

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
Thursday, September 26, 2019, at 4:00 p.m.

Present: Councillor Judy Brownoff (Chair), Brian Collier, Eric Doherty, Norman Gidney, Darrell Wick, Jade Yehia (non-voting liaison), Philippe Janicki (non-voting liaison)

Staff: Cameron Scott, Manager of Community Planning; Ting Pan, Manager of Sustainability; Tania Douglas, Senior Committee Clerk

Regrets: Pat Danforth, Susan Kerr, Alex Nagelbach, Erin Prescott

Minutes

MOVED by B. Collier and Seconded by N. Gidney: “That the Minutes of the Active Transportation Advisory Committee meeting held June 27, 2019, be adopted as amended.”

CARRIED

SUSTAINABILITY AND CLIMATE CHANGE

The Manager of Sustainability was present to speak about the Climate Action Plan, with a focus on transportation, and also to reply to committee comments. The following was noted:

- Emissions are still rising despite the 2010 Saanich Climate Action Plan to reduce emissions by 33% in 2020.
- The greenhouse gas (GHG) inventory shows that 58% of emissions are from transportation. Part of the reason for this is that vehicles are larger.
- A consultant was hired to do the inventory and also information was gathered from the provincial inventory and other sources.
- Measuring fuel sold is more accurate and they do this in Vancouver with a full time staff member; we do not have the resources for this.
- Transportation emission measures was described.

***Jade Yehia arrived at 4:15 pm ***

- In March 2019, governments in many countries declared a climate emergency.
- New targets of a 50% reduction in GHG emissions from 2007 levels by 2030 are set, and a proposal for accelerated actions is going to Council in November.
- A draft plan was released and a survey is open until October 9, 2019. New targets of net zero by 2050 have been established.
- The Active Transportation Plan needs to be accelerated. A 50% mode share would mean a 9.9% reduction in GHG.
- Updated strategies in the draft Climate Action Plan include, investing in the Active Transportation Plan; prioritize transit with supportive policy, and accelerate electric and renewable mobility.
- Electric vehicles and building retrofits are two of the biggest reduction sources.
- Comment was made that light rail transit is missing in the prioritizing transit strategy. Suggestion made that public transit should be defined (eg. light rail, busses, etc).
- It is good to measure kilometers travelled on vehicles and have this data for major roads. Suggestion was made that the Manager of Transportation will have this information.

*** The Manager of Community Planning arrived at 4:20 pm ***

- There will be gaps in data because of the major roads that run through Saanich. Staff are only looking at the total emissions for Saanich.
- Staff have reached out to BC Hydro for information and were told that if all vehicles were electric that would result in a 19% increase in hydro use.
- Saanich is promoting electric vehicles and bicycles. There needs to be a shift in the type of vehicles used.
- Provincial funding was announced to install vehicle charging stations.
- BC Transit is moving towards electric vehicles; this comes at increased costs and infrastructure.
- Retrofitting buildings can be difficult and costly; legislation for this is key. Metro Vancouver has a very good electric vehicle/condominium program.

In reply to some comments, the Chair referenced a Canadian Vehicle Survey done by the Government of Canada, and she noted that in terms of Saanich vehicles, there is a formula used based on longevity, repairs, electric vehicles and vehicles run on biofuel, etc.

A suggestion was made that Saanich needs to be bold in creating congestion to reduce vehicle use, as the provincial roads do not address this.

UPTOWN-DOUGLAS CORRIDOR PLAN

The Manager of Community Planning was present to provide an update on the Uptown-Douglas Corridor Plan, and reply to comments from committee members. The following was noted:

- Douglas Street serves as the spine of the plan, from Uptown Centre down to Mayfair where the Victoria border lies. There are seven surrounding neighbourhood sub-areas, all with varying density.
- Douglas Street is currently under the jurisdiction of the Ministry of Transportation and Infrastructure (MOTI).
- The Douglas-Oak hub will be named as Saanich's core, and will have new parks, active streetscapes, housing units along with businesses. The area is dense with 10,000 jobs and about 4,000 residences.
- Approximately 30,000 transit trips annually will go through the hub.
- Challenges include affordability and supply, creating a livable community core for Saanich, and re-designing the mobility grid, while ensuring that climate plans are respected.
- This is a 30 year plan with a focus on land use and transportation.
- A description was given of the community engagement done which included surveys, workshops, polls, speaker series, etc.
- In terms of new construction, Zoning and parking Bylaws need to be updated to support standards needed for parking. More robust on-street parking restrictions are needed.
- It is possible that the transit hub could have zero parking spaces per residence with the exception of accessible stalls; staff will have to look at the demand. Developers are happy to have less parking spaces as they are costly.
- Eight key directions were given, and pedestrians are a priority.

In response to a comment that reducing road space will help reach climate targets, the Manager of Community Planning reported that staff are open to lane reductions and are looking to get a Memorandum of Understanding with MOTI. It was noted that MOTI did soften some requirements in the Interior of BC and there is now an Active Transportation Plan for the province.

It was noted that there are missing connections to paths outside the area. The Douglas connector at Saanich hall and heading north is important and it would be good to show how it continues in Victoria. Additionally, both the Galloping Goose and Lochside trails in the area are at capacity and need widening; it would be useful if they were separate from pedestrians. The Chair suggested that trail connections could be an amenity when developments occur.

The Manager of Community Planning continued with the presentation and discussed the eight key plan directions. He described some of the park spaces planned, and provided information on Development Cost Charges and how they will be used to fill in any gaps. In reply to a question he stated that as these are complete street designs, the modes are separate. Modes are shared on woonerf streets.

*** E. Doherty left the meeting at 5:45 pm ***

The Manager of Community Planning completed the presentation and noted that the land owners need some incentives to develop. It is not known if the size restrictions are attractive enough to developers.

The next steps is more public engagement and meetings with land owners and major stakeholders. It is hoped that staff will report to Council in late 2019 or early 2020.

ADJOURNMENT

The meeting adjourned at 5:50 pm. The next meeting is scheduled for Thursday, November 28, 2019 at 4:00 pm.

Councillor Brownoff, Chair

I hereby certify these Minutes are accurate.

Committee Secretary