

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
October 13, 2016 at 4:30 p.m.

Present: Councillor Fred Haynes (Chair), Bill Mumford, Travis Lee, John Schmuck, Stuart Chalmers, Scott Hindle

Staff: Catherine Mohoruk, Manager of Transportation and Development; Cam Scott Manager of Community Planning; Elizabeth van den Hengel, Committee Clerk

Regrets: Andrea Mercer, Suzanne Bartel, Peter Rantucci

Guests: Tim Stevens, McElhanney Consulting Services Ltd.; Cam Pringle, President of Cadillac Homes

MINUTES

MOVED by B. Mumford and Seconded by T. Lee: “That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held September 8, 2016, be adopted.”

CARRIED

MoTi ANALYSIS OF TRAFFIC IMPACTS

The Chair introduced Mr. Tim Stevens from McElhanney Consulting Services Ltd. Mr. Stevens gave the committee an overview of the anticipated traffic impacts from the McKenzie Interchange project and the highlights are noted:

- Traffic analysis used the most current population and employment statistics.
- The analysis utilized the CRD Travel Demand Model which focused on the area affected by the interchange and estimated travel demand passed on population, employment and network.
- The CRD Travel Demand Model was validated for 2015 traffic on the existing roads and then was projected to 2018.
- Model predictions are influenced by many variables and the predictions are indication of general trends not exact values.
- Future changes in land use or adjacent roadways would impact the predictions.
- Potential traffic effects of the McKenzie Road Interchange project:
 - The increased capacity on Highway 1 and McKenzie will generally attract traffic from adjacent roads and should reduce “rat running”.
 - Reduced congestion on Highway 1 increases demand on some of the connecting upstream connections-Saanich Road right turn in the afternoon and Tillicum Road right and left turn in the afternoon.
 - Local adjacent roads should see a general reduction in traffic volumes.
 - Redistribution of traffic may result in some local roadway increases.
- The new interchange should remove the bottleneck and most of the queuing.
- Local networks will generally see less short cutting.
- Redistribution along some local roads may require some neighbourhood future traffic management.
- During construction of the interchange there will be no lane closures during peak flow hours.
- Closures in the evening to allow for blasting.
- The construction staging was designed to improve traffic flows during the construction process.

SMALL LOT HOUSING AND HOMES UNDER 2000 SQ/FT

The Chair introduced Mr. Cam Pringle, President of Cadillac Homes. Mr. Pringle gave the Committee an overview of several small lot developments that his company has been involved with. The following was noted:

- Zoning must match the size of house that is permitted to be constructed.
- Sight specific zoning is a reasonable way to match house size to zoning.
- RS-1 infill zoning that would allow for increased density in areas of Saanich that need attention, could be prudent way to increase housing stock.
- There is a need to create these sight specific zones in Saanich and to increase the turn-around time to have suitable properties rezoned.
- If the land use is changed investment will follow.
- NIMBY may become an issue with small lot land rezoning.

MOTION: Moved by T. Lee and Seconded by S. Hindle: “That the Planning, Transportation and Economic Development Advisory Committee requests that Council ask staff to investigate if establishing RS-1 infill zoning to be applied in appropriate areas of Saanich as in the example Schedule 1200-1 would be beneficial to the community and municipality.”

CARRIED

SHELBOURNE VALLEY ACTION PLAN

The Planner gave the Committee an update on the Shelbourne Valley Action Plan.

- Option 1 maintains four travel lanes, implements cycle tracks on 25% of corridor, improvements to broader mobility network and focused on pedestrian improvements.
- Option 2 has bike lane on the entirety of Shelbourne Street, two lanes with central turn lane, sidewalk upgrades south of Pear Street, improvements to broader mobility network and focused on pedestrian improvements.
- Option 3 has new sidewalks to both sides North Dairy to Pear Street, complete bike facility with a physical separation for 50% of the route, left turn access maintained at most intersections and four travel lanes for 65% of the street.
- Public engagement and feedback will be collected for Option #3.
- Final plan presented to Council for adoption early 2017.

MOTION: Moved by T. Lee and Seconded by J. Schmuck: “That the Planning, Transportation and Economic Development Advisory Committee supports Option #3 as presented by the Planner at the Planning, Transportation and Economic Development Advisory Committee October 13, 2016.”

CARRIED

TRANS PACIFIC PARTNERSHIP AGREEMENT

The Chair gave the Committee an update on the Trans pacific Partnership Agreement (TPP), and requested feedback from the Committee. The following was noted:

- The scope of the PTED Committee does not encompass reviewing international trade agreements.
- Free trade of any kind is a good thing for Canada.
- Free trade brings jobs, higher wages and more trade to Canadians.
- The dispute mechanism within the TPP seems to be the contentious issue. Members of the PTED Committee do not have the depth of knowledge to comment on the TPP dispute mechanism.
- Consideration should be given to not being part of the TPP.

MOTION: Moved by J. Schmuck and Seconded by B. Mumford: “That the Planning, Transportation and Economic Development Advisory Committee feels that the discussion on the Trans Pacific Partnership Agreement is beyond the purview of the Planning, Transportation and Economic Development Advisory Committee.”

CARRIED

CARRIED

ADJOURNMENT

The meeting adjourned at 6:30 p.m. The next meeting is Thursday, November 10, 2016.

Councillor Haynes, Chair

I hereby certify these Minutes are accurate.

Committee Secretary