

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

Saanich Municipal Hall, Committee Room No. 2
Thursday, February 13, 2020, 5:30 pm – 7:30 pm

- 1. ADOPTION OF MINUTES** (attachment)
 - November 14, 2019
- 2. CHAIR'S COMMENTS / WELCOME AND INTRODUCTIONS**
- 3. SIGNAGE IMPROVEMENTS**
 - Presentation from M. Goodwin (attachment)
- 4. 2020 MEETING DATES / TERMS OF REFERENCE / COMMITTEE ORIENTATION MATERIALS** (attachments)
 - Discussion
- 5. INTRODUCTION - PLANNING AND ENGINEERING DEPARTMENT LIAISONS**
 - Senior Manager of Transportation and Development Services
 - Manager of Community Planning
- 6. HOUSING AFFORDABILITY AND SUPPLY**
 - Presentation from Manager of Community Planning
- 7. ROUNDTABLE**
 - Future topics members are interested in discussing

* Adjournment *

Next Meeting: to be determined

In order to ensure a quorum, please contact Tania Douglas at 250-475-5494 ext. 3505 or tania.douglas@saanich.ca if you are unable 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. 1
November 14, 2019 at 5:36 p.m.

Present: Councillor Zac de Vries (Chair), Sophia Baker-French, Suzanne Bartell, Lois-Leah Goodwin, Richard Michaels and Peter Rantucci.

Staff: Jeff Keays, Committee Clerk

Regrets: Allan Cahoon, Robin Kelly and Travis Lee

Guests: Councillor R. Merserau; Member of the Public

MINUTES

MOVED by L. Goodwin and and Seconded by S. Bartell: "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held September 19, 2019 be adopted as circulated."

CARRIED

CHAIR'S RCOMMENTS

The Chair advised the members that the EV Ride Hailing presentation has been postponed to a later date, before providing the committee with brief overview of their November 7, 2019 memo titled, Chair's Remarks – Discussion Items. The following was highlighted:

1. ECONOMIC DEVELOPMENT STAFFING

Committee discussion ensued, the following was highlighted:

- An Economic Development strategy, as proposed in the committee's 2018 report to Council, will require staff to develop/implement and provide ongoing strategic support.
- There is a high return on the investment in the position.

MOTION

MOVED by S. Bartell and Seconded by S. Baker-French: "That the Planning Transportation and Economic Development Advisory Committee recommend that Council give consideration to a request to staff to investigate and present options for the creation of new economic development position as part of the 2020 Financial Plan process."

CARRIED

2. LAND LEVERAGING AND REAL ESTATE SERVICES STAFF

Committee discussion ensued, the following was highlighted:

- The Chair's memo clearly outlines the functionality of the position.
- Functions and duties of the position are currently spread across a number of departments.

- Paired with an Ec. Dev. Staffer, the position will be integral to strategic land-use as it pertains to commercial, industrial and residential development.

MOTION

MOVED by L.L. Goodwin and Seconded by S. Baker-French: “That the Planning Transportation and Economic Development Advisory Committee recommend that Council give consideration to a request to staff to investigate and report on potential options for the development of a Strategic Real Estate function for Saanich.”

CARRIED

3. DEVELOPMENT COST CHARGE WAIVE

Committee discussion ensued, the following was highlighted:

- A balance needs to be struck between outright waivers and over regulation and/or high fees.
- Staff are bringing a report on Development Cost Charges to Council on November 25, 2019.
- Implementation of a DCC waiver policy would be of benefit to the development of affordable rental housing as it increases the viability of projects.
- In addition to the information presented in the Chair’s report there are other permitted uses for waivers; accordingly, any recommendation by committee to Council should encourage staff to consider a broad array of uses.
- The enabling legislation, Bill 27 The Local Government (Green Communities) *Statutes Amendment Act, 2008*

MOTION

MOVED by L.L. Goodwin and Seconded by P. Rantucci: “That the Planning Transportation and Economic Development Advisory Committee recommend that Council give consideration to a request to staff to investigate and develop a Development Cost Charge waiver and reduction policy options based on (but not limited to) the information presented in the Chair’s November 7, 2019 memo, and in accordance with *Bill 27 – 2008 The Local Government (Green Communities) Statutes Amendment Act, 2008*, to encourage and support the development of affordable rental housing in Saanich.”

CARRIED

4. HOME PLATE MODEL

Committee discussion ensued, the following was highlighted:

- Aimed at protecting Agriculture Lands with the ALR through policies limiting the total lot coverage are of all principal and accessory residential buildings, structures and land uses.
- Employed throughout the urban core.
- The Agricultural Land Commission policy limits these use to 500m2
- The City of Richmond’s policy is 400m2; this should be the demarcation point any Saanich policy
- The Council adopted Agricultural and Food Security Plan proposes measures.

- Not all lands are easily developable, any proposed policy should be nuanced in such a way as to consider such variables.
- Size restrictions are in place in other jurisdictions.
- Any policy should be flexible enough to consider housing needs for farmworkers.
- Every time a large parcel of agricultural land is developed its future use as farmland is precluded, which in turn diminishes our farming capacity.

MOTION

Moved by P. Rantucci and Seconded by R. Michaels: “That the Planning Transportation and Economic Development Advisory Committee recommends that Council give consideration to a request to staff to investigate and report back on options for regulating house sizes and home plates on agricultural zoned property.”

CARRIED

****** S. Baker French left the meeting at 7:50 p.m. ******

5. PARKING VARIANCE FEE SCHEDULE

Committee discussion ensued, the following was highlighted:

- Anticipated modal shifts are being held back, despite the abundance of facilities.
- Transportation modes are still predominantly car centric.
- Is there a sweet spot that balances needs for revenue, and creating conditions that encourage multi-modal travel?
- Funds raised through a cash-in-lieu (CIL) program could be directed towards new active transportation infrastructure.
- An enticing price point for this would be anything lower than the current construction costs associated to developing these required spaces, which can run upwards of \$50,000 for an underground stall.
- Parking requirements have an impact of the value of land. If the price of the variance is too low, it will drive the value of land up, which could preclude certain uses.
- A market analysis would help to inform and develop a balanced approach.
- Any proposed policy should give consideration to the recently adopted electric vehicle charging station in new buildings policy.
- Active transportation policies have a greater impact environmental sustainability and affordability than Electric Vehicles in the medium and long-term.
- Engagement with the development industry is required in the development of any policy.
- For context, each \$1 spent by the municipality results in approximately \$3 in service. This is an exceptional return on investment.

MOTION

MOVED by by P. Rantucci and Seconded by R. Michaels: “That the Planning Transportation and Economic Development Advisory Committee recommend that Council give consideration to a request to staff to investigate and report back on potential options for creating a cash-in-lieu policy, including a fee schedule that takes into consideration the new minimum parking requirements and other factors as appropriate.”

CARRIED

CANNABIS PRODUCTION

The Chair provided the committee with a brief overview of Council's November 4, 2020 consideration of the proposed zoning bylaw amendment for cannabis production, and their subsequent referral to committee for additional input and consideration of cannabis production in other – amendment would permit production in all "M" zone industrial lands – zones.

Prior to committee discussion, the Chair acknowledged a piece of correspondence received and circulated on-table. Per the Chair's direction, the author of the correspondence was then invited to address the committee. The following was highlighted:

- Out of a fear of reprisal the presenter requested that their name and address be withheld.
- Lives in close proximity to a large medicinal cannabis grow operation, which is operating in a residentially zoned property.
- Cannabis is not like other agricultural products with regard to things like security, lighting and noxious odors.
- Health Canada has advised that they do not have the means, or resources to investigate or enforce violations.
- Cannabis production should be limited to industrial zones only.
- Expansion of permitted areas is to provide a pathway to legalization for small scale or "craft" growing, but why?
- Many of these growers are suspected of growing with the necessary permits, or licenses.
- In the absence of the appropriate approvals and licenses they are most likely supplying the black market, and thusly not paying the necessary local, provincial and municipal taxes.
- If there is to be a pathway to legalization it should be limited to "M" zoned industrial lands, and be subject to the required inspections and regulations.
- The matter of the amendments have been sent to a public hearing.

The Chair thanked the member of the public for sharing their experiences with the committee. This perspective is welcomed by the committee, and will help to inform their discussions.

MOTION

Moved by R. Michaels and Seconded by L. Goodwin: "That the Planning Transportation and Economic Development Committee receive:

- 1. Minute excerpt, Zoning Bylaw Amendment – Cannabis Production, from the November 4, 2019 meeting of Saanich Council.**
- 2. Citizen Correspondence dated November 13, 2019."**

CARRIED

Committee discussion ensued, the following was highlighted:

- There are two important questions that must be answered prior to any recommendations by this committee:
 1. What is the specific product that is to be cultivated, processed (edibles, distillates etc.)
 2. How is this use considered from a farming standpoint – it is reasonable to assume that this is high intensity farming.

- A corollary of the significant security needs for these production facilities is the compatibility within existing zone uses – they must be compatible, and/or appropriate.
- Directing production to agricultural land may have a negative downstream impact, including associated noises from vehicles, pesticides/herbicide use, security measures, site management, and facility design and eliminating future farm use through the disruption of soil etc.
- The Province has designated cannabis as a permitted farm product.
- Any policies should give consideration to provisions such as minimum lot size, setbacks, hours of operation etc. that will to limit the impact on neighbouring parcels.
- Limiting all production to industrial lands only is an opportunity loss.
- Opportunities in agricultural lands should not be precluded.
- The inclusion of provisions like setbacks, buffers, security measures, and limits on smell and light pollution should be included with any expansion of permitted areas. Provincial regulations for micro-grow (boutique or craft cultivation) licensing would be a fit for Saanich.
- Regulations are must – grows ops should not be able to pop-up just anywhere. Proposed lands should have to meet minimum requirements first.
- *The Cannabis Act, S.C. 2018, c. 16 states that: Unless authorized under this Act, if two or more individuals who are 18 years of age or older are ordinarily resident in the same dwelling-house, it is prohibited for any of those individuals to cultivate, propagate or harvest any cannabis plants if doing so results in there being more than four such plants being cultivated, propagated or harvested at any one time in the dwelling-house.*
- Are there any potential impacts to public safety by allowing small scale grows in non-industrial lands?
- What is the economic potential of these small scale grows?
- An upside to being a late comer to regulations is being able to review and consider a wide number of policies and best practices.
- Further exploration of the matter is warranted.
- Saanich is already facing issues of scarcity with regard to services and available industrial land.
- A pilot project could be considered.
- Noting that staff are not here to speak to the item, or answer committee questions, it would be appropriate to make a motion inviting them to present on the matter at a future meeting, and prior to any committee recommendation.

MOTION

MOVED by P. Rantucci and Seconded by S. Bartell, that: “The Planning Transportation and Economic Development Advisory Committee table the item to a future meeting, where staff can attend to speak to the item and answer member’s questions.”

CARRIED

The meeting adjourned at 9:07 p.m.

Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

LATITANTES INVADERET

OR

HIDING IN PLAIN SIGHT

TO ENCOURAGE INVESTMENT IN SAANICH, WE NEED TO PROVIDE A CLEAR ANSWER TO THE
COMMONLY ASKED QUESTION:

WHERE EXACTLY 'IS' SAANICH?

THE MAJORITY OF CITIES AND MUNICIPALITIES IN CANADA DELINEATE THEIR BOUNDARIES WITH
SIGNAGE. IN THIS RESPECT, SAANICH IS ALMOST INVISIBLE. FOR THIS REASON, THIS PRESENTATION
IS TITLED 'HIDING IN PLAIN SIGHT'.

WITH TYPICAL LATIN FLAIR, BUENOS AIRES USES GIANT SHRUBBERY TO PROCLAIM ITS IDENTITY.



CLOSER TO HOME, TORONTO ANNOUNCES ITSELF IN OVERSIZED L.E.D. SPLENDOR.



IN OUR BACKYARD, LANGFORD SHOWS WHERE IT'S AT....



BUT AS WE DRIVE SOUTH ON HIGHWAY 1,
THE SIGNAGE BECOMES INCREASINGLY SMALLER



UNTIL WE ENTER SAANICH....

WHERE THE SIGNAGE IS CLOSE TO



AND RATHER THAN RIFF ON 'THE MOUSE THAT ROARED' OR CONTEMPLATE THE POST-MODERN IRONY OF THE SMALL REPRESENTING THE LARGE, LETS EXAMINE SOME EXISTING BRANDING IN SAANICH WITH LOTS OF POTENTIAL



WHICH COULD BE DEVELOPED LIKE THIS



OR LIKE THIS

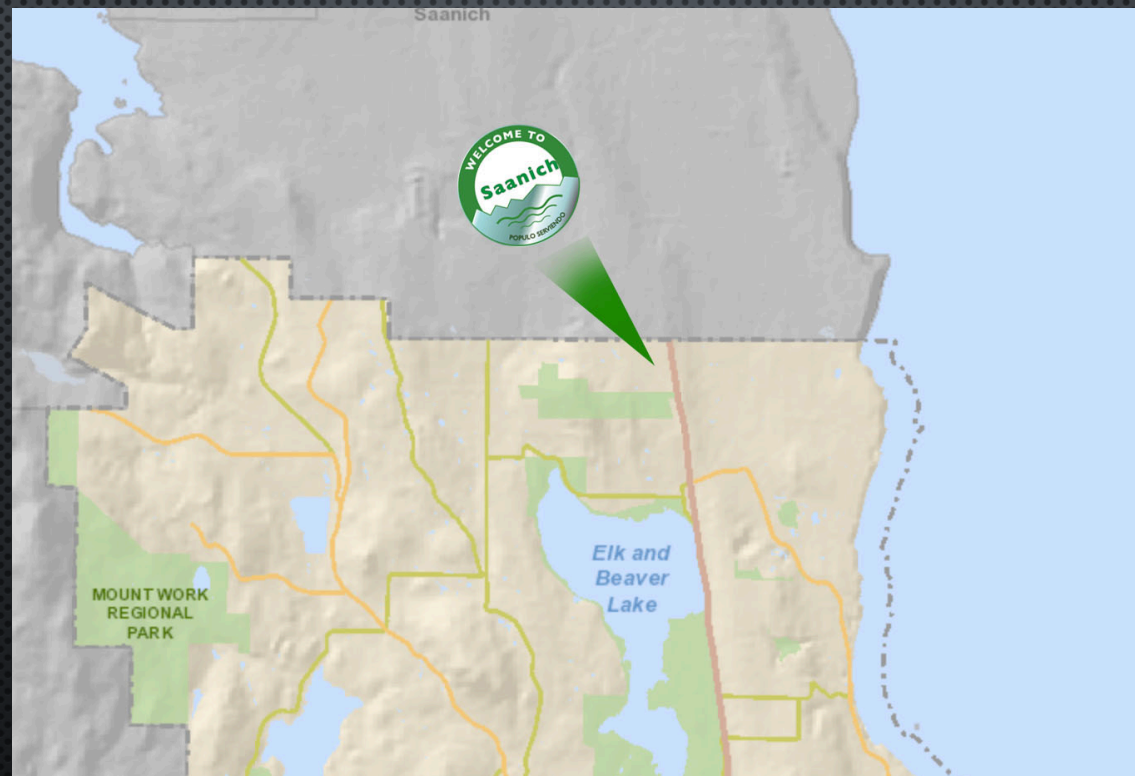


AND PLACED ON HIGHWAY 1 ON THIS PARTICULARLY LONELY STRETCH OF HIGHWAY
BETWEEN MCKENZIE AND TILlicum



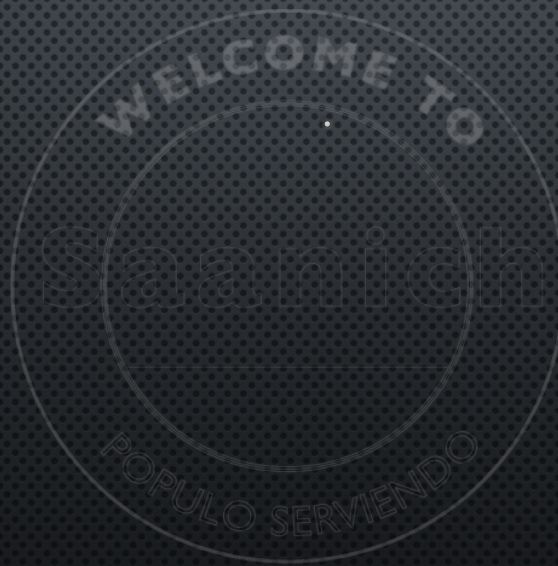
- WHICH ONLY COINCIDENTALLY IS BEFORE ONE ENTERS 'VICTORIA'

AND PERHAPS ALSO ON HIGHWAY 17 AS ONE
CROSSES INTO SAANICH BEFORE ELK LAKE.



IF THIS WERE A FABLE WITH A HAPPY ENDING, IT WOULD CONCLUDE WITH
'AND AFTERWARDS, EVERYONE KNEW WHERE SAANICH WAS'.

UNFORTUNATELY THE REALITY IS THAT SAANICH REALLY IS 'HIDING IN PLAIN SIGHT.'



INSTEAD OF BEING AN UNDEFINED PLACE SOMEWHERE BETWEEN 'ELSEWHERE' AND VICTORIA
SAANICH NEEDS SAY
HERE WE ARE.

TO ATTRACT INVESTMENT, TO ATTRACT NEW RESIDENTS,
AND TO HELP CURRENT RESIDENTS BE PROUD OF WHERE THEY LIVE,
LETS MARK OUR TERRITORY, CLEARLY AND WITH PRIDE.



Memo

To: Planning, Transportation and Economic Development Advisory Committee
From: Tania Douglas, Senior Committee Clerk
Date: February 13, 2020
Subject: **2020 Advisory Committee meeting options**

As per Section 85(a) of Council Procedure Bylaw 2015, No. 9321, each committee shall establish a regular schedule of meetings including the date, time and place of the committee meetings.

Advisory Committee meetings are scheduled to be two hours in duration. There are no meetings in July, August or December, unless a special meeting is called for urgent business. Council members may attend the UBCM Convention in September so it is possible that meeting would either be cancelled or moved that week.

The meeting rooms are in high demand and being held for two options: the fourth Thursday of the month at 6:00 pm and the second Thursday of the month, at 5:30 pm. A summary of these options are shown below:

4 th Thursday at 6pm	2 nd Thursday at 5:30 pm
March 26	March 12
April 23	April 9 - not available, hall closes at 6pm due to the Good Friday stat
May 28	May 14
June 25	June 11
September 24 - tentative due to UBCM	September 10
October 22	October 8
November 26	November 12

Committee is asked to come to an agreement about the proposed times above. No formal motion is required to approve the meeting schedule, committee consensus will suffice.



Tania Douglas
Senior Committee Clerk
/td

Planning, Transportation and Economic Development Advisory Committee Terms of Reference

The purpose of the Planning, Transportation and Economic Development Advisory Committee is to advise Council and recommend policies that integrate land use, transportation, and economic development, balance social, environmental, and business elements, and promote sustainability, and smart growth.

Mandate

The Planning, Transportation and Economic Development Advisory Committee will, consistent with the purpose described above, undertake the following:

- Develop and recommend policies to Council and respond to Council requests for advice and information.
- Provide advice to Council on projects, policies or bylaws under consideration by staff or Council, and on additional topics of interest to committee members that fall within the subject area of the committee.
- Review and provide feedback on the Strategic Plan.
- Provide a community perspective on promoting development policies linking land use, transportation, and economic development while encouraging an aesthetic and safe urban landscape.
- Foster public awareness, recognition and support for optimizing the use of the urban land base according to sustainability principles while recognizing the urban containment boundary role in preserving Saanich's rural character.
- Review and comment to Municipal staff on local and regional land use and economic development plans, initiatives, and studies, major bylaw reviews, development permit guidelines, engineering road standards, long-range road system and traffic planning, area wide traffic calming projects, and parks master planning.

Any initiatives proposed by the committee that has resource implications, including staff time, would have to be approved by Council.

Meetings

The Committee will meet a minimum of four times per year in accordance with its regular schedule of meetings established annually at the first meeting of the year. No meetings are held during the summer and winter breaks (July, August and December). Special meetings may be held at the call of the Chair. The meeting rules and procedures will be in accordance with the Council Procedure Bylaw.

Membership

To the extent possible, Advisory Committees will have a diverse membership with respect to gender, age and cultural-ethnic background.

The Committee will consist of eleven (11) members qualified in a discipline relevant to the committee mandate or with a perspective necessary for fulsome consideration of the associated topic, including:

- One member of Council to serve as Chair, appointed by the Mayor; and,
- Ten (10) community representatives appointed by the Council, of which one may be a non-resident land and/or business owner and including one youth voting member described as 16-24 years of age.

Members may serve a maximum of seven years on an Advisory Committee, consisting of a one-year term followed by a potential for three, two-year terms. Members who wish to be re-appointed after the completion of a term must re-apply and provide the application and their resume for Council's consideration.

Staff Support

The Planning Department is the primary contact and together with the Engineering and Finance Departments will provide the required professional support. The Legislative Division will provide secretarial and administrative support.

Review of Terms of Reference

These Terms of Reference will be reviewed during the committee's first meeting each term.