

MINUTES

PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE

Held at Saanich Municipal Hall, Committee Room No. 2

April 13, 2017 at 4:30 p.m.

Present: Councillor Judy Brownoff (Chair), Bill Mumford, Andrea Mercer, Peter Pokorny, Sofia Baker-French, Stuart Chalmers

Staff: Catherine Mohoruk, Transportation Manager; Troy Mckay, Engineering Technologist; Tania Douglas, Senior Committee Clerk

Regrets: Suzanne Bartel, Travis Lee, Peter Rantucci

MINUTES

MOVED by S. Chalmers and Seconded by A. Mercer: "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held March 9, 2017, be adopted as amended."

CARRIED

ACTIVE TRANSPORTATION PLAN UPDATE

The Engineering Technologist was present to provide an update on the Active Transportation Plan (#movingsaanichfwd). The following comments were noted:

- A high level of public engagement has occurred; nearly 1,400 on-line survey responses have been collected, attendance was also high at engagement labs, pop-up booths, the Saanich Talks speaker series, and the Walk Bike Rally.
- Participation has been from people across the region, not just Saanich.
- There has been some responses from businesses but there has not been specific outreach to businesses.
- Lots of data for both walking and cycling has been collected which has enabled staff to create maps that show 'hot spots' or problem areas.
- All of the reports are available online for the public to view.
- Targets are too low by public opinion; they will propose new targets. So far the targets are consistent with Saanich's Strategic Plan with the 2038 horizon and BC Transit's 2025 horizon.
- Community comparisons were shown and Saanich is doing fairly well.
- Different scenarios were given to show the costs of having sidewalks on some or all streets, bus routes, centres and villages. Currently, Saanich spends \$2 million annually on sidewalks.
- Bicycle network planning principles were discussed; staff are thinking about how to connect centres to the network. Ideas on 'connectivity spines' were presented.
- Community engagement will occur for this issue; there is a Cycling Festival on April 23rd, a community roadshow will happen between May 8 – 19th, and a walk/bike rally will be held in June.
- After all the engagement occurs, a draft plan will be written and presented in the fall.

Further questions/responses were noted as follows:

- There has been specific outreach to seniors with the Older Adult Strategy. There are seniors on the project advisory committee, and responses from the community were highest from the 65+ group. The least amount of input was given by 18 – 25 year olds.

- It is recognized that not all trips start/end in Saanich and there has been dialogue with City of Victoria about lines meeting up. Staff will speak to all municipalities and the CRD. There are representatives from the CRD, Victoria and others on the project advisory committee.
- Sidewalks are expensive, and there are treatments for joints to reduce bumps for wheels, but we will not likely pilot any new surface materials due to cost.
- Victoria is about 18 months ahead of Saanich with similar studies. Information is being shared.
- The improved network will help with tourism and helping businesses when established.
- From an economic standpoint all road users must be considered, including vehicles.
- The guiding principles for the consultant are from the Official Community Plan. Best practices are looked at and the details on facilities will be considered in the next steps. A recommended plan will be given to Council in about a year from now.
- The Active Transportation Plan is linked to the Climate Adaptation Plan.

The Engineering Technologist was thanked for his presentation.

DEVELOPMENT PERMITS

The Chair noted that some projects that are approved for rezoning and have Development Permits (DP) attached to them, but they are not built until several years after approval. There is no expiry on DPs and this can be problematic because in some cases by the time a developer develops a site it may no longer fit within the community.

An example of this is in the Cordova Bay area where a DP amendment has been applied for a 20-year old DP, and the residential component of the project has increased three-fold. No public input is needed for this because the property has already been zoned. She noted that Development Permits are for design, form and character only and wondered if time limits should be imposed on Development Permits, especially on commercial developments. Planning principles have changed so much in terms of environmental concerns, energy efficiencies, design and other factors that the implementation of time limits may be warranted.

The Manager of Current Planning will be invited to attend the next meeting to discuss this issue.

PERFORMANCE MEASURES

A discussion occurred about some of the performance measures set out by Saanich in the Strategic Plan. The following comments were noted:

- Electric vehicles: What are our targets? What levers does Saanich have for incentives? It may be good to track electric plug-in usage. Saanich does have design control.
- Safe routes to schools: how many are there? Engineering has a program.
- Bicycle facilities: how many are there? What are the policies for new developments/centres?
- “Per Capita” ratios are important to know for transit ridership. Where are the opportunities for priority bus lanes? They can affect ridership; people want faster service.
- Financial measures: more information should be included. There is a policy on borrowing more than 7% of revenue; Saanich has never reached this.
- There is a need to find similar comparables with regards to land and population. Best practices performance measures are needed.

- Targets need to be revised based upon the Active Transportation Plan.
- It would be good to see the top ten key measures and be able to compare them with tax efficiency. As a taxpayer it would be good to see this type of overview. The Police department does this in their Plan, and the CRD also has a 'budget on a page' document which shows services. This type of information could be placed in the Strat Plan document as a summary.
- There are way too many indicators in the document; a lot of this is business as usual, which is more of a business plan and not a strategic plan.
- Having strategic objectives with specific key areas would be better.
- There are some contradictions in the measurements, such as increase in agricultural land versus development targets and increasing income versus housing affordability.
- The vehicle collision target should be zero, not 50-something.

The Chair noted that Council choose the targets and this Plan was developed based on a balanced scorecard which feeds into work plans and budgets. This document has evolved over time and Council have not sat down and decided what really needs measuring. Police have good measures and targets like percentage of revenue generated from property tax sources. The question 'what is Saanich's goal' needs to be asked. Saanich does have a small annual report fold-out but is there something else that can be done to provide the public with better information. She noted that some people struggle to understand the budget and questioned whether a targeted sheet can be created. The Director of Finance will be invited to attend the next meeting to discuss.

Consensus was that goals should be determined before information measuring happens, and that it is important to ensure measurements are relevant to goals and not just work plans. It was noted that ICBC only has four goals total, with seven measures in their strategic plan. It was suggested that Saanich should have about three strategic goals total with maybe two or three measures each.

ADJOURNMENT

The meeting adjourned at 5:55 pm.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary