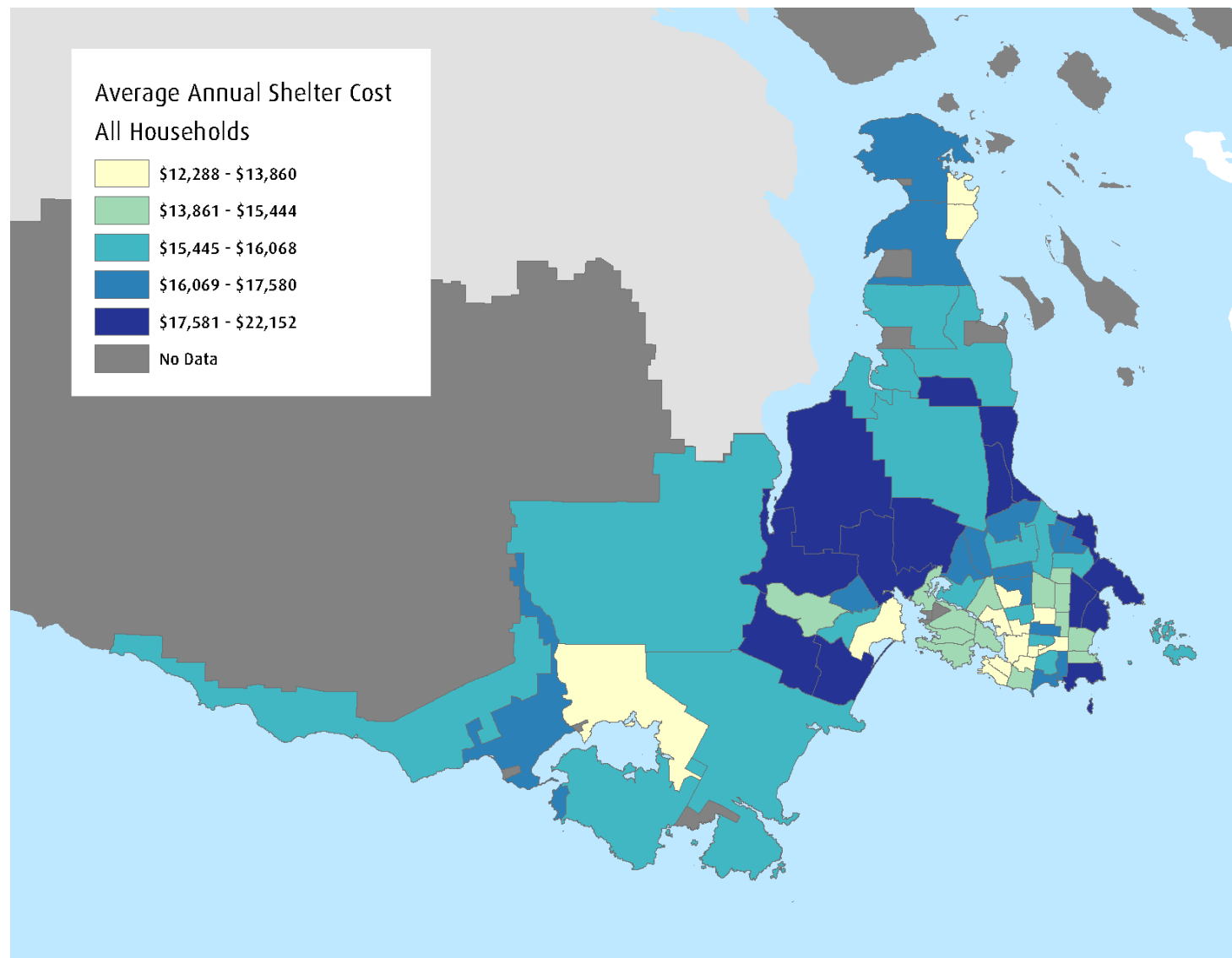
Neighbour 2, on the other hand, purchased a similar house or strata lot for \$400,000 in 2009 requiring a \$300,000 mortgage, which the household has now paid down to \$175,000.

3

Neighbour 3 purchased their house or strata lot in 2019 for \$800,000, requiring a mortgage of \$600,000.



Average Annual Housing Cost

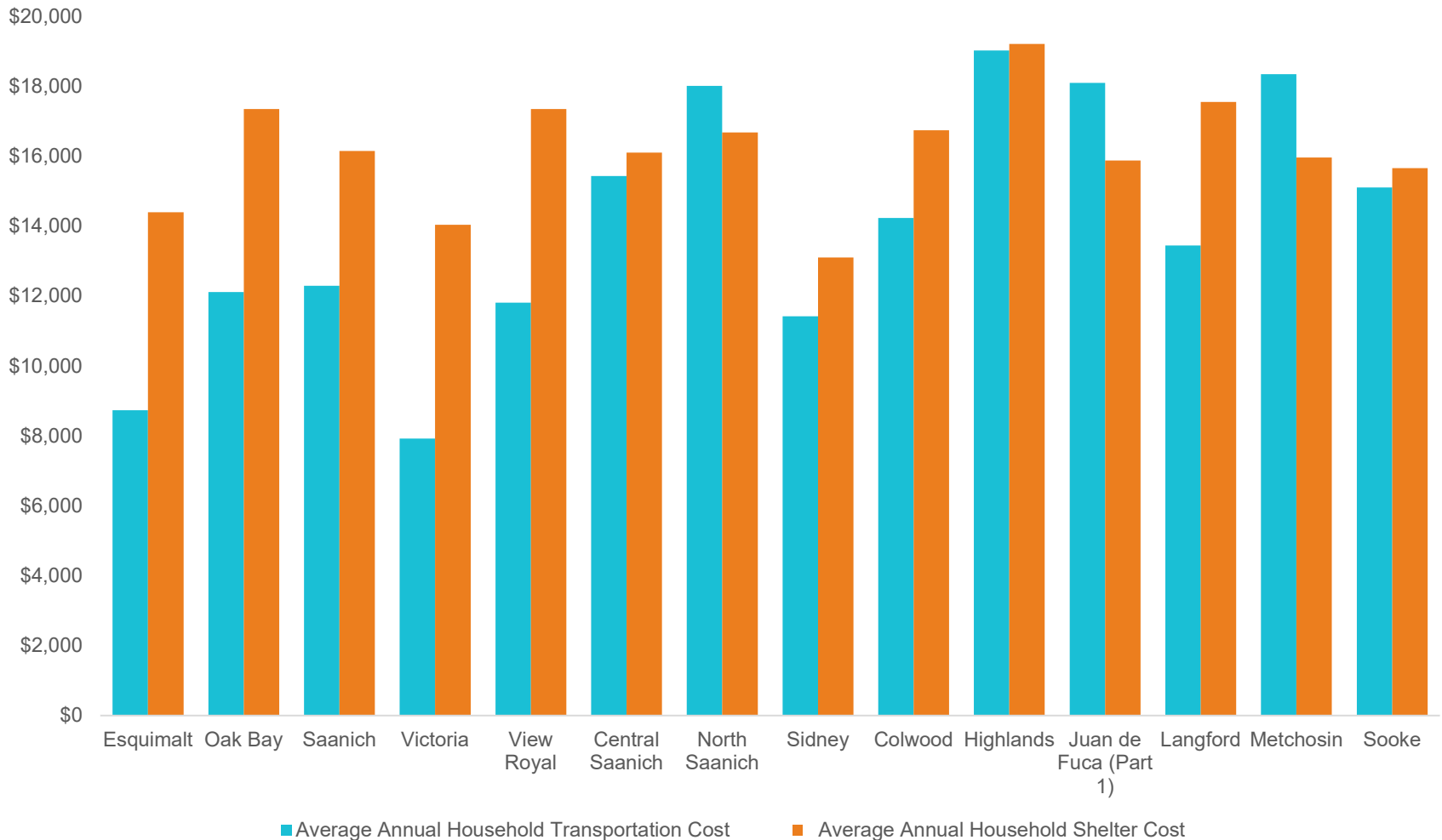


Average Annual Housing and Transportation Cost



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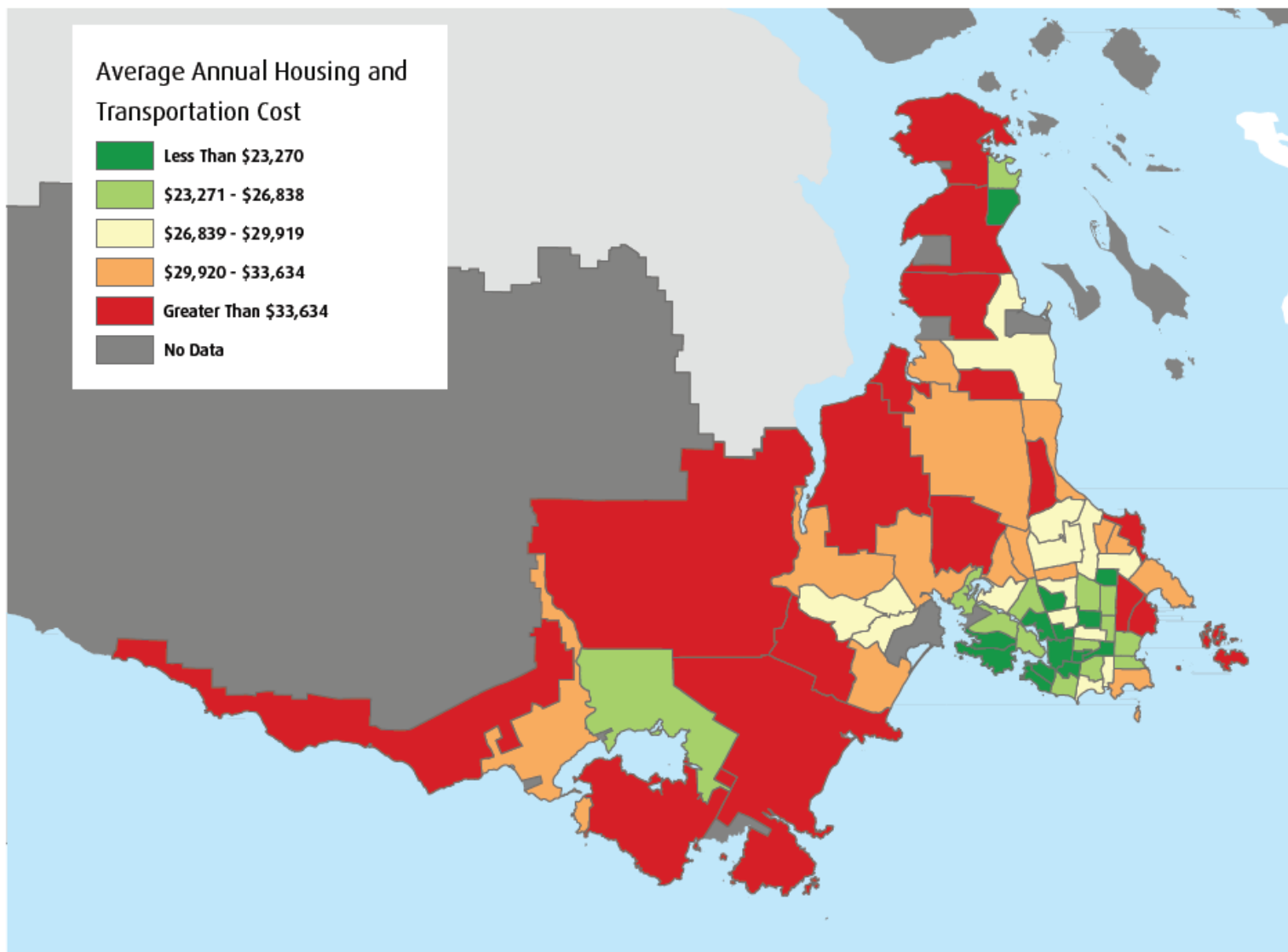
Average Annual Estimated Housing and Transportation Cost



Average Annual Combined Housing and Transportation Cost



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- Housing location can affect transportation choice and costs, and therefore general affordability.
 - Vehicle ownership drives higher transportation costs – fixed ownership costs are significant regardless of use.
 - Average housing and transportation costs are more moderate in walkable mixed use areas with a diverse housing stock and greater transportation choice.
 - Residents have more control over transportation costs than they do housing costs.
- 

**REPORT TO HOSPITALS AND HOUSING COMMITTEE
MEETING OF WEDNESDAY, JULY 29, 2020**

SUBJECT **Capital Region Housing Corporation Operational Update – 2nd Quarter**

ISSUE SUMMARY

To provide quarterly updates to the Hospitals and Housing Committee on the Capital Region Housing Corporation (CRHC) including operations, capital plan and development projects.

BACKGROUND

The CRHC manages 1,491 units of affordable housing within the capital region for low to moderate income households. Currently there are 402 new units under construction and 625 units in development. The CRHC has a five year \$13 million (M) capital replacement plan that is updated annually. The forecasted spend for 2020 is \$3.46M.

The attached report (Appendix A) summarizes the CRHC 2nd quarter activities and progress.

ALTERNATIVES

Alternative 1

That the Capital Region Housing Corporation Operational Update – 2nd Quarter report be received for information.

Alternative 2

That the Capital Region Housing Corporation Operational Update – 2nd Quarter report be referred back to staff for additional information.

RECOMMENDATION

That the Capital Region Housing Corporation Operational Update – 2nd Quarter report be received for information.

Submitted by:	Christine Culham, Senior Manager Regional Housing
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services

ATTACHMENT

Appendix A: Capital Region Housing Corporation Operational Update – 2nd Quarter



Capital Region Housing Corporation Quarterly Operational Report Period Ending June 30, 2020

The Capital Region Housing Corporation (CRHC) owns and operates 1,491 units of housing.

1. COVID-19 Impacts to CRHC

Provincial changes to Residential Tenancyⁱ

Evictions

Notices to end tenancy could not be given for any reason during phase 1 and 2 of the state of emergency. In exceptional circumstances, a landlord could apply directly to the Residential Tenancy Branch to end the tenancy. Staff were able to move forward an eviction based on serious social reasons in consultation with BC Housing during COVID-19.

A landlord can now issue a Notice to End Tenancy for reasons other than unpaid or late payment rent. Landlords with existing orders for eviction can take them to the courts beginning July 2, 2020 for enforcement, and can enforce a writ order effective immediately.

Rent

The legislation still requires that tenants pay rent in full and on time. The state of emergency temporarily suspends a landlord's ability to end a tenancy if a tenant does not pay the rent in full and on time. A tenant who has not paid rent could face eviction once the state of emergency is over. 42 households are currently in arrears and staff are working with them on payment plans. The current amount in arrears is \$52K.

Temporary Rent Supplement

A temporary rent supplement is available to residents in properties that do not receive a BC Housing operating subsidy. CRHC residents living in Village on the Green, Westview, Vergo and Millstream Ridge qualify for this rent supplement.

Eligible households with dependents can receive up to \$500 per month. Eligible households without dependents can receive up to \$300 per month. The supplement is paid directly to landlords. 28 households have received rental supplements.

Rent Increases

A landlord can give a notice for rent increase during the state of emergency. The rent increase will not come into effect until the state of emergency is over.

CRHC raises rents on all affordable and near market units (non-subsidized units) as per the allowable annual rent increase determined by the Province (approximately 2.5%). This affects approximately 32% of CRHC units.

Accessing Rental Units

During phase 1 and 2 of the emergency order, to encourage physical distancing and minimizing the transmission of COVID-19, landlords were not able to enter rental units without the consent of the tenant (even if proper notice has been served) unless there is risk to personal property or

life. If parties are not sick or in self-isolation and the tenant does consent, CRHC staff would enter units while maintaining safe physical distancing and practice all other health measures to prevent transmission.

This change has had a significant impact on the renting of units. Staff were unable to show units until they were vacant. This impacted the number of months it takes to turn units around and can represent a loss of income.

In 2015, the CRHC Board set a target for vacant units to be turned over, on average, under 30 days. Due to not being able to enter units for showings or inspections from April to July, turnover has been closer to 60 days. This has been somewhat mitigated by the fact that turnover of units decreased in April, May and June as households were reluctant to move. There have been significantly more tenants submitting notices for July.

As of phase 3, landlords can now enter a rental suite with 24-hours notice and do not need the tenant's consent as long as they follow health guidelines like physical distancing, cleaning and wearing masks when appropriate.

Common Areas

CRHC has restricted access to common/amenity rooms during the COVID-19 pandemic.

Cleaning

Staff have increased frequency of cleaning in common areas of properties, especially in high-touch areas.

Occupational Health and Safety

Management have implemented safe operating procedures for office and field staff including the provision of appropriate personal protective equipment required to do their work.

Millstream Ridge

Millstream Ridge has been most impacted due to COVID-19 due to the high ratio of affordable and market units. This property had the highest number of arrears (18 households) and has been most impacted by high turnover, mostly due to economic reasons. Staff will return to the Board with the financial impacts to Millstream in September.

2. Staffing

Nine new operations staff were approved in the 2020 budget process to manage Westview, Spencer Close and West Park. Seven have been hired to date. The outstanding staff are caretakers who will be hired prior to the commissioning of Spencer Close and West Park.

Two project staff were approved to support the planning, development and construction of new properties. One staff has been hired and staff are in the process of hiring the second.

Regional Housing has also hired a Communications Coordinator. This position supports CRD and CRHC housing programs.

Westview Commissioning

Westview received its occupancy permit on April 30, 2020 and CRHC began housing tenants on May 15, 2020. The project was on time and under budget. Due to the project being under budget,

BC Housing has agreed to allow CRHC to lower the rents, making the property more affordable than originally projected. This will only come into effect once the take out mortgage is finalized.

It was originally anticipated that all units would be rented by July 2020. Due to COVID 19, staff extended this to end of August 2020. Staff worked with BC Housing to accommodate the additional month's revenue loss within the capital budget.

The building is 75% rented.

3. Umbrella Operating Agreement Finalization of 2020-2024 Agreement

5 year Capital Plan

BC Housing has approved the \$11 million Capital Plan (2020-2024) for the Umbrella Operating Agreement (UOA). The UOA includes 39 of CRHC's 47 properties.

Carey Lane Building Envelope Remediation

BC Housing is supportive of contributing funding for the Carey Lane Building Envelope Remediation in 2021 through the Capital Renewal Fund (CRF). The CRHC Board has committed \$600,000 to the project. The anticipated total cost is \$4,500,000. BC Housing's Asset Strategies team will work with CRHC staff over the next year to fully develop the scope.

4. BC Housing Applicant Waitlist – Capital Region

The Housing Registry provides a centralized database where applicants can apply for housing through multiple housing providers who participate.

The following information represents the number of units in the capital region that are on the Housing Registry as well as the number of applicants. The CRHC represents approximately 950 units on the Housing Registry.

Date	Total Units	Total Applicants
June 2020	3,358	2,349
June 2019	3,186	2,279

5. Developments

Michigan Square Redevelopment (106 units)

1 building: 53 units

1 building: 44 units

1 building: 9 units (remaining)

- City of Victoria has given a tentative Public Hearing date of August 6, 2020 pending execution of legal agreements.
- The project has not received funding from BC Housing. Three funding applications are underway: preliminary funding approval for 15 units was received under the Regional Housing First Program in April; funding for 38 units under the Regional Housing Trust Fund was requested in July 2020; and a funding request for 44 units will be submitted under BC Housing's *Building BC: Community Housing Fund* by September 2020.

Caledonia Redevelopment (158 units)

- Land transfers were approved by Victoria City Council on April 23, 2020.
- Rezoning and Development Permit went to Committee of the Whole on Thursday May 7, 2020.
- CRHC and the City of Victoria are working towards confirming a Public Hearing date. At present, the City of Victoria has indicated that an August 2020 hearing is probable.

Spencer Close (130 units)

- Phase 1: Finishing work inside suites is 85% complete. Juliet balcony railings are 60% complete.
- Phase 2: Insulation installation is complete. Painting is underway on L6. Drywall 60% complete from L5 down.
- Permanent power has been installed to the entire building.
- Exterior cladding is complete and scaffolding is being removed.
- Project completion November 2020.

West Park (152 units)

- Phase 1: Roofing is complete, and cladding 95% complete. Drywall is complete on L6 - L2. Painting started L6 - L2.
- Phase 2: Roofing 95% complete. Cladding started on all sides but north. Electrical and sprinkler rough-ins complete. Mechanical and Plumbing rough-ins complete except on L6 & L1.
- Window installation is complete on both buildings.
- Project completion November 2020

Hockley House (120 units)

- Phase 1: Suite rough-in 90% complete. Mechanical and Electrical rough-ins complete. Insulation is complete. Drywall installation is 90% complete on L6 and progressing downwards. Painting on L6 complete and progressing downwards.
- Phase 2: Framing is complete, and fire suppression rough-in is 75% complete.
- Window installation – Phase 1 complete. Phase 2 40% complete.
- Roof membrane and cladding installations are underway.
- Project completion estimated for end of March 2021.

ⁱ <https://www2.gov.bc.ca/gov/content/housing-tenancy/residential-tenancies/covid-19>



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Minutes of a Meeting of the Regional Housing Advisory Committee

November 28, 2019, 2:00 - 4:00 pm, CRD Board Room, 625 Fisgard St., Victoria, BC

PRESENT: Malcolm McNaughton, Kerriane Coady, David Corey, Lindsay Millburn, Bruce Anderson, Bill Brown, Pam Hartling (alt for Sharon Hvozdzanski), Jarret Matanowitsch, Matthew Baldwin, Kaye Melliship, Kelly Roth, Kathy Whitcher, Danella Parks

GUESTS: Braden Batch (CMHC), Jay Douillard and John Hicks (CRD Regional Planning)

STAFF: Christine Culham, John Reilly, Maia Kerr (recorder)

REGRETS: Kevin Lorette, Jim Hartshorne, Danielle Deni (replacement for Candace Koo)

1. Welcome and Introductions

The meeting was called to order at 2:09 pm. Chair David Corey welcomed Committee members and introductions were made around the table.

2. Approval of Agenda

MOVED by Kaye Melliship, **SECONDED** by Kelly Roth.

That the agenda be approved as circulated.

CARRIED

3. Approval of September 26, 2019 Minutes

MOVED by Kerriane Coady, **SECONDED** by Bruce Anderson.

That the minutes from the September 26, 2019 Regional Housing Advisory Committee meeting be approved as circulated.

CARRIED

4. Business Arising

- **Definition of Affordability**
 - CRD preparing follow-up to this discussion for January 2020
- **Post-Secondary Housing Needs**
 - Presentation by UVIC and Camosun delayed until January 2020 meeting
- **Development Approvals Process Review (Provincial Report)**
 - John Reilly, Jarret Matanowitsch and Matthew Baldwin met to review the report in November and will present an overview at January 2020 meeting

5. Presentations for Discussion

- CMHC Market Forecast (PPT Attached)
 - Braden Batch, Senior Analyst with CMHC, presented on the Victoria Housing Market Assessment which comes out quarterly and is based on data from six months prior
 - Note that this data shows a census of what residents currently pay and not market rates

Bill Brown joined the meeting at 2:19 pm

- The next report will be released January 15, 2020
- Committee members suggested the following amendments to the presentation:
 - 'Greater Victoria' data label be changed to describe which municipalities are included (e.g. Oak Bay, View Royal, Esquimalt)
 - Where necessary, definitions of data labels be included as well (e.g. does 'home owner' include only detached homes? And does 'condo' include townhouses?)
 - 'YTD' (year to date) be defined to the month
- Note that data can be separated out to the city/municipal level if a request is submitted to CMHC with a clear justification for the request
- Housing and Transportation Cost Study
 - Jay Douillard, Information Technician with CRD Regional Planning, presented on the drafted CRD Housing and Transportation Cost Study
 - The study uses Origin and Destination Study (2017) and Census (2016) data
 - Discussion ensued about the following
 - Effects of BCH subsidies, household size and mortgage age on data
 - Report will include some details pulled out by individual municipality
 - Report represents baseline data which will be used as a starting point for future reports
 - All feedback should be sent to John Reilly and/or Christine Culham

6. Roundtable – Sharing of priorities by each RHAC member

Summary of Priorities:

- Municipalities are very focused on housing, densification, transportation and sustainability (social and environmental)
- A fair number of new housing projects are planned; some which will be available in 2020
- Municipalities are looking to improve old policies and adopt new policies and strategies
- BC Housing will release Requests for Proposals in 2020 – contact BCH to schedule a consultation before the CFP is out
- GVCEH Community Plan is complete and Calls for Proposals are underway
- Community Data Program – let Danielle Deni know if you are interested in participating
- MLS system is expected to be merging to have one site covering all of Vancouver Island

7. Next Meeting January 30 from 2:00-4:00 pm

- **Membership 2020** – Letters have been distributed requesting nominations for 2020.
- **Priorities for 2020** – Conversation planned regarding priorities for first six months of 2020
*RHAC members asked to each bring a list of their priorities to January meeting
- **Affordability Definitions** – CRD will present for discussion at January meeting
- **Student Housing** – Speakers from UVIC and Camosun College housing programs will be presenting at the January 2020 meeting about their programs and ongoing housing needs
- **DAPR Provincial Report** – John Reilly, Jarret Matanowitsch and Matthew Baldwin will present an overview of the report at the January 2020 meeting
- **City of Victoria Presentation** – Will be scheduled for some time in 2020

8. Adjournment

Moved by Jarret Matanowitsch, **Seconded** by Kelly Roth.

That the meeting be adjourned.

CARRIED

The meeting was adjourned at 4:00 pm.



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Tenant Advisory Committee

Minutes of a Meeting of September 19, 2019

HR Training Room, 625 Fisgard Street, Victoria, BC

Present: G. Long, E. Ngongo, L. Reid, C. Simpson, E. Syring

Regrets: K. Bedard, N. Thompson, K. Young

Staff: C. Culham, S. Grigg, K. Lambert, M. Kerr (recorder)

The meeting was called to order at 3:05 p.m.

1. Welcome and Introductions

Introductions were held around the table.

2. Tenant Advisory Committee and Capital Region Housing Corporation Orientation

Christine Culham presented an orientation of the role and expectations of the Tenant Advisory Committee members, the committee Terms of Reference, and information about the meeting procedures. Christine Culham also provided an orientation about the Capital Region Housing Corporation including an update on new projects and redevelopments planned for the region.

Questions:

- When tenants are required to relocate due to renovations, how does CRHC handle the process? *CHRC pays for those tenants to relocate to another building, offers them first priority to move back into their original building, and pays for them to move back if they chose to do so.*
- What happens if tenants no longer meet the qualifications to live in the buildings (i.e. to qualify for affordable housing)? *If a tenant no longer meets the qualifications, they cannot move back into the building after they have been relocated. However, in CRHC's experience, most tenants still qualify although they may no longer qualify for a multi-bedroom unit if their children have since moved out.*

3. Workshop

Kate Lambert facilitated a workshop with the Committee members. Using 'smoking' as an example, Committee members separated into groups and discussed the many factors that contribute to establishing smoking rules and regulations. This was an exercise to practice looking at the many perspectives and issues that relate to making decisions.

Kate Lambert then directed the Committee members to individually identify two priority areas that they would like the TAC to focus on. All suggestions were written onto a flip board, and members were asked to flag the three that they feel to be the most important. The following table summarizes these points:

Rating	Priority Topic
xx	Safety & Security (preventing physical and verbal violence including theft)
x	Smoking/Vaping
x	Maintenance
	Communication (especially in case of emergency for ESL tenants)
x	Sustainability
x	Relaxed & Natural Outdoor spaces – with benches, gardens/landscaping, etc.
x	Pets for tenants
	Online Payments
x	Bike Parking
	Laundry – cost & length of cycle
	Tenant Retention
xx	Promoting Social Community & Interaction (i.e. outdoor benches, movie night, mini market)

4. Next Meeting

The next meeting date will be December 9, 2019, and the agenda will be distributed closer to the meeting date. A co-chair will be selected at the next meeting, and members were encouraged to consider the position. Committee members were asked to read the orientation package, and to complete and return the Confidentiality Form at the next meeting.

5. Adjournment

The meeting was adjourned at 4:30 p.m.



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Tenant Advisory Committee

Minutes of a Meeting of December 9, 2019

Room 488, 625 Fisgard Street, Victoria, BC

Present: Mayor L. Helps, K. Bedard, E. Ngongo, L. Reid, C. Simpson, K. Young

Regrets: N. Thompson, E. Syring

Staff: C. Culham, S. Grigg, K. Lambert, C. English (recorder)

The meeting was called to order at 3:04 p.m.

1. Welcome and Introductions

Chair Helps welcomed the committee, and introductions were held around the table.

2. Approval of the Agenda

It was moved by L. Reid, seconded by C. Simpson, that the agenda be approved.
CARRIED.

3. Adoption of the minutes from September 19, 2019

It was moved by L. Reid, seconded by E. Ngongo, that the minutes from September 19, 2019 be adopted as circulated.
CARRIED

The committee thanked staff for the September workshop.

4. Election of Co-Chair of Tenant Advisory Committee

Chair Helps called for nominations for the position of Co-Chair and L. Reid was nominated. Chair Helps called a second time for nominations and E. Ngongo was nominated. Chair Helps called a third time and C. Simpson was nominated.

Nominees were each given two minutes to speak to their nomination. E. Ngongo and C. Simpson chose to support L. Reid, and Ms Reid was acclaimed to the position of Co-Chair of the Tenant Advisory Committee.

5. Tenant Advisory Committee Terms of Reference Review

The committee reviewed the proposed amendments to the Terms of Reference and made the following changes in italics:

3. e) Tenant members will serve a two-year term on the TAC with the option to serve a second two-year term only. *After serving four years a two-year break must be taken before a tenant may re-apply to sit on the TAC.*

4. a) ... additional meetings will be at the call of the *Co-Chairs*.
4. b) TAC members are expected to attend meetings to the best of their ability. Should a member miss two consecutive meetings *without any communication* they will be asked by the Co-Chairs to resign their seats and the vacant position will be advertised for the duration of the term.

It was moved by K. Bedard, seconded by L. Reid

That the Tenant Advisory Committee recommends to the Hospitals and Housing Committee that the revised Tenant Advisory Committee Terms of Reference, December 9, 2019, be approved.

CARRIED

6. CRHC Operational Plan 2020

K. Lambert and S. Grigg presented the 2020 Operational Plan.

Planned work to ensure operating efficiency and effectiveness includes:

- Administrative improvements (database system, handheld unit app, update recorded 'phone tree')
- Increasing the number of staff to support new buildings and complete work teams
- A public website refresh
- Continued policy review, such as new customer service standards, ensure staff training

Planned work to ensure CRHC housing stock is adequately maintained includes:

- Finalize modernization specifications for unit upgrades
- Capital Plan spending - Tenant Component Requests (Unit upgrades initiated by tenants)
- Finalize updated cleaning standards and provide staff training
- Building Envelope Condition Assessment Matrix – consultant work

Planned work to maximize subsidized units includes:

- Ensure RGI balance in communities 30/70 split

Planned work to ensure tenant satisfaction includes the above, and:

- Ongoing Tenant and Community Development (A new tenant orientation pilot)
- Updates to the tenant handbook, quarterly tenant newsletters
- Review Smoking Policy and Pet Policy
- Partner programs, such as LifeCycles Food Education
- Enhance Partnership Agreements to support tenants with community and health services, as required.

7. Roundtable

Committee members shared priorities for 2020 discussions:

- Ability to make online payments
- Share the Tenant Manual electronically
- Subscribe to Tenant Updates section of website
- Moving to paperless communication, or whatever method is appropriate to the tenant
- Emergency preparedness

- Focus on process and communication improvements
- Change the name “Tenant Component Requests” to “Unit Upgrades”
- Updates to the CRHC website / Tenant section
- Community development and pride in one’s community
- Adding the TAC members’ names and profile to the CRHC website

It was agreed that upcoming meetings would be held from 3:30 – 5 pm bi-monthly in 2020 and quarterly in 2021. A schedule will be sent to the committee when finalized.

8. Adjournment

The meeting was adjourned at 4:30 p.m.