

MINUTES
ENIRONMENTAL AND NATURAL AREAS ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room #2
April 18, 2018 at 5:30 p.m.

Present: Chair: Councillor Leif Wergeland

Members: Kevin Brown, Mary Haig-Brown, Roberta Hesselgrave, George Klima, Ryan Senechal, Carmel Thomson.

Staff: Adriane Pollard, Manager Environmental Services; Rebecca Newlove, Manager of Sustainability; Gary Darrah, Manager Park Planning & Development; Maggie Baynham, Senior Sustainability Planner and Jeff Keays, Committee Clerk

Regrets: Al-Nashir Charania

MINUTES

MOVED by R. Senechal and Seconded by M. Haig-Brown, "That the minutes of the Environmental and Natural Areas Advisory Committee meeting held March 21, 2018 be adopted as circulated."

CARRIED

ADDITIONAL ITEMS

The Manager of Environmental Services asked the Chair if they would consider two additional information updates as part of the evening's agenda. The Chair provided their concurrence. The additional updates will be:

- Saanich Commonwealth Place – Mechanical Upgrades
- ENA Awards – Special Meeting Date.

HARO WOODS

Gary Darrah, Manager Park Planning provided the committee with an update on the status of the Draft Haro Woods Park Management Plan including the following highlights:

- The project was initiated in 2016.
- There was considerable public participation in the development of the vision and draft plan.
- Goals for the draft plan are organized into three main themes:
 - Recreation
 - Protection
 - Access/Connection
- Finnerty Creek's riparian area needs to be restored.
 - Intense storm water events are causing erosion and downstream deposits.
 - Parks staff will need to undertake a hydrological study to better understand the issue and develop mitigation/restoration plan.
- Difficult issues remain since last committee update:

- Biking – Cyclists building trails and jumps is a problem.
- Parks staff and members of the Advisory Group met with representatives from the cycling community.
- Riders are diverse group from young kids to older adults.
- They care about pedestrians and the environment.
- Riding has been going on in the park for many years.
- The cycling community would be grateful if allowed to use specific areas.
- Not all mountain biking is the same. Type of riding taking place in the woods is free riding which is a combination of downhill trail riding and dirt jumping. Each requires different terrain.
- Haro Woods is attractive to these riders due to the long gentle downhill slope and varied terrain.
- Biking does not comply with park's zoning (P4N).
- Can Biking be managed?
 - Management practices and tools include (but not limited to):
 - Separate areas for downhill and a dirt jumping.
 - Establish a group of biking volunteers to work in partnership with Parks' staff on common interests.
 - Jumps allowed in designated areas only.
 - Delineate cycling areas with signage, split rail fencing, and marker posts.
- Trails – The existing trail network is ineffective and confusing to visitors.
 - Community wants to minimize number of trails, their width and the amount of gravel surface.
 - Existing trails are based on desire lines, and are classified rustic multi-use (bare earth).
 - Approximately 68 m of new trails are required to connect loops.
 - 260 m of speciality bike trails are being considered.
- Staff have developed an options matrix for accommodating biking. Options include:
 - Do nothing
 - Allow 'biking' area N-E lot
 - Allow 'bike run' in N-W corner
 - Allow both biking features
 - Prohibit everywhere
- The matrix presents the pros and cons for each option.
- Staff do not wish to prohibit recreational and family cycling in the park, not the intent.

Committee discussion followed the presentation, the following comments are highlighted:

- Cycling can play a role in helping youth connect with nature.
- Perfect opportunity to develop a space for youth to recreate and enjoy nature in an urban setting.
- Cycling gets youth outdoors. Providing them a dedicated space will encourage participation.
- Developing designated areas for both downhill and dirt jumping makes sense.
- Signage will help minimize risk pedestrians and in particular, kids.
- Dedicated space is key. Giving the bike community a designated space meets their needs and mitigates current issues.

- Use of logs as barriers along the trails is appropriate.
- Pleased staff have presented a compromise to the biking issue.
- Developing a relationship with the biking community is important.
- Developing and fostering stewardship amongst biking community, while at the same time developing appropriate amenities is key to minimizing ongoing degradation to the forest ecosystem.
- The Surrey model of having staff provide jump building materials would help minimize disruptive and damaging practices of jump building.
- The CRD is required to maintain public access across their property as specified by the land sales/transfer agreement with Saanich.
- Attenuation tank project is slated for 2019.
- CRD not keen on cycling facilities being built over the attenuation tanks. The area is not considered parkland.
- CRD is not opposed to post-construction discussions for trail development in areas outside the underground attenuation tank area.
- Staff could work with the CRD to develop a plan for the entire area.
- Management plan will not address the issues pertaining to storm water management. Staff will undertake a hydrological study.
- If designated areas are pursued staff should work with the existing biking community in the construction of new jumps and amenities – use discretion, have them do some of the work.

The Chair thanked staff for their presentation, and noted that there was consensus amongst the membership for staff to move forward with a management plan that accommodates cycling.

ELECTRIC VEHICLE CHARGING STATION

The Senior Sustainability Planner provided the committee with an overview of the Electric Vehicle Charging Strategy. The following highlights are noted:

- Council adopted the September 21, 2017 Motion from Planning, Transportation and Economic Development Advisory Committee at their January 8, 2018 meeting.
- Transportation accounts for 2/3 of Saanich's emissions.
- There are currently three types of charging infrastructure:
 - L1 – 120 V (8-12 hrs. full charge) = \$500 retrofit cost
 - L2 – 240 V (4-6 hrs. full charge) = \$2,500 - \$15,000
 - DCFC – Variable DC Voltage (30 mins for 80% charge) = \$75,000
- EV owners charge their vehicles at home over 90% of the time.
- With batteries and range increasing, L2 is preferred for performance and consumer expectation.
- EV sales are up 53% in BC from 2016.
- EV sales represent 2% of all car sales in BC.
- Latent demand for EVs (as portion of market share) is primarily constrained by home charging access.
- Good policies can increase the EV market share.
- Benefits of Electric Vehicles:
 - Five times more efficient
 - Lower fuels costs
 - Decreasing battery costs

- Less maintenance
- Numerous BC municipalities have EV Bylaws.
- A study conducted by the City of Richmond found that L2 4-Way Load Managed charging system has the best performance for the least cost across all building types.
- Next steps:
 - Collaboration on Capital Region EV and E-Bike Infrastructure Planning Project
 - Council Check-in Q3.

BC ENERGY STEP CODE RECOMMENDATION

The Manager of Sustainability provided the committee with an update on the current status of the BC Energy Step Code project and presented the draft recommendation. The following highlights are noted:

- Feedback from the first phase 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.
- Currently 22 BC municipalities, representing > 60% of the Provinces residential permits have given their initial notification to consult.
- 3 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 2018

- Step 1 will be a step down from our current requirements until January 2020.
- Step 3 will be similar to current requirements (20% improvement in energy efficiency vs. 15%) with a performance based approach.

- 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.
- The report did not consider operational cost savings from improved energy efficiency.
- 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)
- Next Steps:
 - Presentation of draft recommended approach to Planning Transportation and Economic Development Advisory Committee in May.
 - Targeting a report to Council in June 2018.

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

- With regard to “air tightness” all new builds will employ an air exchange system.
 - A Step 3 does not reach the same “tightness” standard as passive house.
 - Impacts on air quality caused by building materials (low VOCs) is not regulated by the Step Code.
- Will the same standards apply to mass wood construction higher than 6 storey, or is this to new of a building design to include?
- Associated costs should be marketed clearly along with the optics of the program.
- A \$20,000 grant from BC Hydro is available (application required). The City of Victoria matched the \$20,000 for their rebate program through tax supported revenue.
- Potential rebate program would be limited to Step 1 and reviewed after 2 years.
- Province has advised that there is capacity within the regional labour market (Energy Consultants) to meet potential demand.

PESTICIDE BYLAW

The Manager of Environmental Services provided the committee with an update on the Pesticide Bylaw. The following highlights are noted:

- As anticipated there was little feedback or interest to the proposed updates.
- No anticipated changes to the draft amendments as presented to the committee on March 21st.

ENA AWARDS

The Manager of Environmental Services provided the committee with an update on the Environmental Awards. The following highlights are noted:

- Awards closed at 4:00 PM on April 18th
- Meeting to review nominations will be held Thursday, May 10th at 5:30PM in Committee Room 1.

SAANICH COMMONWEALTH PLACE MECHANICAL UPGRADE

The Manager of Sustainability circulated an FAQ and provided an update on the planned Biomass heating system upgrade to Saanich Commonwealth Place (SCP). The following highlights are noted:

- The District has put out an RFP for the consulting/design work of the planned Biomass heating system at SCP.
- Biomass was found to demonstrate the best business case and also offered the greatest reduction in greenhouse gas emissions.
- Facility Operations and Parks staff were heavily involved in the project.
- Fuel will be sourced from existing local supply chains of biomass (e.g. sawmills, millwork plants etc.).
- The boiler can utilize a variety of fuel types including biomass pellets, biomass chips or mixed biomass.
- Biomass is a renewable energy source, its combustion can be considered carbon neutral when certain criteria are met.
- The district aims to reduce the facility's emissions by 90%, or approximately 750 tonnes of CO₂ per year.
- 100% of the project's eligible costs (planning, design, construction and commissioning) up to \$4 Million will be funded through a grant from the Federal Gas Tax Fund.

ADJOURNMENT

The meeting adjourned at 7:30 PM

NEXT MEETING

Next meeting is scheduled for May 16, 2018.

Councillor Wergeland, Chair

I hereby certify these Minutes are accurate.

Committee Secretary