

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
May 16, 2018 at 5:00 p.m.

Present: Councillor Judy Brownoff (Chair) Sophia Baker-French, Lois-Leah Goodwin, Peter Pokorny

Staff: Harley Machielse, Director of Engineering; Troy McKay, (A) Mgr. Transportation and Development Services; David Williams, Engineering Supervisor; Maggie Baynham, Senior Sustainability Planner and Jeff Keays, Committee Clerk

Regrets: Suzanne Bartel, Bill Mumford, Andrea Mercer, Travis Lee, Peter Rantucci

Guests: None

THE MEETING WAS CALLED TO ORDER AT 5:15PM. THE COMMITTEE DID NOT HAVE QUORUM. ALL ITEMS WERE FOR INFORMATION ONLY

MINUTES

The minutes of the April 12, 2018 Planning Transportation and Economic Development Advisory Committee were not adopted as the committee did not have quorum. The item is deferred until the next regularly scheduled meeting.

The Chair sought the concurrence of the members in attendance in order to revise the agenda to provide an opportunity for the Director of Engineering to speak to the Modernizing the Motor Vehicle Safety Act to Improve Safety.

MODERNIZING THE MOTOR VEHICLE ACT TO IMPROVE SAFETY

The Director of Engineering provided the committee with a brief overview of the potential challenges and impacts of lower the speed limits on residential streets. The following highlights are noted:

- Staff generally support the concept.
- Lowering speed limits on residential streets is in accordance with the natural hierarchy of roads – local roads, lower speeds – this is a common practice
- As it has been well established that lower speeds reduce collision risk, and considering the policy environment, it is a logical recommendation to lower speed limits on those streets with no centre line.
- Current default speed limit is 50km.
- Broad changes to speed limits without changes to the Motor Vehicle Act would be onerous and would require that each street be signed and identified by Bylaw. Also, changes to speed limits will continue to be inconsistent across the region.

Committee discussion followed the overview. The following highlights are noted:

- Victoria, Vancouver and the Lower Mainland are supportive of the concept.
- It is unclear if any municipalities are taking resolutions to UBCM.

- The item is before committee as there have been numerous requests to lower speed limits on residential streets.
- Transportation demands have changed dramatically in recent years.
- The Active Transportation Policy Council does not have the unanimous support of all road users.
- Smaller municipalities may be negatively impacted by a blanket policy change.
- Reducing the default speed limit to 30km presents as opportunity to improve road safety while at the same time reducing the costs associated with signage and bylaw changes.
- There are multiple benefits to adding a value statement regarding road user safety to the OCP.

ACTIVE TRANSPORTATION PLAN UPDATE

Troy McKay, (A) Manager - Transportation and Development Services introduced the Active Transportation Plan (ATP) Update before turning the presentation over to David Williams, Engineering Supervisor, who provided an overview of the plan. The following highlights are noted:

- Staff are in the final phase of the plan development process. The item will proceed to Council on June 18, 2018.
- The purpose of the plan is to guide the development, promotion and implementation of safe, attractive and convenient transportation in Saanich to the year 2050.
- The goals of the ATP are to:
 - Build a culture for active transportation
 - Observe a significant shift to active modes of transportation.
 - Improve safety of people using active transportation modes.
 - Create more connections and places walking and cycling.
- Targets of the ATP are:
 - Safety: Work towards zero traffic-related fatalities or serious injuries (vision zero).
 - Mode share: Double the proportion of trips made by sustainable transportation by 2036.
- Staff will employ the following strategies and actions to achieve these goals and targets:
 - Connections – establish a complete, connected and high-quality active transportation network throughout Saanich.
 - Convenience – make walking, cycling and taking transit convenient and viable forms of transportation.
 - Culture – make walking and cycling and taking transit a normal part of everyday life in the District of Saanich.
- Staff undertook considerable public consultation on the development of the plan including (but not limited to):
 - On-line surveys (2)
 - 10 pop-up engagements
 - 2800 conversations at 33 public events
 - 120 participants in stakeholder workshops
 - 4 Project Advisory Committee meetings
- A survey identified expanding the bicycle network and expanding the sidewalks network as the two highest spending priorities.
- In developing priorities and work plans staff will focus their work where they've heard it is needed and prioritize actions that have the greatest effect first.

- Final report to Council will include rationale, network maps, and short/medium and long-term priorities
-

STEP CODE – FINAL RECOMMENDATION

Maggie Baynham, Senior Sustainability Planner, provided the committee with an overview of the BC Energy Step Code - Draft Recommended Approach. The following highlights are noted:

- Feedback from Phase 1 of engagement and the proposed approach were presented to Council in January 2018. Staff received council direction to engage industry in a second phase of engagement on the proposed approach
- Phase 2 was initiated with a number of engagement events, the purpose was to seek feedback from the industry representatives on the proposed approach to implementation.
- Phase 2 engagement results included (but not limited to):
 - Support for an interim Step 1 period (learning opportunity)
 - General agreement to move from Step 1 to Step 3.
 - Some concerns about cost and affordability.
 - Mixed feedback on lead-in time for Step 3 - particularly Part 3 buildings
 - General support for the process and mid-construction blower door test.
 - Mixed feedback on proposed rebate.
 - Desire for Energy labelling to communicate the benefits.
 - Timeline for Step 3 viewed too fast for some (Step 3 for part 3 high rise concrete and commercial).
- There were potential design and cost implications for Part 3 concrete high-rise and commercial buildings meeting Step 3 – as a result, the recommend approach was amended, as discussed below.
- Currently 25 BC municipalities, representing > 60% of the Provinces residential permits have given their initial notification to consult.
- 6 municipalities have given final notification (enacted).
- Following Phase 2 Industry engagement, and in response to industry feedback, staff amended the draft approach to recommend adoption of the following:

All Part 9 Excluding small SFD	Part 9 Small Single Family	Part 3 Wood-frame mid- rise residential (<6 storeys)	Part 3 Concrete high-rise residential (>6 storey's), commercial & office
Step 1 Nov 2018	Step 1 Nov 2018	Step 1 Nov 2018	Step 1 Nov 2018
Step 3 Jan 2020	Step 2 Jan 2020	Step 3 Jan 2020	Step 2 Jan 2020

- Step 1 (in place Nov 1 to January 2020) will be a step down from requirements Saanich often negotiates during development processes (e.g. Built Green Gold, EnerGuide 82).
- Step 3 will be similar to current requirements (20% improvement in energy efficiency vs. 15%) with a performance based approach (enhanced compliance).
- The impact of Step Code on construction costs were extensively vetted by industry and were considered as part of the 2017 Metrics Research

Report, the largest energy modelling exercise for a building code in Canada.

- 15 building archetypes for Part 9 and Part 3 for all BC climate zones were tested.
- Excluding small single family dwellings, the lower steps result in a <1.1% increase in costs.
- There is an opportunity to review and update the Saanich Sustainability Statement to reference Step Code requirements and to also review the bylaws and policies to align and support higher levels of energy efficiency.
- Staff presented the draft recommendation (as highlighted in above chart)
- Item will proceed to Council (TBD)

Committee discussion followed the presentation, the following highlights are noted:

- Builders are responsible for paying for the compliance audit, avg. value is \$1100.
- Audits will be conducted by certified energy advisors, registered with Natural Resources Canada (NRCan) with quality assurance provided by a licensed third party service organization.
- Province is currently undertaking a review of the Professional Reliance Model.
- There is a need for enhanced consumer literacy with regard to home energy consumption/performance.
- Labels are an important mechanism for communicating important consumer data like energy consumption, and operating costs.
- Staff are working with other municipalities on energy labelling (e.g. energy consumption/cost of operation) as there is currently no requirement for labelling disclosure for homes.
- Information regarding the efficiency and performance of the homes systems are important; however, affordability and savings are the data sets consumers really want.
- There are champions for labelling amongst the Real Estate community.

Following the BC Energy Step Code Overview presentation the Chair sought the consensus of the committee members in attendance to defer the following agenda items until the next regularly scheduled meeting:

- Development Review Process
- Hotel Motion Update

The items were deferred and will be brought forward as part of the May 10th agenda.

The meeting adjourned at 6:45p.m., and the next meeting is scheduled for Thursday, June 14, 2018.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary