

**REVISED PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT
ADVISORY COMMITTEE**

Saanich Municipal Hall, Committee Room No. 2
Thursday June 13, 2019 from 5:30 p.m.

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1. **ADOPTION OF MINUTES** (attachment)
 - April 15, 2019
2. **CHAIR'S COMMENTS**
3. **UPDATE: EV CHARGING STATION – ENGAGEMENT RESULTS**
 - Presentation by the Manager of Sustainability
4. **GARDEN SUITE STUDY**
 - Presentation by the Community Planner
5. **THE ECONOMIC BENEFITS OF A FILM STUDIO IN SAANICH**
 - Presentation and discussion
6. **SOUTH ISLAND PROSPERITY PARTNERSHIP**
 - Presentation and discussion

* Adjournment *

* * Next Meeting: September 12, 2019 * *

Please email jeff.keays@saanich.ca or call at 250-475-1775 ext. 3430 if you are not able to attend.

**GO GREEN! MEMBERS ARE ENCOURAGED TO
BRING THEIR OWN MUG TO THE MEETING**

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
April 15, 2019 at 5:30 p.m.

Present: Councillor Zac de Vries (Chair), Allan Cahoon, Sophia Baker-French, Lois-Leah Goodwin, Robin Kelly, Peter Rantucci and Richard Michaels

Staff: Troy McKay, Manager of Transportation and Development Services; Cameron Scott, Manager of Community Planning; and, Jeff Keays, Committee Clerk

Regrets: Travis Lee

Guests: Mayor Haynes, Mayor of Saanich; The Livable Roads for Rural Saanich – Task Group: Pam Harrison, Leo Polowich, John Potter, Deborah Tubman and Frances Hunter

MINUTES

MOVED by R. Kelly and Seconded by R. Michaels: “That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held January 10, 2019 be adopted as circulated.”

CARRIED

CHAIR’S REMARKS

Noting that there were a large number of presentations scheduled for the evening, the Chair gave a brief overview of the agenda before turning the floor over to the first presenter.

LIVABLE ROADS FOR RURAL SAANICH

The Chair introduced Troy McKay, Manager of Transportation and Development Services, before outlining the procedures for the Livable Roads item. The following was highlighted:

- The Manager of Transportation and Development Services will provide a brief overview of the Director of Engineering’s memo Additional Information RE: Livable Roads for Rural Saanich, and dated April 4, 2019.
- The Manager of Transportation and Development Services will field comments/questions from the committee members.
- Questions to the Livable Roads for Rural Saanich community group will be directed to Pam Harrison. No questions from the gallery will be heard at this time.
- Livable Roads for Rural Saanich will be provided with an opportunity to provide a short summary/response after the committee deliberations are complete.
- A motion to lift the item from the table will be required.

MOTION

Moved by A. Cahoon and Seconded by S, Bartel: “That the previously tabled Livable Roads for Rural Saanich item of the March 14, 2019 meeting of the Planning Transportation and Economic Development Committee be lifted from the table.”

CARRIED

The Manager of Transportation provided a brief overview of the Director of Engineering’s April

4, 2019 Memo, before taking questions from the committee members. The following was noted:

- Without over generalizing, the identified issues include:
 - Safety for various modes of active transportation
 - Speeding
 - Differences in interpretations of road designations, standards and appropriate speed.
- Staff undertook a significant consultative process in the development of the Active Transportation Plan, including engagement with rural residents.
- Gateway signage has been installed throughout the area.
- Improvements have been made to the alignment of the intersection of West Saanich and Old West Saanich roads.
- Sidewalk and intersection improvements are planned for the intersection of Prospect Lake Road and West Saanich. A new sidewalk will be built on Prospect Lake Road from West Saanich Road to Whitehead Park and on Sparton Road from West Saanich Road to the community hall.
- There is limited technical guidance for the design of rural roads, they are considered in context of the area and approved transportation standards and guidelines (Provincial and Federal) where applicable.
- The Provincial Ministry of Transportation and Infrastructure provides the authority and oversight for the majority of rural roads throughout British Columbia.
- Saanich reviews numerous data sets to ensure that subject roads fall within the threshold of standards.
- Approximately \$12,000,000 has been allocated in the 2019 Budget for transportation infrastructure projects, with funds being earmarked for continued rehabilitation of Prospect Road (resurfacing, widening, and realignments - straightening corners - where possible).
- Asphalt (road resurfacing and reconstruction) is the largest item in the Capital Budget
- Infrastructure needs are considered and prioritized in accordance to the District's criteria and established policies.
- The Active Transportation Plan lays out the capital investments for the next 30 years, these identified projects will be the priorities for the Department's annual work plan.
- An example of one traffic calming initiative being considered is for Sparton Road to include a sidewalk, and a one-lane yield point over the bridge.
- Implementation priority is typically given to those projects that are identified as components of larger area plans and projects.
- Traffic calming measures are according to need, and require study and planning before any implementation.
- Local Service Areas are not typically utilized for traffic calming projects.
- ICBC provides limited grants for safety improvements.
- The Administrative Traffic Committee (ATC) is an internal technical committee made up of senior members of the Saanich Police and the Engineering Department, and is responsible for reviewing traffic concerns in the municipality.
- ATC's last meeting with LRRS was in June, 2018. The meeting was in regard to the 5 noted roads.
- The posted speed limits of the 5 subject roads is in accordance to the standards of the Motor Vehicle Act.
- Any changes to the posted limits would require the Bylaw to be re-written and new signage posted throughout the entirety of the revised area.
- It is widely accepted that reductions to the posted limits do not result in the lower speeds or increased compliance as enforcement is resource intensive and not sustainable over the long-term.
- The matters raised have identified a broad range of issues that will require consideration of both design and enforcement solutions.

Pam Harrison of Livable Roads for Rural Saanich thanked the committee for their valuable questions and the discussion in general, the following was highlighted:

- LRRS position remains the same, staff have yet to provide an adequate response to their concerns.
- The high cost of this work has not been raised as an issue.
- A new vision for these roads is needed. The current cross-section of the road(s), 5.5 meters, are not comparable to the standard 11 meters typically used for collector roads. Accordingly, why does it maintain this (collector) designation?
- Detailed locations and areas for speed limit reductions need to be considered.
- Municipal best practices for addressing similar rural road issues should be investigated and considered for implementation.
- The low number of rural accidents, as referenced by the Police does not accurately reflect the experiences of area residents. Not all accidents are reported, nor are near misses.
- The ATP will be implemented over 30 years – action is needed immediately.
- What new or additional information does the ATC require?
- The District would be undermining their own vision statements for Rural Saanich by not addressing these vitally important community requests.

Mayor Haynes, in his capacity as an ex-officio member of the committee, provided the following comments:

- The efforts of the community to organize and advocate for improved livability is greatly appreciated.
- Enforcement remains a challenge, as it is resource intensive and ultimately not sustainable over the long-run.
- The physical infrastructure of the area can be reviewed by the technical experts that comprise the ATC.
- The ATC is the appropriate committee for addressing these issues, as this is where road related issues can be reviewed and actioned as appropriate.

Committee discussion resumed, the following was noted:

- As noted in the memo, the requests put forth by the LRRS fall outside the scope and mandate of the Planning, Transportation and Economic Development Advisory Committee.
- The ATP serves as Saanich's transportation policy document; however, many facets of active transportation are embedded within numerous Saanich plans.
- Through the prioritization of projects under the ATP Saanich can efficiently maximize their resources in order to meet the strategic objectives of the plan.
- Yes, if previously designated funds were reallocated to address this issue there would be a downstream effect that could result in underfunding, or delays in other areas.
- LSA's can be quite costly, and have not historically been used for this purpose.

The Clerk advised the committee that any further discussion regarding the use of LSA's is not appropriate – unless it is the member's intent to propose an amendment – as it is immaterial to the motion on the floor; and further, the specific use of LSA's has not been identified as a priority of LRRS.

With regard to the advisory committee process for bringing forward recommendations for Council's consideration the Clerk advised the following:

- It is a requirement that the committee considered the existing policy framework, any associated programs and potential impacts on the District resources and operations.
- Notwithstanding the suggested use of LSA's being outside the scope of the committee's

mandate, any recommendations regarding the potential use of LSA's to address this matter would be premature, and out of order with regard to the expectations of the committees.

Committee discussion resumed, the following was noted:

- An update on LSA would be of great benefit to the members as it was considered independently from the LRRS matter during the committee's goal and priority work planning session.
- Noting the committee's interest in exploring the potential to address these LRRS concerns, the committee also identified LSAs as an item of interests during their 2019 committee priorities planning session, the Clerk will invite staff from both Engineering and Finance to a subsequent meeting in order to provide the committee with an overview at the next regularly scheduled meeting.

**** WITHDRAWN****

MOTION

Moved by A. Cahoon and Seconded by R. Michaels: "That the Planning Transportation and Economic Advisory Committee recommend that Council receive and consider the issues identified by the Livable Roads for Rural Saanich, and take measures to address them."

The Motion was WITHDRAWN

MOTION

Moved by A. Cahoon and Seconded by S. Bartel: "That the Planning, Transportation and Economic Development Advisory Committee:

- 1. Receive this memo for information; and,**
- 2. That the committee refer this matter to the Administrative Traffic Committee, and that the Administrative Traffic Committee review the matter again only if new information has been presented."**

CARRIED

The Chair thanked staff, the committee, and LRRS along with the thirty plus members of the community in attendance, for their input and consideration. The Chair advised that the Clerk will provide the ATC Chair with a package of new information stemming from the last two meetings.

Cameron Scott, Manager of Community Planning, provided the committee with a progress update on the Uptown Douglas Corridor Plan. The following was noted:

- The Uptown area is considered to be the core area of Saanich.
- Douglas Street serves as the spine and the study area boundary extends roughly a kilometer in either direction (east and west).
- The Douglas Street corridor is currently under the jurisdiction of the Ministry of Transportation and Infrastructure (MOTI).
- Staff are working with the Province to develop common design guidelines for Douglas Street and other Ministry controlled roads.
- The Draft Plan will be presented to the public in June. The final proposed plan will incorporate the feedback received into a number of the plans key elements and is targeted to be presented to Council in late fall.
- The Plan Framework Report was endorsed by Council at their November 6, 2017 meeting.
- There are numerous key resources, assets and amenities in the study area; however,

the area, in its present state, does not function as a cohesive place – it’s a space, not a place.

- The plan has been developed with an eye to supporting the District’s economic development initiatives.
- The corridor has three times more employees than residents, accordingly, areas for high density housing are being explored. Oak Street has been identified as one area that could support increased density.
- The industrial areas are being reviewed in an effort to adapt and meet emerging industry trends, including the potential for mixed-use and residential developments that would incorporate light manufacturing into the first and second floors.
- Due to the emergence of the green/clean economy previously incompatible (with residential uses) uses can now be considered for the type of the aforementioned mixed-use developments.

Committee discussion ensued, the following is highlighted:

- If there is a concerted effort to attract clean-tech industries there will be a correlated need for appropriate workforce housing.
- Residential use should be a separate use, not an accessory use (as is typically the case) in any mixed-use light industrial as it is challenging to rent and/or purchase finance these accessory units to anyone aside from the industrial tenant or a property caretaker.
- Having a separate, permitted use on the second floor level and higher will allow it to be rented or sold independently.
- The rising value of land and construction costs makes it cost prohibitive to build a one level industrial building.
- If leasable, ground floor light industrial space is desired in new developments, then the upper levels (office, commercial, residential etc.) will be need to be monetized to remain financially viable.
- This is a wonderful opportunity to articulate and develop a core area for Saanich.
- The underlying goal of the plan is to develop a sustainable set of criteria for future land-use that will meet the development needs of tomorrow.
- Identified community values indicate a strong desire for a public plaza, additional parks and greenspace.
- Douglas St. will serve as the rapid transit corridor.
- The area adjacent to the switch bridge has been identified as potential location for a transit hub.
- The plan includes six sub-areas:
 1. Douglas-Oak Spine
 2. Tennyson Industrial Quarter
 3. Rudd Park Neighbourhood
 4. Rutledge Park Neighbourhood
 5. Transit Hub / Mt. View Neighbourhood
 6. Vernon Neighbourhood
- Existing, built out areas will transform over the life of the 30 year plan.
- No existing uses will be pushed out.
- 30% of all Saanich’s industrial land is located within the subject area.
- There is a willingness to consider more adaptable, flexible uses including increases height that would not eliminate or degrade current uses.
- What can be done to incentivize business and property owners over this 30 year plan?
- What Economic Development tools can Saanich employ to support the plans goals for these mixed use areas?
- Previously, non-compatible (with residential) land-uses will be reconsidered under this plan. Compatible mixed-use developments will be encouraged under the 30 year plan.
- There will be a section referencing Economic Development in the plan, staff will bring the

draft excerpt to a future meeting.

- Consideration will be given to re-zonings, increased density and height in concert with a comprehensive amenities acquisition strategy, and the identified needs and goals of the area.
- Colloquially, the area is considered Saanich's downtown.
- The designation of a high-rise area requires a nuanced approach.
- The Douglas-Oak spine will have the tallest buildings, subsequent developments will cascade down and away from the spine.
- An Economic Development Strategy would help to identify the types of business the District would like to attract to the area.
- Childcare and other amenities that improve livability are needed.
- What demographic is the District targeting through this plan?
- Is there an area that has been identified for non-market housing?
- Increased density in the area will have a correlated impact on economic viability.
- The 2013 Trends and Capacity Build-out study provides baseline data for developing land-use policy.
- Development is always subject to market conditions and viability.
- New building technologies and building code standards are increasing affordability.
- Form and character of established neighborhoods will be maintained through complimentary land-uses and opportunities.

PTED 2019 COMMITTEE PRIORITIES

The Clerk circulated a summary of the committee priorities identified during the March 14, 2019 meeting. The priorities will help to inform the makeup of the agenda over the remainder of the term.

Committee identified an update on the Local Service Area Bylaw as a priority before the summer break.

NEW BUSINESS

Member R. Michaels suggested that the committee receive a community presentation regarding the potential development of a film studio in Saanich. The Chair advised the member that this would be appropriate and requested that the member work with the Clerk to organize this presentation for the next regularly scheduled meeting.

The meeting adjourned at 7:35 p.m.

Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

Committee Secretary