

DISTRICT OF SAANICH
MINUTES OF THE COUNCIL MEETING
HELD AT THE SAANICH MUNICIPAL HALL, 770 VERNON AVENUE
MONDAY, DECEMBER 5, 2016 AT 7:00 P.M.

Present: **Chair:** Mayor Atwell
 Council: Councillors Brice, Brownoff, Derman, Haynes, Murdock, Plant, and Sanders
 Staff: Paul Thorkelsson, Chief Administrative Officer; Sharon Hvozdzanski, Director of Planning; Harley Machielse, Director of Engineering; Valla Tinney, Director of Finance; Cameron Scott, Manager of Community Planning; Donna Dupas, Legislative Manager; and Lynn Merry, Senior Committee Clerk

PRESENTATION OF AWARDS

1090-20
ACH Awards

SAANICH ARTS, CULTURE AND HERITAGE AWARDS

Mayor Atwell and Councillor Sanders, Chair of the Arts, Culture and Heritage Advisory Committee presented the 2016 Saanich Arts, Culture and Heritage awards to the following recipients:

Unsung Hero – Margaret Bachman

- This individual has been a contributor to the Saanich community and cultural fabric for more than twenty years; through her volunteer work with Quadra Cedar Hill Community Association, she pioneered the “Playfair Fun in the Park Picnic”.
- She also organized Saanich’s first “Music in the Park” in Rutledge Park.

Cultural Steward (Organization) – The St Luke’s Players

- It its 68th season, the St. Luke’s Players produces four plays per year, plus the wildly popular Christmas pantomime; this multi-generational, volunteer organization not only supports the development of actors, it also provides experience to countless volunteers in back-of-house activities.
- The St. Luke’s Players operate as a non-profit organization and is entirely funded by membership fees and ticket sales; they regularly contribute to capital improvements in the St. Luke’s Church Hall.

The Art of Business – Mike Geric Construction

- Working with heritage consultants, including the Saanich Heritage Foundation, the company helped prepare a Heritage Revitalization Agreement for the Royal Oak Schoolhouse; due to the efforts of the Mike Geric Construction, the Royal Oak Schoolhouse is a vibrant and recognized asset to the Royal Oak neighbourhood on the original main street of Saanich.

Individual Lifetime Achievement Award – Sheila Blake

- Since the early 1970’s, this individual has lived in Saanich; for 50 years, she has taught, mentored and organized art and cultural activities that showcase the talents of countless Saanich residents.
- Ms. Blake has been described as a “champion of the arts”, “a mentor and leader”, and “a tireless volunteer”.

Minutes

ADOPTION OF MINUTES

MOVED by Councillor Brice and Seconded by Councillor Brownoff: "That Council adopt the minutes of the November 28, 2016 Council and Committee of the Whole meetings."

CARRIED**PUBLIC INPUT ON COUNCIL AGENDA ITEMS**

Public Input on
Council Agenda
Items

K. Harper, Bonair Place, stated:

- The short-term loans should be paid off from money in the existing infrastructure budget; if a long-term loan is taken, the infrastructure budget should not be increased.

1110-30

Temporary
Borrowing Bylaws

BYLAWS1110-30

Storm Drainage
Capital Temporary
Borrowing Bylaw

STORM DRAINAGE CAPITAL TEMPORARY BORROWING BYLAW

Three Readings of "Storm Drainage Capital Temporary Borrowing Bylaw, 2016, No. 9405". To authorize borrowing of a maximum amount of \$659,640 from the Municipal Finance Authority for the purposes set out in "Storm Drainage Capital Program Loan Authorization Bylaw, 2016, No. 9381".

MOVED by Councillor Murdock and Seconded by Councillor Brownoff: "That Bylaw No. 9405 be introduced and read."

CARRIED

MOVED by Councillor Murdock and Seconded by Councillor Brownoff: "That Bylaw No. 9405 be read a second time."

Councillor Derman stated:

- There is a need to look at managing storm water through more natural approaches; it is not appropriate to re-create a system that is not environmentally sustainable.

Councillor Haynes stated:

- There may be better ways to manage storm water; it is anticipated that climate change will result in drier soils; there is a need to put more rainwater into the soils through natural infiltration systems.

In response to questions from Council, the Director of Finance stated:

- Funding for storm drainage and parks capital programs have not yet reached their annual sustainable funding levels; in order to ensure that critical replacements are completed, there is still a need to supplement funding through borrowing.

Councillor Plant stated:

- There is a need to consider borrowing, because some budgets are not at sustainable levels yet.

The Motion was then Put and CARRIED

**MOVED by Councillor Murdock and Seconded by Councillor Brownoff:
“That Bylaw No. 9405 be now passed.”**

CARRIED

1110-30

Parks Capital
Temporary
Borrowing Bylaw

PARKS CAPITAL TEMPORARY BORROWING BYLAW

Three Readings of “Parks Capital Temporary Borrowing Bylaw, 2016, No. 9406”. To authorize borrowing a maximum amount of \$826,360 from the Municipal Finance Authority for the purposes set out in “Parks Capital Project Loan Authorization Bylaw, 2016, No. 9383”.

**MOVED by Councillor Haynes and Seconded by Councillor Brice: “That
Bylaw No. 9406 be introduced and read.”**

CARRIED

**MOVED by Councillor Haynes and Seconded by Councillor Brice: “That
Bylaw No. 9406 be read a second time.”**

In response to questions from Council, the Director of Finance stated:

- Additional funding is needed to ensure that Parks Capital projects are completed; Saanich is working towards bringing the Parks Capital budget to annual sustainable levels.

The Motion was then Put and CARRIED

**MOVED by Councillor Haynes and Seconded by Councillor Brice: “That
Bylaw No. 9406 be now passed.”**

CARRIED

1110-30

Gordon Head
Recreation Centre
Boiler
Replacement
Temporary
Borrowing Bylaw

**GORDON HEAD RECREATION CENTRE BOILER REPLACEMENT
TEMPORARY BORROWING BYLAW**

Three Readings of “Gordon Head Recreation Centre Temporary Borrowing Bylaw, 2016, No. 9407”. To authorize borrowing a maximum of \$836,630 from the Municipal Finance Authority for the purposes set out in “Gordon Head Recreation Centre Loan Authorization Bylaw, 2016, No. 9386”.

**MOVED by Councillor Derman and Seconded by Councillor Brownoff:
“That Bylaw No. 9407 be introduced and read.”**

CARRIED

**MOVED by Councillor Derman and Seconded by Councillor Brownoff:
“That Bylaw No. 9407 be read a second time.”**

In response to questions from Council, the Director of Engineering stated:

- Grant funding was secured for this project.

Councillor Brownoff stated:

- Residents have expressed the desire for staff to research grant funding.

In response to questions from Council, the Director of Finance stated:

- Grant money in the amount of approximately \$255,000 and a low interest loan was provided through the Federation of Canadian Municipalities (FCM) for this project.
- The debt servicing budget is established within the 2016 Financial Plan; this borrowing does not have an additional impact.
- Generally, taxation increases are for ongoing operational items.
- Council had adopted a bylaw approving long-term borrowing for these projects; the short-term loan is for a maximum 5-year term at 1.38%.
- Next year, Saanich will be able to participate in long-term borrowing and the term of the loan will be assessed at that time.
- The cost of this borrowing will not have an impact on future budgets; the cost is already incorporated into the Financial Plan.

The Motion was then Put and CARRIED

**MOVED by Councillor Derman and Seconded by Councillor Haynes:
“That Bylaw No. 9407 be now passed.”**

CARRIED

1110-30

Sanitary Sewer
Bylaw Amendment

SANITARY SEWER BYLAW AMENDMENT

Three Readings of “Sanitary Sewer Bylaw, 2006, Amendment Bylaw, 2016, No. 9408”. To amend Schedule “E” – Sewer Usage Charge to establish the 2017 Sewer Utility Rates.

**MOVED by Councillor Haynes and Seconded by Councillor Brownoff:
“That Bylaw No. 9408 be introduced and read.”**

CARRIED

**MOVED by Councillor Haynes and Seconded by Councillor Brownoff:
“That Bylaw No. 9408 be read a second time.”**

Councillor Derman stated:

- The increase in costs are a result of the increased charges of the Capital Regional District (CRD) for infrastructure; the upcoming sewer project will result in considerable increases for a number of years.

In response to questions from Council, the Director of Finance stated:

- The increases that have been incorporated in the utility rates are a result of the CRD increasing the debt servicing budget; CRD indicates how much revenue has to be collected on their behalf; the rates are set to collect that revenue.
- Saanich’s share of the 2017 increase for the Core Wastewater Treatment Project is approximately \$1.55 million; the CRD has included increases over several years to avoid a large, one-time increase.

Councillor Brownoff stated:

- The reason the CRD collected funds over several years was to save tax payers money; some of the infrastructure could be done without having to borrow money or pay interest on borrowing.
- Provincial funding will not be received until near the end of the project.

The Motion was then Put and CARRIED

MOVED by Councillor Haynes and Seconded by Councillor Brownoff: "That Bylaw No. 9408 be now passed."

CARRIED

1110-30

Garbage
Collection and
Disposal Bylaw
Amendment

GARBAGE COLLECTION AND DISPOSAL BYLAW AMENDMENT

Three Readings of "Garbage Collection and Disposal Bylaw, 2013, Amendment Bylaw, 2016, No. 9409". To amend Schedule "A" – Solid Waste Services Fee Schedule to establish the 2017 Solid Waste Services Fees.

MOVED by Councillor Brice and Seconded by Councillor Brownoff: "That Bylaw No. 9409 be introduced and read."

CARRIED

MOVED by Councillor Brice and Seconded by Councillor Brownoff: "That Bylaw No. 9409 be read a second time."

Councillor Brice stated:

- Costs have increased because of processing fees for contaminated compost; the CRD maintains high compliance for contamination.
- The public is prepared to do the necessary separation for the environment and to keep the costs down.

In response to questions from Council, the Director of Engineering stated:

- The volumes of kitchen, yard and garbage waste have increased slightly.
- Home composting is preferred; however, compost pick-up is available.

Councillor Brownoff stated:

- The increase in the volume of garbage pick-up is concerning.

In response to questions from Council, the Director of Finance stated:

- There are some fixed costs that are non-discretionary; decreasing rates would affect service levels.

Councillor Plant stated:

- It may be helpful to have a breakdown of costs for fixed and non-discretionary items.

Councillor Derman stated:

- This year throughout the CRD, there was an increase in the volume of waste primarily because of active construction.

Councillor Murdock stated:

- He is pleased that staff were able to bring forward a \$2 increase on each trimester bill.

The Motion was then Put and CARRIED

MOVED by Councillor Brice and Seconded by Councillor Brownoff: "That Bylaw No. 9409 be now passed."

CARRIED

RESOLUTIONS FOR ADOPTION

1410-01
Designation of
Acting Mayor

DESIGNATION OF COUNCILLORS AS ACTING MAYOR

Memorandum from the Legislative Manager dated November 30, 2016 recommending that Council adopt the Acting Mayor rotation as recommended.

MOVED by Councillor Derman and Seconded by Councillor Brice: “That the Acting Mayors be appointed in accordance with the following schedule:

Councillor Brownoff	December and January
Councillor Wergeland	February and March
Councillor Derman	April and May
Councillor Brice	June and July
Councillor Sanders	August
Councillor Murdock	September
Councillor Plant	October
Councillor Haynes	November.”

CARRIED

REPORTS FROM DIRECTORS

1410-04
Report – Finance

PROPOSED 2017 WATER UTILITY RATES – FOR APPROVAL

Report of the Director of Finance dated November 28, 2016 recommending that Council receive the report for information.

xref: 1110-30
Water Utility Rates
Bylaw

MOVED by Councillor Haynes and Seconded by Councillor Brice: “That Council receive the report of the Director of Finance dated November 28, 2016 entitled Proposed 2017 Water Utility Rates, for information.

CARRIED

Adjournment

On a motion from Councillor Brice, the meeting adjourned at 7:46 p.m.

The meeting reconvened at 11:46 p.m.

RECOMMENDATIONS

From the Committee of the Whole Meeting held December 5, 2016

2310-20
SVAP

SHELBOURNE VALLEY ACTION PLAN – SHORT-TERM MOBILITY IMPLEMENTATION OPTIONS

MOVED by Councillor Derman and Seconded by Councillor Brownoff: “That Council:

- 1. Support, in principle, Short-Term Mobility Implementation, Option 3, as outlined in the report of the Director of Planning dated November 17, 2016; and**

2. Direct staff to incorporate Option 3 into the Shelbourne Valley Action Plan and bring the Plan forward at a subsequent meeting of Council for final review and consideration.”

CARRIED
with Mayor Atwell OPPOSED

Adjournment On a motion from Councillor Derman, the meeting adjourned at 11:47 p.m.

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MAYOR

I hereby certify these Minutes are accurate.

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MUNICIPAL CLERK

DISTRICT OF SAANICH
MINUTES OF THE COMMITTEE OF THE WHOLE MEETING
HELD IN THE COUNCIL CHAMBERS
SAANICH MUNICIPAL HALL, 770 VERNON AVENUE
MONDAY, DECEMBER 5, 2016 AT 7:47 P.M.

Present: **Chair:** Mayor Atwell
Council: Councillors Brice, Brownoff, Derman, Haynes, Murdock, Plant, and Sanders
Staff: Paul Thorkelsson, Chief Administrative Officer; Sharon Hvozdzanski, Director of Planning; Harley Machielse, Director of Engineering; Cameron Scott, Manager of Community Planning; Donna Dupas, Legislative Manager; and Lynn Merry, Senior Committee Clerk

1310-40
CRD – Core
Area
Wastewater
Treatment
Project

CORE AREA WASTEWATER TREATMENT PROJECT PRESENTATION
From the October 24, 2016 Council meeting. Presentation from the Capital Regional District’s Core Area Wastewater Treatment Project, providing a project update on the Hartland Landfill Facility, bio-solids, pipeline, and other pertinent information.

Jane Bird, Core Area Wastewater Treatment (CAWT) Project Board, presented to Council and highlighted:

- Currently, the CAWT Board is meeting with stakeholders, providing updates and seeking input into the development of a Project Execution Plan; a Project Team is also being assembled.
- The CAWT Board has been working closely with the Township of Esquimalt with respect to land use related to the treatment plant at McLoughlin Point; it has been a collaborative and cooperative exercise and progress has been made.
- Harbour Resource Partners has been engaged and construction of the wastewater treatment plant would take place beginning in 2017.
- The treatment of bio-solids proposed for Hartland Landfill will begin after the

- construction of the wastewater treatment plant.
- A process will be undertaken to create treatment of residual bio-solids at Hartland; at the same time, the CRD would commence an integrated resource management planning process so that the product of the treatment facility at Hartland can be integrated into a resource management planning process; this will require a comprehensive public consultation process.
 - Wastewater treatment will be completed at McLoughlin Point; raw sewage will be collected and the bio-solids will be pumped to Hartland where it will be treated as part of a residual solids treatment plant.
 - The Macaulay Point and Clover Point pump stations will be upgraded.
 - Residents in the CRD have stated they want the plants incorporated into communities as tastefully and aesthetically pleasing as possible; residents have also asked that all of the treatment facilities be reviewed to see if they could be made more aesthetically pleasing.
 - The design for the McLoughlin Point treatment plant has been revised and is more appropriately integrated on the site; McLoughlin Point is owned by the CRD and surrounded by Department of National Defence land.
 - Improvements will be made to various pump stations and to the headworks at Macaulay Point and Clover Point; residual solids conveyance systems consist of a pipeline and pump stations from the wastewater treatment plant to Hartland.
 - Planned meetings will take place regarding the construction of the conveyance route and the construction of the facility at Hartland.
 - The planning process for the Hartland facility occur in early 2017; the Ministry of the Environment would like to see a plan in place by 2019.
 - The CRD would engage with stakeholders in a review of its regional waste management policy and develop a definitive plan for Hartland and Integrated Waste Management (IRM).
 - Procurement will be broad enough that if a proponent has a new method to treat residual solids, they would be able to submit their bid.
 - Next steps include finalizing the Project Execution Plan; finalizing funding and project agreements; obtaining development permits for McLoughlin Point; obtaining rezoning approval related to Clover Point; developing a stakeholder and community engagement program for the project's next phase; and implementing stakeholder and community engagement.

In response to questions from Council, J. Bird stated:

- 28 locations were reviewed for viability; screening criteria was established taking into account various considerations based on the work that was previously done.
- Based on the criteria, a shortlist was established; a Due Diligence Committee indicated that the approach to reviewing the options and the screening criteria were appropriate.
- The design of the McLoughlin Point facility is significantly different than what was originally proposed.
- By law, secondary treatment must be available for the CRD by 2020; the CRD wants to take advantage of technologies that are available.
- The business case approved by the CRD includes piping of the residual solids and processing of the solids at the Hartland Landfill; flexibility exists on how to combine those bio solids with other sources of solid waste.
- Further discussion on amenities for Saanich could take place early in 2017; there are not significant funds in the budget for amenities.
- Residents at Willis Point and Prospect Lake have voiced their concerns with the proximity of their residences to Hartland; Saanich staff will be instrumental in addressing those concerns.

- Initially, the request was to have the IRM process completed by 2017; this timeframe was deemed too short; therefore, the timeframe has been extended to 2019; that would allow for a fulsome planning process.
- Currently, the CRD has a bylaw that prohibits land application of bio solids and exporting bio solids for land application; other municipalities apply Class A bio solids to land application as beneficial use.
- It is important to have a longer planning process to discuss the nuances around potential range of beneficial use and what could be possibly combined with bio solids.
- It will be a comprehensive process; the planning process is expected to start almost immediately.
- Public consultation would take place via open houses, workshops and through an active website.
- The pipes will be located in the road right-of-way; there may be opportunities for improvements during the laying of pipes.
- There will be improvements to the leachate pipes and the watershed.
- She would be happy to provide an update at a future Council meeting.

Councillor Brownoff stated:

- It will be important to highlight the improvements to the leachate line and the Marigold Pump Station; there have been concerns in the past with odors from the Marigold Station.

PUBLIC INPUT:

H. Wolf, Kincaid Street, stated:

- There is a need to do things better by using innovation; reducing the amount of infrastructure would be appropriate.

J. Grabavac, Farmington Road, stated:

- An amenity package should include providing municipal drinking water to residents within 100 meters of Hartland; the sewage pipes will pass within several metres of resident wells.
- There has been leakage in the past; burning will result in atmospheric inversions.

Motion: MOVED by Councillor Plant and Seconded by Councillor Haynes: “That the verbal report be received with thanks.

Councillor Derman stated:

- Competitive negotiation is a powerful procurement tool.

The Motion was then Put and CARRIED

1410-04
Report –
Planning

xref: 2310-20
SVAP

SHELBOURNE VALLEY ACTION PLAN – SHORT-TERM MOBILITY IMPLEMENTATION OPTIONS

Report of the Director of Planning dated November 17, 2016 recommending that Council endorse in principle, Option 3 of the short-term mobility options as outlined in the report; and direct staff to incorporate Option 3, short-term implementation actions into the Shelbourne Valley Action Plan and bring the plan forward to a subsequent meeting of Council for final review and consideration.

The Manager of Current Planning presented to Council and highlighted:

- The short-term mobility options that are being explored are a component of the broader Shelbourne Valley Action Plan.
- The vision for Shelbourne Street includes a wider right-of-way; the long-term vision is for wide sidewalks, separated bike facility, wide boulevard that can accommodate storm water management, street furniture and canopy trees, as well as the retention of four lanes for vehicles and transits; the long-term vision also includes dedicated transit lanes as ridership evolves.
- Key plan elements include: compact, walkable land use pattern; enhanced features that support quality of life and identity; improved walking, cycling and transit options; and protection and enhancement of environment assets.
- Challenges for the short-term vision include width of the right-of-way; the location of utility poles and trees and a lack of uniform conditions of the street.
- Council directed staff to explore options for accelerating pedestrian and cycling improvements; public feedback on Options 1 and 2 resulted in the development of Option 3.
- The top issues received through feedback on Options 1 and 2 were: lack of continuous bike facility; impacts to motor vehicles and transit and traffic diversion to parallel streets; left-turn access to businesses, particularly at Garnet, Kisber and Church Streets; and the need for physical separation of bike lanes.
- Key outcomes of Option 3 include over 2.3 kilometers of upgraded sidewalks; pedestrian improvements; high quality continuous bike facility on Shelbourne Street; improvements to transit waiting areas; the majority of left turns maintained; and 2/3 of street retained as 4 lanes.
- Traffic delays are estimated at 1.5 to 2.5 minutes in peak periods in peak directions; relatively unchanged travel times in non-peak periods.
- The preliminary cost estimate for Option 3 is \$12.5 million.
- Public consultation on Option 3 took place via open houses, with over 800 attendees; a public survey; meetings with stakeholders; flyers sent out to residences and businesses; mobile community displays; and social media outreach.
- Over 1,300 responses to the survey were received, with the highest density of responses from those that live in the Shelbourne Valley and Gordon Head area; 60% of respondents supported Option 3 and 24% partly supported Option 3.
- Feedback received from the survey included: support for a multi-modal approach; retain four lanes/minimize traffic impacts; additional two lane sections; concern regarding the impact to trees; modifying the bike facility to introduce separation; and the desire to integrate storm water management improvements.
- The work along Shelbourne Street for transportation improvements would be aligned with infrastructure improvements; improvements could be undertaken in phases.
- Funding for the project would be from the Transportation Capital Budget and there would likely be other projects that may be delayed.
- The project is a strong candidate for federal and provincial grant funding; conversion to the ultimate design would take place as properties dedicate frontage through redevelopment.
- If Option 3 is approved, the next step would be for staff to integrate the option into the Shelbourne Valley Action Plan (SVAP); the SVAP would be brought back to Council in early 2017 for consideration; detailed design work could begin after that.

In response to question, the Director of Engineering stated:

- Infrastructure improvements on Shelbourne Street should be done within the next five years; the first phase to be completed would be McKenzie to Torquay. North Dairy to Pear Street, an area that has a significant amount of underground services that need to be replaced would be the second phase.
- The estimated costs are preliminary Class D estimates and are for above ground costs only; costs for the entire project are preliminary estimates at this time.
- Traffic light coordination will be considered and gained efficiencies have not been factored into the consultant's report.
- It would be costly to remove utility poles and put utility infrastructure underground.
- Improvements to Poplar Street would be part of upgrades to the UVic bike connector.
- Traffic delays are focused on peak periods in peak travel direction; there would be minimal, if any, delay in other directions.
- There may be additional Bike BC grants available; there may be cost savings to synchronize the work done for underground and above ground.

In response to questions from Council, the Manager of Community Planning stated:

- Future improvements and transition to the ultimate design would be done through the redevelopment process.
- In earlier work on the SVAP, routes people take and where they want to go were identified; a community mapping project was completed in consultation with the University of Victoria (UVic) and community outreach.
- Notifications have been sent to property owners along Shelbourne Street advising them that the municipality is looking at different options that may involve property acquisition; based on previous transportation projects, there has been a high level of success with respect to property acquisition.
- When property is acquired through redevelopment, there will be the potential to site cycling and pedestrian in a way that preserves the trees; a typical dedication may be an extra three metres that could allow the cycle track to be set back and preserve the trees.

In response to questions from Council, the Chief Administrative Officer stated:

- Expropriation is an option available to local government, but it would be a last resort; expropriation is very time consuming and can be costly.

PUBLIC INPUT:

L. Neville, Livingstone Avenue N, stated:

- The Shelbourne and McKenzie corridors are valuable to Gordon Head; it insulates the neighbourhood from commuter traffic.
- More than 20,000 vehicles use Shelbourne Street each day; an 11% increase is expected by 2038.
- There are 32,000 students and 5,000 employees at UVic; it is imperative that four lanes are maintained.
- Traffic would be diverted onto other streets if the number of lanes are reduced; putting cars into residential areas makes neighbourhoods unsafe and less liveable.

J. Adamowicz, Greentree Terrace, stated:

- Lane reductions will result in congestion and increased air pollution and collisions; maintaining four lanes are preferable.
- It would result in traffic being diverted through other neighbourhoods which would affect residents; quality of life and access to services would diminish.
- To ensure cycling is safe, the bike lanes should be moved off Shelbourne Street.

A. Parent, Ferndale Road, stated:

- A reduction in lanes on Shelbourne Street is not supportable.
- It is not realistic to design the road for bicyclists; traffic flow and travel time will be effected.
- Cyclists should not have priority; Shelbourne Street is a major bus route.

E. Pullman, President, Greater Victoria Cycling Coalition, stated:

- Shelbourne Street is a desirable route for cyclists; it is flat, direct and has a number of destinations along the corridor.
- The improvements for cyclists and pedestrians outlined in Option 3 are appreciated; as the U-Pass increased transit riders, improvements to bike lanes will result in more cyclists.
- There is currently a lack of a safe route to the UVic and Camosun College campuses.

D. Ferguson, Sheret Place, stated:

- The SVAP is the opportunity to prepare for the future of urban transportation in Saanich; the whole width of the right-of-way should be used to provide for cyclists and pedestrians; that means one lane in each direction on Shelbourne Street.
- There needs to be a step back from a car-centric view; safety, liveability, health, the environment and economics should be considered.
- The positive effects of active transportation are well documented; Option 3 does not go far enough to protect vulnerable road users.

T. Bondaroff, Glasgow Avenue, stated:

- The consultation process was appreciated; good cycling networks change communities.
- Roads are built for people, not for vehicles; if good cycling infrastructure is available, it will be used.
- The transition points from cycling lanes to non-cycling lanes are dangerous; continuous bike lanes is the safest option.
- If roads are not safe for cyclists, they should be made safe for all ages.

M. Boyd, Craigiewood Court, stated:

- The public consultation was inclusive and thorough; Option 3 is a good short-term solution; it sets the stage for a more thorough and detailed solution.
- Pedestrians need to be considered; Shelbourne Street is currently unsafe for pedestrians and it is dangerous to cross the street.
- There may be some impacts to travel times; Option 3 contributes to Gordon Head becoming a destination.

C. Marven, Cheverage Place, stated:

- Option 3 is a good compromise; the public engagement process was valuable.
- Pedestrian and cycling facilities are critical to Shelbourne Street; dedicated transit lanes should be considered.

- Currently Shelbourne Street is not viable for children to cycle and it is dangerous to cross the road; improvements would make Shelbourne Street a destination.

M. Davie, President, Mount Tolmie Community Association, stated:

- It is appreciated that staff listened to the concerns of residents and businesses; residents are already feeling the impact of increased use of Cedar Hill Road, Richmond Road and Pear Street.
- Careful monitoring of the mobility plan must be undertaken; prior to implementation there may be an opportunity for Saanich, Community Associations, residents and businesses to work together to enhance safety concerns.
- The long-term vision for the Shelbourne corridor must be considered; and represent all the demographics in the three centre areas and provide a sense of community.

D. Scott, Palmer Road, stated:

- Shelbourne Street is unsafe for cyclists and pedestrians; there is a need to design streets to make them safe for everyone.

A. Lucas, Scott Street, stated:

- Safe bike lanes may encourage more cyclists; Shelbourne Street is level and a direct route to destinations.

D. Wick, Edgemont Road, stated:

- Changes to Shelbourne Street are needed to achieve the goals of the SVAP; Option 3 will improve liveability and the pedestrian and cycling environment.

M. Beauchamp, Ireland Court, stated:

- Currently, it is not safe to cycle on Shelbourne Street; it takes less time to bike than it does to drive.
- Option 3 is supportable; it is necessary to provide safe options for cyclists and pedestrians.

E. Prescott, Freeman Avenue, stated:

- Parents are concerned with school-aged children walking and cycling on Shelbourne Street; there is a need to have healthy habits and set new norms.
- Shelbourne Street is in close proximity to services; choosing to bike and walk enables residents to get fresh air, exercise, and meet neighbours.
- Option 3 makes the commitment for residents of all ages to cycle or walk.
- Vehicle traffic and public transit is considered in Option 3; there still may be more to be done to make cycling and walking more enjoyable in the Shelbourne Valley.

A. Nagelbach, Lavender Avenue, stated:

- Option 3 would transform Shelbourne Street into a safe and attractive corridor and contribute to a vibrant neighbourhood; currently, Shelbourne is unsafe for all modes.
- Shelbourne is devoid of streetscape and is not safe for children.
- Pedestrians need space between themselves and vehicles; Option 3 maintains four lanes for traffic.

T. Newton, Shorncliffe Road, stated:

- Option 3 is a compromise; it considers pedestrian, cyclists and vehicles.
- A lot of people live on Shelbourne; Option 3 will increase their quality of life.

H. Wolf, Kincaid Street, stated:

- Consideration should not be bikes versus cars; the goal should be to build liveable cities, offering multi-modal choices and creating space for people.
- The culture is changing; ways of becoming more progressive and experimenting with what works should be explored.

J. Gaylord, Carnegie Crescent, stated:

- Option 3 is about quality of life and having an improved pedestrian and cycling environment; bike lanes are added buffers between pedestrians and vehicles.

L. Layne, San Lorenzo Avenue, stated:

- The condition of sidewalks are poor on the west side of Shelbourne Street; the existing trees should be retained.
- The work of staff is appreciated; a compromise is important.
- Option 3 allows for community building along Shelbourne Street; provincial and federal grant funding is available.
- If you build protected bike lanes, they will be used.

J. Newton, Shorncliffe Road, stated:

- Option 3 is supportable; it is time the street is shared between pedestrians and cyclists.
- The time for traffic corridors is past; if it is possible to walk and bike, more people will do that.
- It would be a mistake to let peak traffic increases dictate decisions; it is the perception that driving may take longer; there may be alternatives to driving such as car sharing or public transit.

M. Shoop, Richmond Road, stated:

- The community engagement that was undertaken was appreciated; Option 3 is preferable.
- The diversion of traffic onto neighbouring streets may be a concern and affect liveability; it is necessary to improve cycling and walkability on Shelbourne Street.

P. Spurr, Gordon Head Road, stated:

- If Option 3 is approved, there is a need to look at the recommendation to remove the bus bays on Shelbourne Street.

M. Ang, Louise Place, stated:

- The SVAP is inadequate; the vision is generic and unambitious; the focus should be on the people living in the valley.
- The Shelbourne Valley should be an innovative district and forward-looking; the current vision is car-centric with suburban communities; there is a need to make a decision for the future of the younger generations.

MOVED by Councillor Brice and Seconded by Councillor Derman: "That the meeting extend past 11:00 p.m.

**CARRIED
with Councillor Plant OPPOSED**

- D. Gunn, on behalf of the Gordon Head Residents Association, stated:
- The Residents Association is in favour of making Shelbourne Street more walkable, bike-able and safer for everyone; it is imperative that the land use and design parameters in the SVAP be put into force so that it can guide the decisions now being made on development of properties in the valley.
 - The mobility plan outlined in the SVAP would, in the long-term, result in an ideal solution to the mobility issues in the valley; there is a concern with the proposed reduction in traffic lanes.
 - Traffic will be diverted to other streets that do not have the capacity to hold the increased traffic.
 - The surveys that produced the statistics were not conducted in a scientific manner and were uncontrolled as to who responded; they may not be a valid sampling of the residents that live in the valley.
 - If there is a commitment to making changes to Shelbourne, the process should begin at the south end of the valley where there is the potential benefit to a larger number of residents.

- B. Tabata, on behalf of the Gordon Head Residents Association, stated:
- Further exploration needs to be done regarding traffic patterns before any lane reductions are made; there is concern that traffic would be diverted onto collector roads.
 - The results of the survey do not reflect the opinions of Gordon Head residents;
 - Council are requested not to approve Phase 1 of Option 3 if it means lane reductions.

- R. Halliday, Braefoot Road, stated:
- The public consultation process was appreciated; Option 3 is supportable.
 - Concerns were identified and addressed.

- C. Burger, Richardson Street, stated:
- Shelbourne Street should be safe for children and grandchildren; it is the most direct and flat bike route.
 - There are no other options for cyclists; Option 3 is supportable; it considers pedestrians, cyclists and public transit.
 - It is important to keep transit moving and to have a quieter, calmer, safer and more community-oriented street.

COUNCIL DELIBERATIONS:

- Motion:** **MOVED by Councillor Derman and Seconded by Councillor Haynes: "That it be recommended that Council:**
- 3. Support, in principle, Short-Term Mobility Implementation Option 3 as outlined in the report of the Director of Planning dated November 17, 2016; and**
 - 4. Direct staff to incorporate Option 3 into the Shelbourne Valley Action Plan and bring the Plan forward at a subsequent meeting of Council for final review and consideration."**

Councillor Derman stated:

- 60% of survey respondents were in favour or partially in favour of Option 3.
- This is an extremely important direction for the SVAP and is consistent with CRD and Saanich priorities.

- Traffic congestion is a concern; the intent is to increase the mode share for cycling, pedestrian and public transit and have fewer single occupancy vehicles.
- Shelbourne is a natural north-south cycling corridor; it is direct, flat and straight.
- There is a need to make Shelbourne Street comfortable and safe for cyclists and pedestrians; the nature of the street is critical to providing a sense of place.
- This is a step in addressing climate change.

Councillor Brice stated:

- The public consultation undertaken was appreciated; Option 3 is supportable.
- Correspondence from BC Transit says that Option 1 and 2 could be problematic; Option 3 does not foreclose future options for public transit.

Councillor Murdock stated:

- The public process was a sound process and one to be commended; currently, Shelbourne Street is not safe for pedestrians or cyclists.
- Option 3 will work better for everybody and it will shape the future.
- 65% of the road will remain four lanes; the new design will accommodate all forms of users.

Councillor Brownoff stated:

- The public process was appropriate; Option 3 is a compromise.
- The improvements around public transit are appreciated; the ultimate goal would include rapid transit.
- A traffic signal priority study would be undertaken; the design options for the cycling and pedestrian environments are appreciated.
- The business community is supportive; it is necessary to look to the future.
- Shelbourne Street was identified as a cycling corridor twenty years ago.

Councillor Sanders stated:

- Option 3 is a compromise; the proposed design is an improvement over what is there currently.
- UVic students and staff have expressed the desire for a safe biking environment and good public transit.
- The Shelbourne Valley has a large population of seniors; the proposed plan will allow seniors to age in place.

Councillor Haynes stated:

- Residents have expressed their concerns regarding increased commuting times and the potential diversion of vehicles onto neighbouring streets; this is the opportunity to build a vibrant neighbourhood.
- Shifting people out of cars is appropriate; Option 3 is innovative.

In response to questions from Council, the Director of Engineering stated:

- Phase 3 is approximately four to five years away; there are some lane reductions in Phase 1.

Councillor Plant stated:

- The long-term vision for the Shelbourne Valley should consider innovation; the return to four lanes in the long-term plan is not appropriate.

Mayor Atwell stated:

- Shelbourne Street is dangerous for cyclists; it is a natural location to make improvements.
- An extensive public consultation process took place; the concerns of the

Community Associations and neighbours were heard; however, there are still some outstanding concerns regarding potential impacts to traffic and the quality of life of neighbours.

**The Motion was then Put and CARRIED
with Mayor Atwell OPPOSED**

Adjournment On a motion from Councillor Plant, the meeting adjourned at 11:45 p.m.

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CHAIR

I hereby certify these Minutes are accurate

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MUNICIPAL CLERK