### PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE

Saanich Municipal Hall, Council Chambers (via TEAMS) Friday, April 8, 2021, 5:30 pm – 7:30 pm

Due to COVID-19 measures, Saanich is unable to accommodate the public for any Council, Committee of the Whole, Advisory, Board or Foundation meetings while maintaining the limits on large gatherings due to the Public Health Order.

As per the Order of the Minister of Public Safety and Solicitor General, Emergency Program Act, Ministerial Order No. M192, public attendance at the meeting is not required if it cannot be accommodated in accordance with the applicable requirements or recommendations under the Public Health Act.

To listen to this meeting by telephone call 250-900-5640 and use code 214 578 331# during the time noted above.

### \*\*\* Territorial Acknowledgement & Inclusivity Statement \*\*\*

- 1. ADOPTION OF MINUTES (attachment)
  - March 12, 2021
- 2. REGIONAL TRANSPORTATION PRIORITIES
  - Presentation (Engineering)
- 3. LEADING PEDESTRIAN INTERVALS/TRAFFIC SIGNAL PHASING
  - Presentation (Engineering)
- 4. 2021 TRANSPORTATION BUDGET OVERVIEW & PRIORITY PROJECTS
  - Presentation (Engineering)

### 5. NON-CONFORMING COLLECTOR ROADS

Discussion

### 6. ROUNDTABLE DISCUSSION

### MINUTES

### PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE Held at Saanich Municipal Hall, Council Chambers Friday, March 12, 2021 at 4:30 pm

- Present: Councillor Zac de Vries (Chair), Ericka Amador (via telephone), Sophia Baker-French (via telephone), Sonja Cunningham, Lisa Gunderson (via telephone), Brittany Higginson, Richard Michaels, Doug Pascoe (via telephone), Peter Rantucci (via telephone)
- Staff: Cameron Scott, Manager of Community Planning (via telephone); Rebecca Newlove, Manager of Sustainability; Adriane Pollard, Manager of Environmental Services (via telephone); Tania Douglas, Senior Committee Clerk
- Regrets: Taylor Alexander, Shawn Steele
- Guest: Greg Gillespie, Royal Oak Broadmead Business Improvement Association (via telephone)

### CHAIR'S REMARKS

The Chair provided an update on the Cordova Bay Local Area Plan process, which has been delayed in order to allow for the completion of the Saanich Housing Strategy. More feedback and insight will be received from Advisory Committees on the Local Area Plan and depending upon the nature of the feedback it could either go back out to the public for further input or it could go to a Public Hearing.

### MINUTES

MOVED by E. Amador and Seconded by S. Baker-French: "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held February 11, 2021, be adopted as circulated."

#### CARRIED

### ROYAL OAK BROADMEAD BUSINESS IMPROVEMENT ASSOCIATION (ROBIA)

Greg Gillespie, Founding President, provided information about ROBIA and the following was noted:

- ROBIA was formed by a handful of members about a year and half ago as it was felt that there was a lack of advocacy for businesses in Royal Oak. The Board is presently comprised of four members who represent wide variety of business types. A fifth member will be joining the Board next month.
- Their mission is to promote and support local businesses, strengthen economic partnerships and foster a vibrant and sustainable community. It is important to have complete communities and hear from all voices in the community.
- Major goals and objectives of ROBIA focus on economic development, education and community building.
- The BIA covers an area in a location that roughly follows the Royal Oak neighbourhood. Key hubs include the Royal Oak Shopping Centre, Broadmead Village, and also included are the Vancouver Island Tech Park, the Chatterton Way business park, and the Royal Oak Industrial Park which is a major source of employment for the CRD as a whole.
- Population figures were given which shows how Royal Oak fits into Saanich. A commercial business summary was provided: mixed 2013 development strategy look at populations/trends. Royal Oak has over 400,000 square feet of commercial space, not including the VI Tech Park, the Chatterton business park and the industrial park.
- Growth potential of proposed developments in the area show a mixed use residential commercial and/or light industrial space. With people moving into a region we will see an increase in economic growth.

- An in-person event was scheduled to occur in 2020 but then COVID occurred. ROBIA has since created monthly informational newsletters to stay relevant. They enjoy showcasing local business, providing information and links and generally reach out to see how they can help businesses.
- They have moved to an online speaker series where some members of Council have spoken. In May there will be another speaker series and they will continue to search for varying speakers.
- They are about to launch a buy local campaign to focus on shopping and supporting local businesses.
- Business surveys will be done to see what businesses would like to see from Saanich and from the BIA. Continuous engagement with business members is vital, and virtual minglers may be held in order for people to meet each other, and ask questions and provide a quick snapshot of the activities/services being offered. A roundtable with some of the other BIA's in the area may be held as well.
- In terms of next steps, they are looking to continue working together, and feel that it is not up to just one entity to make a difference, but that leverage can occur with the reach and expertise of multiple groups working together.
- In considering how the BIA can continue to be a stakeholder with economic development, community building and education discussions, they will continue to advocate for community building and economic development and they are pleased with the recent initiatives from this committee for an economic development strategy for Saanich.

Mr. Gillespie asked how ROBIA can become a major stakeholder within the district. He referenced a recent article in the local newspaper about development in Royal Oak which heard from developers, Council members and community association. Missing from this article was the voice of the BIA and businesses in Royal Oak. ROBIC would like to help businesses and also Saanich municipality in terms of their policies and economic initiatives.

The Chair noted that bringing forward a broad range of perspectives is good as there are not many BIAs in Saanich. There are many smaller businesses in Saanich and the pandemic opened up a broad range of retail challenges. A proposed Economic Development Officer staff position will be considered by Council during to budget discussions. He suggested there may be benefit in having the officer (if approved) visit businesses and take stock of what is out there and what the challenges are to help provide a foundation for a strategy. It would be good to look at how to get Saanich more involved in economic development as this committee has provided the majority of support in this regard.

Committee comments and replies to questions are noted:

- ROBIA has had discussions with the South Island Prosperity Partnership (SIPP). The BIA focusses more on local business and is eager to become more involved and make connections from a local perspective. The BIA has invited SIPP to be a guest speaker at a future speaker series. Strengthening relationships at a regional level will be useful.
- In reply to a question whether there is further information regarding the household demographic of Royal Oak, it was noted that ROBIA has not undertaken any other analysis of the available data but they are interested in this information. They have about 300 businesses in their local database and continue to reach out to these people. Saanich has provided ROBIA with a list of business licences and they are narrowing this down by area.
- It was noted that grants are available to businesses owned by equity deserving groups such as minority or female owners, and the question was asked if there are plans by the BIA to make this information available. Mr. Gillespie noted that this has been discussed by the Board and was also raised in the speaker series as this is an important lens to use. ROBIA does not have this level of detail about business owners yet as they are building their database from scratch. When chatting with business owners they are recording contact information along with some notes. This is a great initiative and has great value; more work is to be done.
- It was noted that it is difficult to rezone areas to commercial use with outdated Local Area Plans and strict parking requirements. The question was asked if there is enough

commercial space in Royal Oak, and if not how do we increase this. Mr. Gillespie noted that ROBIA does want to become a major stakeholder for policy discussions and economic initiatives. One future speaker will be able to speak to the commercial retail/industrial zoning demand. There is a strong demand for spaces. One proposal of mixed use development is occurring at the Bird of Paradise site so they do not lose the commercial zoning. It was noted that office space is very much needed; Chatterton Way is full. There is also a demand for strata office space as well.

- In reply to a question whether there is enough supply for retail/commercial/office space, the Manager of Community Planning noted that a lot depends on the area. Some areas are over-supplied and some are under. Additionally, the type of retail is a consideration (e.g. grocery store vs coffee shop).
- The "buy local" campaign is being run by two Board members and sponsorship was just obtained from local financial organizations. The idea is to reach out to local business to see who wants to participate. They would be provided with some marketing materials (stickers and/or posters showing them as a participating business). Customers can buy products, snap a photo and put on social media to get into a prize draw. They will do a trial for 2-3 months starting in April if possible. This is one way to have positive engagement between business and the public.
- Saanich could provide BIA's support in terms of permitting processes and also perhaps with the Economic Development Officer position that may become available. Some other municipalities have much deeper BIA structures and get involved in things like local improvement charges. The Cadboro Bay BIA is fairly self-sufficient and they take on initiatives and organize events. As issues arise, Saanich can work with ROBIA. As the business network grows, people can mutually support each other.
- Home business are also underexplored but being brought into focus now for discussions.
- Coming from an advocacy aspect on behalf of business and the community, Saanich could have a stronger role to play in the economic development side of things.

### Motion: MOVED by D. Pascoe and Seconded by P. Rantucci, "That the Planning, Transportation and Economic Development Advisory Committee receive the presentation from the Royal Oak Broadmead Business Improvement Association."

### CARRIED

### CLIMATE PLAN 2020 REPORT CARD

The Manager of Sustainability provided a summary of the Climate Plan 2020 Report Card:

- The Climate Plan is a detailed plan to reduce Saanich's greenhouse gas emissions (GHGs). There are six focus areas, which detail 131 actions to achieve the Climate Plan goals.
- The Climate Plan Report Card is an annual report on progress made towards the goals and actions outlined in the Climate Plan.
- Saanich received an "A" grade through the global Carbon Disclosure Project for monitoring and reporting on sustainability initiatives and environmental impacts.
- The latest community wide GHG emissions inventory was completed by the CRD on behalf of regional municipalities and electoral areas for the 2018 year. The global GPC Basic+ methodology is used but there were changes to the methodology and data sources for the latest reporting period. Saanich continues to work with the province, ICBC and others to improve access to more accurate data.
- Progress was made in 2020 on Climate Action despite the COVID-19 pandemic which impacted financing, resources and community engagement opportunities.
- Highlights of the actions taken were provided, along with progress on community corporate targets, overall progress on 2020 actions, progress by focus area and detailed summaries.
- A lot of work has been done on e-mobility including completion of the E-Mobility Strategy, implementing more EV charging stations, and EV infrastructure requirements.
- Some actions being done this year include: accelerating the Active Transportation Plan; e-bike incentive program pilot; lower speed limit pilot; looking at reviewing off-street

parking to encourage more people to use active transportation; working with Transit on the rapid bus project; updating guidelines to ensure buildings are high-performance and sustainably built and looking at the next steps of the BC Energy step code. Many corporate retrofit projects are underway as well.

- Planning is also looking for another staff member for the team who would be specifically working on adaptation.
- There are lots of rebates available to people for a variety of projects.

In reply to questions the Manager of Sustainability advised:

- Population growth is not a factor in target setting because climate targets are absolute regardless of population growth. Targets can still be achieved regardless of growth. Density must be placed in centres and corridors, aligned with the OCP, local area plans and the Regional Growth Strategy to support the development of sustainable, transitoriented and walkable communities.
- Saanich and other municipalities have been engaged by the CRD to come forward with transportation priorities for the region. Sustainable land use decisions was the first priority identified, alongside transit and active transportation.
- Sustainability statement guidelines are being updated to align with the Climate Plan.
- There are many corporate projects in the design and constructions stage and some still seeking funding approval that will help Saanich get on track for the 50% GHG reduction target.
- Community engagement actions are on hold or have been modified because of COVID. Staff have been looking at ways to adapt but we are not achieving the level of engagement needed. This, along with resource needs, has resulted in being behind schedule on 32 actions.
- Only three actions are identified for food and materials because transportation and buildings cause more GHG emissions. Staff are learning from the City of Victoria's data on their zero waste strategy.
- Lots of work and progress has been done despite COVID, we are behind schedule and Council is aware. Key actions for 2021 were described.

\*\*\* E. Amador left the meeting at 5:57 pm \*\*\*

- Targets have not been met globally. Climate strikes and youth movements have been helpful to accelerate responsive actions.
- Local governments can do a lot but some key decisions are made at the provincial and federal level. We have to be focused on switching to renewables.
- The pandemic delayed some actions that could have been done globally but solutions can be achieved, governments just need to put money towards it.

\*\*\* P. Rantucci left the meeting at 6:06 pm \*\*\*

- Organics consumption is a big item on the inventory. Some data collection is to be done and a Zero Waste strategy is being developed.
- In reply to a question about ensuring that criteria in some policies are not missed, it was noted that Saanich has an integrated approach; there is a lot of communication between departments and a good knowledge of projects and plans at the management level as well as thorough engagement between teams.
- Many projects receive grant funding and they are now nearly always required to be looked at with a climate lens.
- Motion: MOVED by S. Baker-French and Seconded by L. Gunderson, "That the Planning, Transportation and Economic Development Advisory Committee receives the presentation from the Manager of Sustainability regarding the Climate Plan 2020 Report Card."

CARRIED

### SHELBOURNE VALLEY PLAN IMPLEMENTATION

The Manager of Community Planning provided background information about the Shelbourne Valley Action Plan that was adopted in 2017.

- Three local areas in the plan include Quadra, Shelbourne, and Gordon Head and integrates three centres and one village.
- This is the first major land use planning doc out of the OCP and the biggest key issue was the design of Shelbourne Street.
- Shorter term transportation improvements have been identified for pedestrians and cyclists and are being implemented by the Shelbourne Street Improvement Project.
- There are three phases to the plan, from the following areas: Phase one is Torquay to McKenzie, phase two is North Dairy to Pear Street, and Phase three is from Pear Street to McKenzie Avenue.
- Construction work is underway for phase one and during this they are renewing underground infrastructure (storm and wastewater mains are being replaced.)
- Phase two is in the design phase, construction is to start in mid-2022 and will take about 18 months. We will see key improvements during this phase such as improved connections to UVic for bikes. Once design is done, then phase three design will be begin and the hope is to have the project completed by 2024 or 2025.
- Land use changes are significant. The focus on Shelbourne Street encourages frontage improvements to implement the long-term vision of Shelbourne and improve walking access to services and transit routes.
- In terms of development proposals, there are 1,100 units in 12 different townhouse and apartments projects. University Heights is separate from this, with 600 units and also commercial space. Saanich recently approved projects for rental apartments for Shelbourne/McKenzie and also for apartments along Shelbourne Street at Stockton.
- Coming to Council soon is a Bowker Creek feasibility study to daylight the creek as it runs parallel to Shelbourne and up to McKenzie along to UVic.
- A key development is the adoption of the new Development Cost Charges program which is effective this year. This identifies key infrastructure, park acquisition and transportation projects. Two primary areas were flagged for parks acquisition, which were Uptown and the Shelbourne valley area.
- It was noted that the land use framework from 2014 could use refreshing. Staff have been learning about the type of development that may be successful based on market changes.

In reply to questions, the Manager of Community Planning noted:

- There is not a lot of flexibility with a modified design on Shelbourne Street in the short term. Part of the work is to try to push forward what we think will be needed in the future. The longer term vision does line up with newer demands that we are seeing.
- A number of staff have looked at a possible roundabout at the Poplar intersection and there was public resistance to this. Staff will look at this area when the UVIC bike connecter is upgraded in Phase two.

### Motion: MOVED by S. Baker-French and Seconded by D. Pascoe, "That the Planning, Transportation and Economic Development Advisory Committee receives the presentation from the Manager of Community Planning regarding the Shelbourne Valley Implementation Plan."

### CARRIED

#### **RESILIENT SAANICH ENVIRONMENTAL POLICY FRAMEWORK**

The Manager of Environmental Services provided an update after comments were received from committee at the last meeting. The engagement process has occurred over the past month with three focus group sessions. Staff also received 150 feedback forms and written submissions. There is nothing to report in terms of general trends or feedback as input closes next week.

On Monday March 15, 2021 at 6:30 pm, staff are hosting a focus group on the community development. Invitations were sent to 20-25 active developers and consultants, to join a focus group. If committee members are interested in joining this, they can do so by sending an email to Biodiversity@saanich.ca to register.

\*\*\* S. Baker-French left the meeting at 6:40 pm \*\*\*

In reply to a question the Manager of Environmental Services noted that this links to three pillars of the OCP; while this is focused on the natural environment, it is also about the built environment and is included in the vision for Resilient Saanich. Staff will focus on all other policies, bylaws and strategies for community resilience.

### Motion: MOVED by S. Cunningham and Seconded by B. Higginson, "That the Planning, Transportation and Economic Development Advisory Committee receives the presentation from the Manager of Sustainability regarding Resilient Saanich Environmental Policy Framework."

CARRIED

### ADJOURNMENT

The meeting adjourned at 6:48 pm, the next meeting is Thursday, April 8, 2021.

Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

**Committee Secretary** 



# **Regional Transportation Priorities**

PTED Presentation – April 1st, 2021



## Overview

The CRD Board received the Transportation Gap Summary staff report at it's December 9, 2020 meeting

- Motion to form a Transportation Standing Committee and work with jurisdictional partners to develop a list of regional transportation priorities
- Priorities to be informed by the CRD's declaration of a climate emergency that best serve community needs



# **CRD's Current Mandate**

The CRD Board has placed the initial focus on three actions within the CRD's existing mandate

- Identify and agree on regional multi-modal priorities;
- Advocate for funding or action on approved regional priorities; and
- Formalize coordination across jurisdictions on matters such as infrastructure investments, transportation and land use policy and behaviour change.

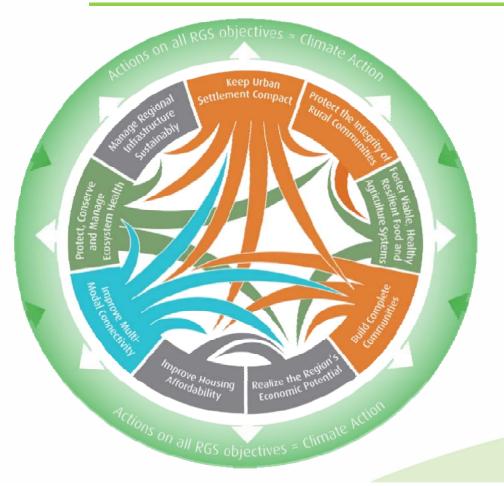


# **Priority Setting**

- CRD Staff have suggested that each municipality in the CRD would have an equal ability and weighting to influence the priority setting.
- Staff suggest that weighting and ability to influence the priorities should mirror the representation on the CRD Board to allow for proportional representation during priority setting.







Continue to implement the vision and settlement concept outlined in the Regional Growth Strategy by adopting regional land use policies and prioritizing transportation investments that incentivize transit oriented development and discourage urban sprawl





### Fully Implement Regional RapidBus Services

- Uptown multi-modal transportation hub by 2030
- RapidBus lines by 2025.
  - Downtown to Westshore
  - Uptown to UVIC
  - Uptown to Peninsula / YYJ / BC Ferries
  - Esquimalt to Downtown to UVIC Crosstown
- 3<sup>rd</sup> transit O&M facility by 2030.
- Electric transit fleet by 2030





Develop a Regional "Vision Zero" Program that incorporates the "Safe Systems Approach" to road safety





Develop the Regional Trail System into a world class Active Transportation Spine

- Widen the trails and separate users
- Provide continuous lighting
- Provide a continuous hard surface



cleanBC



Advocate for Federal and Provincial Investments and ongoing funding streams for active transportation infrastructure at the municipal level



# **Additional Considerations**

- The suggested priorities must be accelerated now to meet our Climate Action and Active Transportation goals and targets
- The suggested priorities can be completed under the existing governance framework in the region



## Conclusion

- CRD Board has raised concerns that the Province's recently released South Island Transportation Strategy does not take sufficient action on the transportation problems facing the region
- CRD staff have been tasked to work with jurisdictional partners to develop a list of Regional Transportation Priorities
- The priorities are to be informed by the CRD's declaration of a climate emergency that best serve community needs.
- Staff have outlined a list of transportation priorities that are being recommended as regional priorities



# Council Motion – February 8th

- 1. That Council receive this report for information; and
- 2. That Council send a letter to the Capital Regional District outlining the five Regional Transportation Priorities for the District of Saanich;
- 3. That Council include in their letter to the Capital Regional District that the ability to influence the priorities should mirror the representation on the Capital Regional District Board to allow for proportional representation during priority setting.



District of Saanich Legislative Services 770 Vernon Ave. Victoria BC V8X 2W7

t. 250-475-5501 f. 250-475-5440 saanich.ca



File: 1310-40

February 11, 2021

Robert Lapham, MCIP, RPP Chief Administrative Officer Capital Regional District 625 Fisgard Street Victoria BC V8W 1R7

Via email: rlapham@crd.bc.ca

Dear Mr. Lapham,

### Re: CAPITAL REGIONAL DISTRICT TRANSPORTATION PRIORITIES

This letter confirms that at their meeting held February 8, 2021, Saanich Council considered the report of the Director of Planning and the Director of Engineering, dated January 27, 2021, regarding potential Regional Transportation Priorities and resolved as follows:

"That Council:

- 1. Receive for information the report of the Director of Planning and the Director of Engineering dated January 27, 2021:
- 2. Send a letter to the Capital Regional District outlining the following five Regional Transportation Priorities for the District of Saanich:
  - (a) Continue to implement the vision and settlement concept outlined in the Regional Growth Strategy by adopting regional land use policies and prioritizing transportation investments that incentivize transit oriented development and discourage urban sprawl;
  - (b) Fully implement RapidBus service across the region by:
    - Developing a design for the ultimate configuration of the Uptown multi-modal transportation hub and complete construction and implementation by 2030;
    - Implementing four RapidBus lines in the region by 2025;
    - Identifying a location for and construct a third transit operations and maintenance facility by 2030;
    - Implementing a fully electric transit fleet by 2030.
  - (c) Develop a Regional "Vision Zero" Program that incorporates the "Safe Systems Approach" to road safety;
  - (d) Develop the Regional Trail System into a world class Active Transportation Spine by:
    - Widening the trails and separating users on the trails from Sooke to Sidney;
    - Providing continuous lighting along the trail system;
    - Providing a continuous hard surface.
  - (e) Advocate for Federal and Provincial Investments and ongoing funding streams for Active Transportation infrastructure at the municipal level; and
- 3. Include in the letter to the Capital Regional District that the ability to influence the priorities should mirror the representation on the Capital Regional District Board to allow for proportional representation during priority setting."

The attached staff report provides additional detail and supporting background for each of Regional Transportation Priorities outlined above. These Regional Transportation Priorities have been informed by a thorough review of existing District of Saanich Plans and policies including the Official Community Plan, 2019-2023 District of Saanich Strategic Plan, the Climate Plan and Active Transportation Plan. An understanding of current and future transit and transportation plans, policies and projects, and discussions between staff and with other Regional Transportation stakeholders has also been taken into consideration. On-road transportation accounts for more than half of Saanich's community-wide GHG emissions, so a move from vehicles to active transportation is critical if we are to address climate change.

We look forward to continued discussion with the Capital Regional District on this topic.

Sincerely,

Angila Bains, BA., CMC Manager, Legislative Services

/sh

cc: Mayor and Council Paul Thorkelsson, CAO Harley Machielse, Director of Engineering, District of Saanich Sharon Hvozdanski, Director of Planning, District of Saanich

S

<u>1310-40</u> Regional Transportation Plan

<u>xref: 2190-45</u> Active Transportation Plan

### CAPITAL REGIONAL DISTRICT TRANSPORTATION PRIORITIES

Report of the Director of Planning and the Director of Engineering dated January 27, 2021 to provide information regarding the potential Regional Transportation Priorities that would support the vision, goals and policies of the District of Saanich.

The Senior Manager, Transportation and Development Services presented the Regional Transportation Priorities presentation (PowerPoint on file) and answered questions from Council as follows:

- From a Public Health perspective, non-hard surfaced can only be considered for recreational use and does not serve as a key transportation use; a continued hard surface should be considered for cycling; other types of surfaces such as gravel or wood chips could accommodate other trail users.
- Due to timelines, the item has not be forwarded to Advisory Committees for review; staff can bring further information to Advisory Committees going forward.

MOVED by Councillor Brice and Seconded by Councillor Chambers: "That Council:

- 1. Receive for information the report of the Director of Planning and the Director of Engineering dated January 27, 2021:
- 2. Send a letter to the Capital Regional District outlining the following five Regional Transportation Priorities for the District of Saanich:
  - a) Continue to implement the vision and settlement concept outlined in the Regional Growth Strategy by adopting regional land use policies and prioritizing transportation investments that incentivize transit oriented development and discourage urban sprawl;
  - b) Fully implement RapidBus service across the region by:
    - Developing a design for the ultimate configuration of the Uptown multi-modal transportation hub and complete construction and implementation by 2030;
    - Implementing four RapidBus lines in the region by 2025;
    - Identifying a location for and construct a third transit operations and maintenance facility by 2030;
    - Implementing a fully electric transit fleet by 2030.
  - c) Develop a Regional "Vision Zero" Program that incorporates the "Safe Systems Approach" to road safety;
  - d) Develop the Regional Trail System into a world class Active Transportation Spine by:
    - Widening the trails and separating users on the trails from Sooke to Sidney;
    - Providing continuous lighting along the trail system;
    - Providing a continuous hard surface.
  - e) Advocate for Federal and Provincial Investments and ongoing funding streams for Active Transportation infrastructure at the municipal level; and
- 3. Include in the letter to the Capital Regional District the ability to influence the priorities should mirror the representation on the Capital

### Regional District Board to allow for proportional representation during priority setting."

Council discussion ensued with the following comments:

- The Advisory Committees will have a chance to review the priorities.
- A trans-governance approach is necessary.
- The Regional Growth Strategy sets out a vision but its strength is limited by the ability to implement it throughout the region.
- Transportation and land use practices needs to be considered jointly.
- The emerging diversity of transportation options need to be considered.
- A regional target of "Vision Zero" is appropriate.
- The trail system needs to consider all users.

### The Motion was then Put and CARRIED



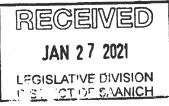
The Corporation of the District of Saanich

### Report

То:	Mayor and Council
From:	Harley Machielse, Director of Engineering Sharon Hvozdanski, Director of Planning
Date:	January 27, 2021
Subject:	<b>CRD Regional Transportation Priorities</b>

### RECOMMENDATION

- 1. That Council receive this report for information; and
- 2. That Council send a letter to the CRD Board outlining the following five Regional Transportation Priorities for the District of Saanich:
  - Continue to implement the vision and settlement concept outlined in the Regional Growth Strategy by adopting regional land use policies and prioritizing transportation investments that incentivize transit oriented development and discourage urban sprawl;
  - b. Fully Implement RapidBus service across the Region by
    - Developing a design for the ultimate configuration of the Uptown multi-modal transportation hub, and complete construction and implementation by 2030.
    - Implementing four RapidBus lines in the region by 2025.
    - Identifying a location for, and construct a third transit operations and maintenance facility by 2030.
    - Implementing a fully electric transit fleet by 2030;
  - c. Develop a Regional "Vision Zero" Program that incorporates the "Safe Systems Approach" to road safety;
  - d. Develop the Regional Trail System into a world class Active Transportation Spine, by
    - Widening the trails and separate users on the trails from Sooke to Sidney
    - Providing continuous lighting along the trail system
    - Providing a continuous hard surface;
  - e. Advocate for Federal and Provincial Investments and ongoing funding streams for active transportation infrastructure at the municipal level; and



3. That Council include in their letter to the CRD Board that weighting and ability to influence the priorities should mirror the representation on the CRD Board to allow for proportional representation during priority setting.

#### PURPOSE

The purpose of this Report is to provide information to Council regarding potential Regional Transportation priorities that would support the vision, goals and policies of the District of Saanich and request that Council communicate these District of Saanich Regional Transportation Priorities to the Capital Regional District (see Attachment 1).

#### DISCUSSION

#### Background

The Capital Regional District (CRD) Board has raised concerns that the Province's recently released South Island Transportation Strategy does not take sufficient action on the transportation problems facing the region. At its December 9, 2020 meeting, the CRD Board received the "Transportation Gap Summary Report" which provided an overview of transportation gaps in the South Island Transportation Strategy and discussed options for next steps.

As an outcome of this meeting, the CRD Board approved motions to form a transportation standing committee and for CRD staff to work with jurisdictional partners to develop a list of regional transportation priorities. The priorities are to be informed by the CRD's declaration of a climate emergency that best serve community needs.

The Board has placed the initial focus on three actions within the CRD's existing mandate:

- 1. Identify and agree on regional multi-modal priorities;
- 2. Advocate for funding or action on approved regional priorities; and
- 3. Formalize coordination across jurisdictions on matters such as infrastructure investments, transportation and land use policy and behaviour change.

The CRD has advised that once input has been received, CRD staff will develop a priority list that will be brought back to Local Area Administrators and agency partners for comment. The list will then be presented to the CRD Transportation Committee and finally the CRD Board for prioritization in the Spring of 2021.

Staff are of the opinion that while there is clear direction in the District of Saanich Official Community Plan (OCP), Active Transportation Plan and Climate Plan, these are significant discussions that should have Council input and a formal response from Council to the CRD's request, rather than only be discussed at the staff level.

### **Priority Setting**

Staff from the CRD have indicated that each municipality would be given an equal amount of points to distribute amongst its priorities, assigning points based on the perceived priority, and those points would be tallied with those from other municipalities to identify what the region's priorities are.

This approach would mean that each municipality is given the same weighting and ability to influence Regional Transportation Priorities regardless of population size or development of transportation and climate related targets, policy and direction. Saanich staff have raised some concern to CRD staff with this approach, and feel that the weighting and ability to influence the priorities should mirror the representation on the CRD Board to allow for proportional representation during priority setting.

### **Saanich Priorities**

The following are recommendations from staff, in priority order, that Council could provide to the CRD as District of Saanich regional transportation priorities. These have been informed by a thorough review of existing District of Saanich Plans and policies (primarily the OCP, Council's Strategic Plan, the Climate Plan and Active Transportation Plan); an understanding of current and future transit and transportation plans, policies and projects; and discussions between staff and with other regional transportation stakeholders.

### 1. Continue to implement regional land use policy to incentivize transit oriented development and discourage urban sprawl through implementation of the vision and settlement concept outlined in Regional Growth Strategy.

Transportation in the region continues to be challenged by competing land use decisions that place housing and jobs in hard to reach and hard to service areas of the region. Decisions to promote and allow densification in remote areas have significant social costs and continue to promote single occupant vehicle use which goes against regional climate policy. Thoughtful densification and changes to land use must be focused in Centres and Villages well served by transit, and along defined transit corridors, as the region cannot afford to continue to support urban sprawl in hard to reach and hard to service areas. Urban sprawl also comes with the obvious negative impacts on climate change, our natural environment and the financial burden of continuing to build and maintain infrastructure.

The Regional Growth Strategy (RGS) has a number of strategic objectives and a settlement concept in place to guide growth in the region as outlined in Figure 1 below. These policies are a sound foundation, but need strong support during implementation to realize the vision and settlement concept outlined in the RGS.

The RGS contains policy that supports the development of a balanced and sustainable transportation system providing residents with reasonable and affordable transportation choices that enhance overall regional quality of life. Increasing congestion, travel delays and desires for a more effective, connected, sustainable and multi-modal transportation system are of central concern to regional residents. The majority of transportation movements in the region cross municipal boundaries. Although some transportation issues can be addressed at the local level,

resolution of many transportation challenges require collaborative, multi-jurisdictional, regionwide action.

To improve multi-modal connectivity and mobility, the RGS relies on two related initiatives. First, the coordination of land use and transportation so that the majority of regional residents do not have to rely solely on travel by automobile to meet their daily needs. The Regional Growth Strategy's aim to keep urban settlement compact and build complete communities will tend to increase average urban densities and put people and their activities (homes, jobs, services) closer together. Creating communities where housing is close to activities, and in areas well served by public transit will enhance opportunities for residents to use sustainable modes of transportation such as walking, cycling, and transit to meet daily needs.



Figure 1: Regional Growth Strategy Policy and Interconnections - Source: CRD Regional Growth Strategy

The land use policies outlined in Saanich's Official Community Plan support the direction of the RGS and are necessary to achieving our mobility greenhouse gas (GHG) goals. Committing to compact, complete development will make it easier and more affordable to reach these goals. It is easier to build and service low-carbon buildings at higher densities due to reduced energy losses from shared walls and other economies of scale. It is easier to have a low-carbon transportation system when individuals are able to travel shorter distances to meet their needs. It is also more affordable for the region in the long run to provide infrastructure for low-carbon transit, pedestrian and cycling infrastructure if the region continues to develop more compactly with easy access to services.

Compact, complete community development yields significant co-benefits, such as improved social networks and community health outcomes, and protection and enhancements of our ecosystems. Our forests, agricultural and rural lands play an important role in carbon sequestration, and through the application of a strong Urban Containment Boundary, Saanich has been able to concentrate new development and minimize impacts on the integrity of our natural environment. This approach to managing growth in a way that minimizes car dependent land uses and prioritizes the protection of ecologically productive areas will need to continue across the region if we are to meet our climate goals.

Building on the foundation of Saanich's Official Community Plan, Saanich's Climate Plan outlines a mobility vision that by 2050, residents will live in a complete community where trips can be easily and safely made by all forms of transportation, including walking, cycling, public transit and zero-emission shared and personal mobility options. Goods and services are delivered in an efficient transportation system with vehicles that produce no emissions. For this vision to become reality, the region will have to continue to support and adopt similar policy.

This Regional Transportation Priority would support the implementation of the Official Community Plan, the success of the Climate Plan and Active Transportation Plan and specifically "Electric Mobility Action EB2: Plan for Plan compact, complete communities and focus density in nodes and corridors."

### 2. Fully Implement RapidBus service across the Region

RapidBus is synonymous with rapid transit – only using buses – designed to connect and support designated urban centres of high density, mixed-use areas of the region with attractive transit services and facilities. RapidBus includes branded services, corridor treatments (e.g. bus-only lanes and queue jumpers) and unique stations.

The three primary components of RapidBus service are as follows:

- Connected RapidBus is the cornerstone to supporting sustainable growth in the region. The routes will connect urban centres and support affordable and accessible transportation solutions;
- Frequent RapidBus service will make taking transit easy by providing consistently frequent service throughout all times of the day; and
- Fast & Reliable RapidBus speeds and service will be competitive with the personal automobile through investments in transit priority infrastructure.

Transit plays a critical role in contributing to the District of Saanich's Climate targets, sustainability goals, active transportation goals, affordability and overall quality of life for our

residents. The Climate Plan identified that transit improvements could result in a 7% reduction in our community-wide GHG emissions by 2050. This would require:

- 14% of all trips to be taken by transit by 2030 (i.e. a 14% transit mode share);
- 20% of all trips to be taken by transit by 2050 (i.e. a 20% transit mode share); and
- All BC Transit buses to be electrified by 2030.

Implementation of RapidBus is necessary to achieve this increased ridership and our transit mode share targets. It is also is a key priority within the Victoria Regional Transit System 10 Year Vision, adopted by the Victoria Regional Transit Commission in December 2020. As such, RapidBus service must be fully implemented across the region, and must be done so without delay to establish the backbone to the Regional transit service and help address climate change.

RapidBus implementation includes multiple sub-projects that must be delivered in parallel and in an integrated manner as each project supports an important section of the program. These sub-projects include:

- Developing a design for the ultimate configuration of the Uptown multi-modal transportation hub, and complete construction and implementation by 2030.
- Implementing four RapidBus lines in the region by 2025.
  - o Downtown to Westshore
  - o Uptown to UVIC
  - o Uptown to Peninsula / YYJ / BC Ferries
  - o Esquimalt to Downtown to UVIC Crosstown
- Identifying a location for, and construct a third transit operations and maintenance facility by 2030.
- Implementing a fully electric transit fleet by 2030;

These projects will require implementation capital funding as well as significant ongoing operational funding.

The CRD should, as a priority, move to ensure RapidBus service is fully implemented across the Region by 2030.

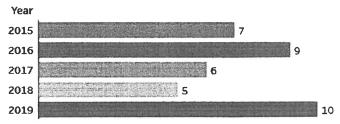
This Regional Transportation Priority would support the implementation of Climate Plan "Strategy M2: Prioritize transit-supportive policies and practices", including the specific actions:

- M2.1 Work with partners (VRTC, BC Transit) to accelerate service level improvement and increase transit mode share;
- M2.3 Make transit travel time-competitive;
- M2.5 Advocate for increased funding for transit service expansion and improvement; and
- M2.7 Work with BC Transit to incorporate latest best practices and new technology needs.

This would also assist in achieving the actions in Active Transportation Plan Strategy 1G Improve Transit Access and Experience.

### 3. Develop a Regional Vision Zero Program

An average of seven fatal crashes occur each year on roads in the Capital Regional District, and each year, two of these average seven crashes involve a pedestrian or cyclist fatality (Figure 2). On Vancouver Island 43,000 crashes occur each year and 7500 of those result in injury. The social costs and impacts of these losses are difficult to





measure. Life-changing injuries create a burden on families, friends, communities, the health sector, insurers and social services. Over the past 5 years these numbers are rising and it is time for action to reverse the trend and flatten the curve.

In addition, safety and traffic speed have been identified in multiple surveys related to cycling, active transportation and e-mobility in the region as one of the top three cycling issues and as key barriers to bike and electric-bike adoption. Therefore, addressing traffic safety is a key action in shifting to more sustainable modes of transportation and addressing climate change.

Accountability for road safety has been a shared responsibility between the various layers of government and to lesser extent corporations and non-profit organizations. Often, there is the view that road users are to blame for 'accidents' on the road. Vision Zero creates a shift in mindset from blame to action. Rather than focusing wholly on changing individual behavior's, Vision Zero makes system-wide changes that ensure that the inevitable nature of human fallibility is accommodated within the design of our road networks so that when humans fail, they do not end up dead or catastrophically injured. Collisions are preventable and by changing our mindset, safety will become a precondition for mobility on roads in the region.

While we can train, educate and enforce road users to make fewer errors and take fewer risks, the fact is that we are all human and will make mistakes, but these mistakes should not result in death, injury and catastrophic loss. The CRD should adopt the Safe Systems Approach which incorporates human fallibility into the design of its road networks and safety programs (Figure 3). The four pillars that make Safe Systems a holistic approach are: Safe Roads, Safe Speeds, Safe Road Users, and Safe Vehicles.

A strong Vision Zero program using the Safe Systems Approach is best done at the Regional level with support from all levels of government. The CRD is well positioned to advocate for and lead this initiative with partnerships from local and provincial government. Staff





recommend that the CRD identify the development of a Victoria Region Vision Zero Program, to be completed by 2022 as a top Regional Transportation Priority. This Vision Zero Program

should outline the necessary actions for success and incorporate a detailed implementation and monitoring plan with associated costs and funding sources.

This Regional Transportation Priority would support the implementation and success of the Climate Plan, Active Transportation Plan and E-Mobility Strategy.

### 4. Develop the Regional Trail System into a world class Active Transportation Spine

On-road transportation accounts for more than half of Saanich's community-wide GHG emissions, so a move from vehicles to active transportation is critical if we are to address climate change. It also supports health, safety, equity, local business and community building. The Climate Plan identified that active transportation improvements could result in a 5% reduction in our communitywide GHG emissions by 2050 and this would require:

- 22% of all trips to be taken by active transportation by 2030; and
- 30% of all trips to be taken by active transportation by 2050.

Considerable public engagement undertaken as part of the Active Transportation Plan and Climate Plan indicated that a 'lack of bike routes', 'gaps in the network' and a 'lack of sidewalks and pathways' were in the top three cycling and walking issues identified by the public.

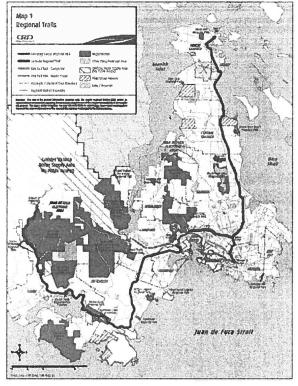


Figure 4 - Regional Trail System - Source: CRD

The Regional Trail System in the CRD has a

long and rich history on its path to becoming what it is today. The routing, grades, and existing use of the system has the potential for these trails to become the long lasting and resilient spine to the region's active transportation network that is needed but not yet fully realized. The Regional Trails Management Plan was completed in 2016 by the CRD and contains a vision for the growth and maturity of the Regional Trail system. It guides decision-making, priority setting, and budget planning for the Galloping Goose Regional Trail, the Lochside Regional Trail and the E&N Rail Trail - Humpback Connector and future regional trails.

However, there are currently a number of barriers to the continued growth, usage and safety of the trail system. In many areas the trail system continues to be surfaced in gravel, does not have lighting, and does not separate different types of trail users. The trail popularity has outgrown the original design creating conflict between users, congestion, near misses, and in some cases collisions. The trail system needs to be widened and designed to appropriately accommodate all users and to encourage future growth.

The BC Active Transportation Design Guide includes recommended policies, specifications, standards and guidelines to be followed in the development of active transportation infrastructure in British Columbia, including Regional Trails and Multi-use paths. This guidance includes recommendations for surfacing, lighting and user separation that could be directly applied to the Regional Trails in the in CRD.

The CRD Board should, as a priority, move to upgrade the trail system from Sooke to Victoria to Sidney by widening the trail, separating trail users, provide a hard paved surface for cycling and walking and add continuous lighting. These improvements would be in line with the spirit of the Regional Trails Management Plan but would follow the guidance of the BC Active Transportation Design Guide.

This Regional Transportation Priority would support the implementation of the Active Transportation Plan Strategy 1F: Improve Regional Connections and well as support the Climate Plan "Strategy M1: Invest in active transportation", including the specific "Climate Plan Action M1.1 Accelerate the implementation of the Active Transportation Plan".

### 5. Advocate for Federal and Provincial Investments and Ongoing Funding Streams for Active Transportation

Many Municipalities in the CRD have adopted Active Transportation Plans or are working on developing them. All of these plans require funding to support their implementation and their success will be dependent upon the construction of a comprehensive and integrated regional bike network, with a robust AAA rated Regional Trail System as the spine, given trips know no municipal borders or boundaries. The Clean BC Plan states: "Among global leaders in active transportation, annual per person investments are growing. The Netherlands spends \$48 per person per year on active transportation programs. Denmark invests \$34 per person, and New Zealand recently announced an investment of \$24 per person on infrastructure, education, promotion and safety. Lessons learned in these leading jurisdictions will help to inform the new BC strategy" (p.26 Clean BC Plan). Current funding levels in the Active Transportation Grant Program are below this level by an order of magnitude. For Saanich, investment levels that are in alignment with the vision of the Clean BC Plan would equates to approximately a \$4.6m-5.8m/year investment from the Federal and Provincial Level.

Saanich has recently approved our Active Transportation Plan and we are ready to partner with MoTI to accelerate these needed infrastructure investments. Such investments will help meet our commitments under our Climate Plan, improve our built environment for the health of our residents and our municipality, and will support Provincial goals.

The CRD Board should, as a Regional Priority, conduct regular and focused advocacy to the Federal and Provincial Governments to bring new funding for Active Transportation Infrastructure to the Region, with a goal of sustainable funding at the levels envisioned by the Clean BC Plan.

This Regional Transportation Priority would support the implementation of Climate Plan "Strategy M1: Invest in active transportation", including the specific "Climate Plan Action M1.1 Accelerate the implementation of the Active Transportation Plan".

### Additional Considerations

Governance of transportation in the region is raised from time to time during discussions about setting priorities. It is important to note that all of the above potential priorities can be completed under the existing governance framework in the region. The actions identified above must be accelerated now for Saanich and the region to meet our Climate Action and Active Transportation goals and targets.

### ALTERNATIVES

- 1. That Council approve the recommendations as outlined in the staff report.
- 2. That Council reject the recommendations as outlined in the staff report.
- 3. That Council provide alternate direction to Staff.

### FINANCIAL IMPLICATIONS

There are no immediate financial implications associated with this report. There are potential long term financial implications related to the items addressed in this report, which will be the subject of future reports to Council should these items advance in the region.

### STRATEGIC PLAN IMPLICATIONS

The Regional Transportation Priorities identified here support the following goals from the 2019-2023 Strategic Plan.

Community well-being

- o Public safety is critical to livability in our community
  - Strengthen road safety for all transportation modes

Affordable housing, land use and infrastructure management

- o Land use decisions are consistent with our community-supported plans
  - Ensure land use planning recognizes and protects our rural and urban character while encouraging a suitable mix of housing in our neighbourhoods
  - Continue to conduct long term planning at the local level integrating environment, housing, transportation, economic development, community amenities and services
  - Continue to protect our urban containment boundary
  - Active transportation networks help our residents commute and connect
    - Integrate sustainable modes of transportation with land use planning
    - Build connected neighbourhoods with a focus on active transportation and accessible services

#### Climate Action and environmental leadership

- o Steward the natural environment
  - Work towards our goal of carbon neutrality by 2030
  - Contribute to the mitigation of climate change and its effects

- o Balanced transportation initiative are supported to reduce our environmental impact
  - Promote active transportation through a convenient, affordable, accessible and efficient transportation system
  - Manage our transportation system efficiently as the community evolves
  - Prioritize walking, cycling, transit, and other sustainable modes of transportation
  - Work to enhance accessibility and usability of transit

#### CONCLUSION

The CRD Board has raised concerns that the Province's recently released South Island Transportation Strategy does not take sufficient action on the transportation problems facing the region. CRD staff have been tasked to work with jurisdictional partners to develop a list of Regional Transportation Priorities. The priorities are to be informed by the CRD's declaration of a climate emergency that best serve community needs. Staff are of the opinion that while there is clear direction in the District of Saanich Official Community Plan (OCP), Active Transportation Plan and Climate Plan, these are significant discussions that should have Council input and a formal response from Council to the CRD's request rather than only be discussed at the staff level. Staff have outlined a top 5 list of transportation priorities that are being recommended as regional priorities.

D. McKay

Prepared by:

Troy McKay Senior Manager of Transportation and Development Services

Prepared by:

Approved by:

Rebecca Newlove Manager of Sustainability

Harley Machielse Director of Engineering

Approved by: Sharon Hvozdanski

**Director of Planning** 

Attachments:

1. Draft letter to CRD Board Chair

### **ADMINISTRATOR'S COMMENTS:**

I endorse the recommendation from the Director of Engineering and Director of Planning.

Paul Thorkelsson, Administrator

District of Saanich Legislative Services 770 Vernon Ave. Victoria BC V8X 2W7

t. 250-475-1775 f. 250-475-5440 saanich.ca



January 27, 2021 (TBD)

Chair Colin Plant Capital Regional District Ministry of Transportation and Infrastructure 3<sup>rd</sup> Floor – 2100 Labieux Rd Nanaimo BC, V9T 6E9

Dear Chair Plant,

#### Re: Capital Regional District Transportation Priorities

This letter will confirm that Council, at their meeting held February 8, 2021, considered a staff report and resolved as follows:

- 1. That Council receive the report for information; and
- 2. That Council send a letter to the CRD Board outlining the following five Regional Transportation Priorities for the District of Saanich:
  - a. Continue to implement the vision and settlement concept outlined in the Regional Growth Strategy by adopting regional land use policies and prioritizing transportation investments that incentivize transit oriented development and discourage urban sprawl;
  - b. Fully Implement RapidBus service across the Region by
    - Developing a design for the ultimate configuration of the Uptown multi-modal transportation hub, and complete construction and implementation by 2030.
    - Implementing four RapidBus lines in the region by 2025.
    - Identifying a location for, and construct a third transit operations and maintenance facility by 2030.
    - Implementing a fully electric transit fleet by 2030;
  - c. Develop a Regional "Vision Zero" Program that incorporates the "Safe Systems Approach" to road safety;
  - d. Develop the Regional Trail System into a world class Active Transportation Spine, by
    - Widening the trails and separate users on the trails from Sooke to Sidney
    - Providing continuous lighting along the trail system
    - Providing a continuous hard surface;

- e. Advocate for Federal and Provincial Investments and ongoing funding streams for active transportation infrastructure at the municipal level; and
- 3. That Council include in their letter to the CRD Board that weighting and ability to influence the priorities should mirror the representation on the CRD Board to allow for proportional representation during priority setting.

The attached staff report provides additional detail and supporting background for each of Regional Transportation Priorities outlined above. These Regional Transportation Priorities have been informed by a thorough review of existing District of Saanich Plans and policies including the OCP, 2019-2013 District of Saanich Strategic Plan, the Climate Plan and Active Transportation Plan. An understanding of current and future transit and transportation plans, policies and projects; and discussions between staff and with other Regional Transportation stakeholders has also been taken into consideration. On-road transportation accounts for more than half of Saanich's community-wide GHG emissions, so a move from vehicles to active transportation is critical if we are to address climate change. It also supports healthy, safety, equity local business and community building.

We look forward to continued discussion at the CRD Board table on this topic.

Sincerely,

Mayor Fred Haynes Mayor, District of Saanich

\*\*/\*\*

Enclosures: District of Saanich Council Report, January 27, 2021: CRD Regional Transportation Priorities

cc. Saanich Council Paul Thorkelsson, CAO, District of Saanich Angila Bains, Legislative Manager, District of Saanich Sharon Hvozdanski, Director of Planning, District of Saanich Harley Machielse, Director of Engineering, District of Saanich



## Leading Pedestrian Intervals (LPI's)



## **Discussion Topics**

- Signals in Saanich
- Walk and Flashing Don't Walk signals
- Leading Pedestrian Intervals
- Leading Bicycle Intervals
- Where do we go from here?

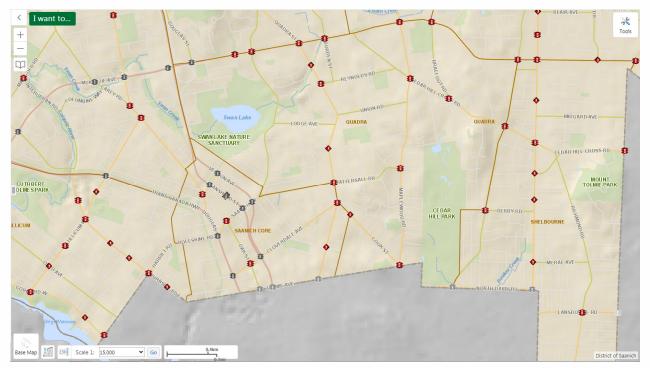




## Signals in Saanich

# •84 Traffic Signals operated by Saanich

- 61 are vehicle and pedestrian actuated
- 23 are pedestrian actuated (flashing green)
- 22 Traffic Signals operated by Ministry of Transportation and Infrastructure
- 6 Traffic Signals operated by Oak Bay or Victoria



### Signals 101

## •BC Motor Vehicle Act (gov.bc.ca)

Provides definitions and rules (laws) for signs, signals, and expected behaviour on BC roads.

Walk – A pedestrian may proceed across the roadway in the direction of the signal in a marked or unmarked crosswalk and has the right of way over all vehicles in the intersection.

Don't Walk – A pedestrian must not enter the roadway. A pedestrian proceeding across the roadway must proceed to the sidewalk as quickly as possible, and has the right of way for that purpose over all vehicles.



## Walk Signals

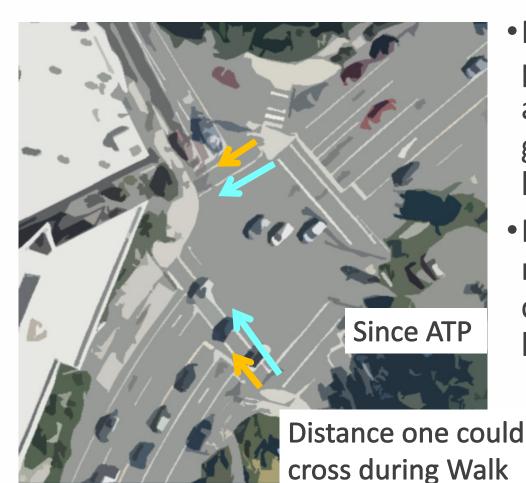


 Historically, throughout North America the default is between 4-7 seconds regardless of crosswalk length!



•Saanich has used 8 seconds since 2005.

## Old vs. New Walk timing



prior to ATP

- Prior to the ATP our 8 sec. provided enough time to get across about 1.5 travel lanes. Not great when the road is 5 or 6 lanes wide!
- •Now we use 8 seconds as a minimum and increase based on crosswalk length aiming for at least halfway.

### Flashing Don't Walk



•The length of time is also determined by the length of the crossing.



•The longer north-south crossing shown needs more time ~18s than the shorter east-west crossing that only needs ~7s.

Why make these changes?

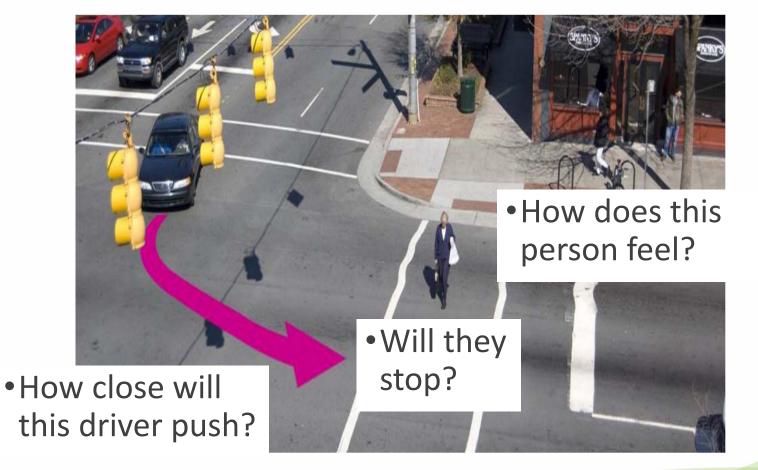
- Improve Safety
- Remove barriers
- Prioritize pedestrian comfort
- Do these exist in other cities?
  - Saanich 25% of signals (15/61)
  - Seattle 33% of signals (317/961)
  - Surrey 24% of signals (88/360)

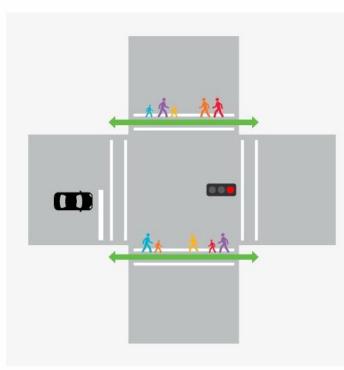


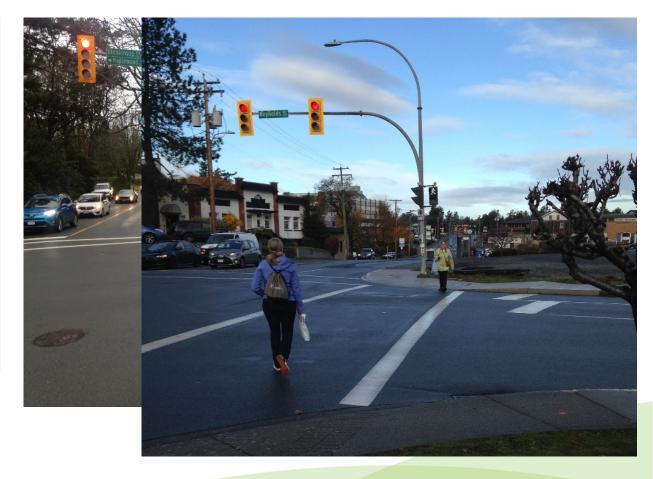




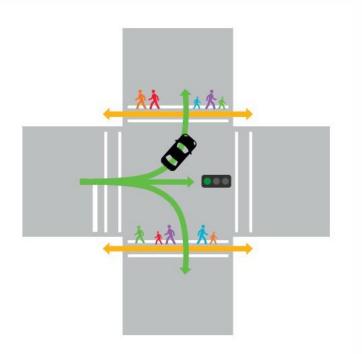
- Trial project in Sep. 2019
  - Cedar Hill Cross Rd. at Braefoot
- What we saw
  - Drivers forced to pause and actually see the pedestrians.
  - Pedestrians became established in the crosswalk making them more visible.







• Drivers wait a few extra seconds to let pedestrians start





•When the green light does come on, pedestrians are clearly visible



### Feedback

Olivia Young Thank you Saanich! This is a welcome addition to a busy intersection that many children cross daily to get to schools and parks in the area. We've been advocating for a safer crossing for a long time.

Like · Reply · Message · 10w · Edited

Saanich is leading in BC by implementing these changes at a number of our signals and we are on track to have these changes implemented at 16 intersections by summer 2021.

Just 2 more examples of how we're Moving Saanich Forward!

https See More Edit	
12	4 Comments
🖒 Like 💭 Comment 🖌	🗘 Share 🛛 👻 🔻
	Oldest 💌
John Schmuck This will be a big help for pedestrians crossing at and Blenkinsop	Tattersall
Like · Reply · Message · 10w	
⊕ Top Fan     Ayla Defoor     Pretty cool!!     ①     1	
Like · Reply · Message · 10w	

### Leading Bicycle Intervals







### Costs



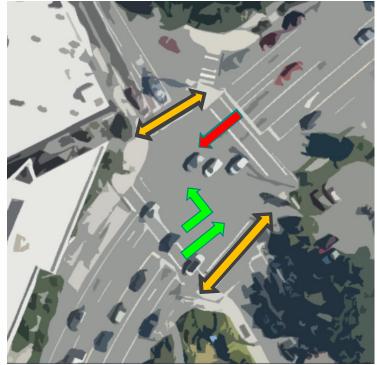
- <\$10k
- Biggest cost is adding countdown timers and audible signals
- ICBC partnerships available



### **Location Selection**

Can we put these everywhere?

- Unfortunately not.
  - Left-turn phases
    - Yellow trap Wikipedia
- We've identified about 30/61 signals where these can be easily added in the next 2 years.
- All new signals will have this installed.



If someone is waiting to turn left and the see a yellow light...what do they think?

### Where do we go from here?

### Installed

- 1. Cedar Hill Cross at Braefoot
- 2. Quadra at Reynolds
- 3. Chatterton at Emily Carr
- 4. Quadra at Beckwith
- 5. Quadra at Chatterton
- 6. Quadra at Lily
- 7. Carey at Ravine
- 8. Cedar Hill at Derby
- 9. Cloverdale at Oak
- 10. Cordova Bay at Sayward
- 11. Wilkinson at Helmcken
- 12. Blenkinsop at Tattersall
- 13. West Saanich at Elk Lake
- 14. Admirals at Gorge
- 15. Royal Oak at Lochside

## Planned (not in order)

- 16. Carey at Ralph
- 17. Interurban at Marigold
- 18. Glanford at Agnes
- 19. McKenzie at Nelthorpe
- 20. Shelbourne at the U. Heights Mall
- 21. West Saanich Rd. at Royal Oak Mall
- 22. Shelbourne at Pear
- 23. McKenzie at Saanich
- 24. Burnside at Harriet
- 25. Wilkinson at Mann
- 26. Burnside at Helmcken
- 27. Glanford at Mann
- 28. West Saanich at Interurban
- 29. Cedar Hill Cross Rd. at Blenkinsop
- 30. Tillicum at Carey



## Questions





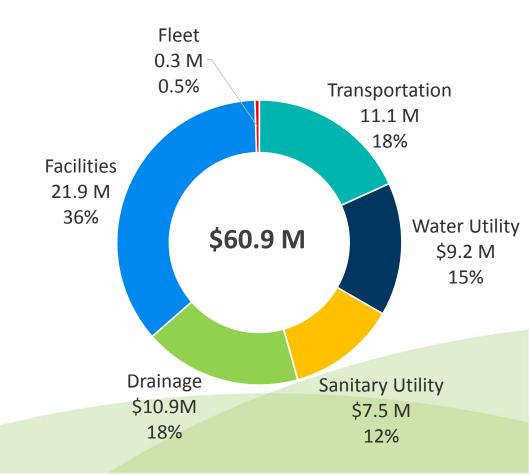
## **Capital Budget Highlights**

## **Engineering / Transportation**

## **Engineering Capital Investments**

### **Expected Outcomes**

- Meet Regulatory Requirements
- Continue **Rehabilitation and Renewal** of aging assets
- Deliver Growth Related Utility Upgrades in high growth areas
- Provide Safe and Inclusive Streets
- Deliver on Council Strategic
   Plans
- Meet Climate Change Priorities
- Leverage Grant and Funding Partner opportunities





## Transportation

#### **Roads, Transit Stops and Bridges**

- Repaving streets
- Upgrading transit stops
- Replacing and upgrading bridges

#### Walking

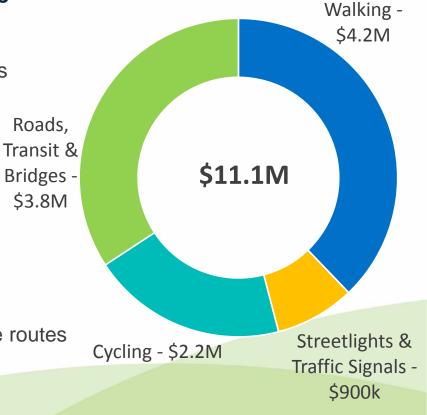
- Building new sidewalks
- Upgrading curb ramps
- Installing new crosswalks
- Implementing Safe Routes to School plans

#### Cycling

• Building new and upgrading bike routes

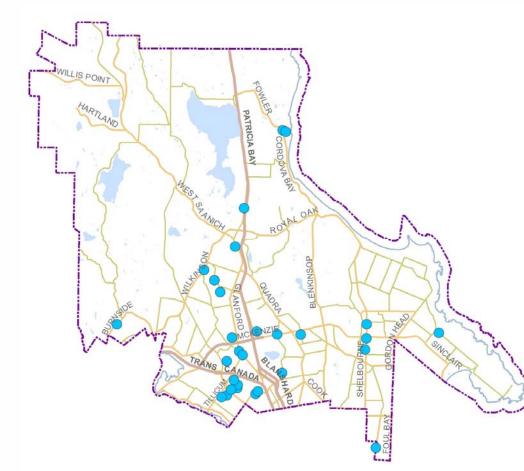
#### **Streetlights and Traffic Signals**





## Transportation





### **Notable Capital Projects**

- Shelbourne Phase 1
- Prospect Lake / West Saanich / Sparton Intersection Improvements
- Wilkinson Rd Upgrade
- Vanalman Bike Route
- Regional Speed Limit Reduction Pilot
   Project



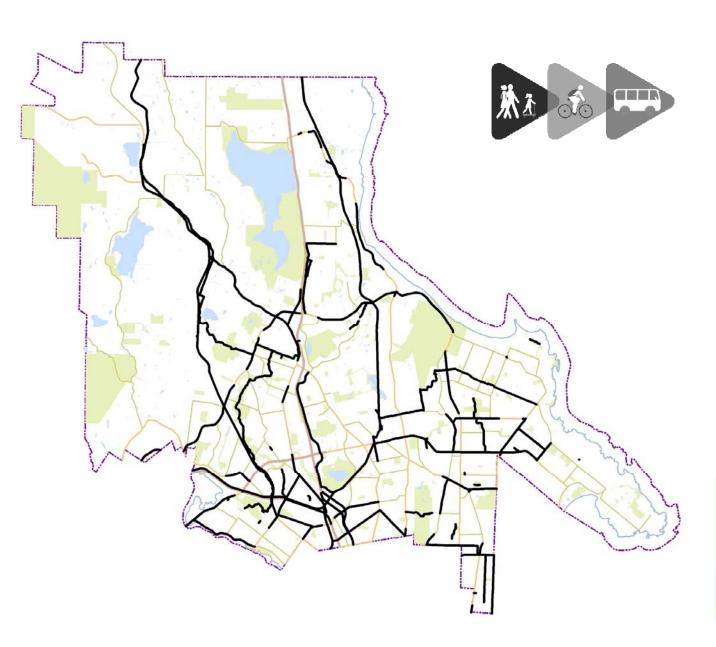
## Shelbourne Street Improvements Project (SSIP)



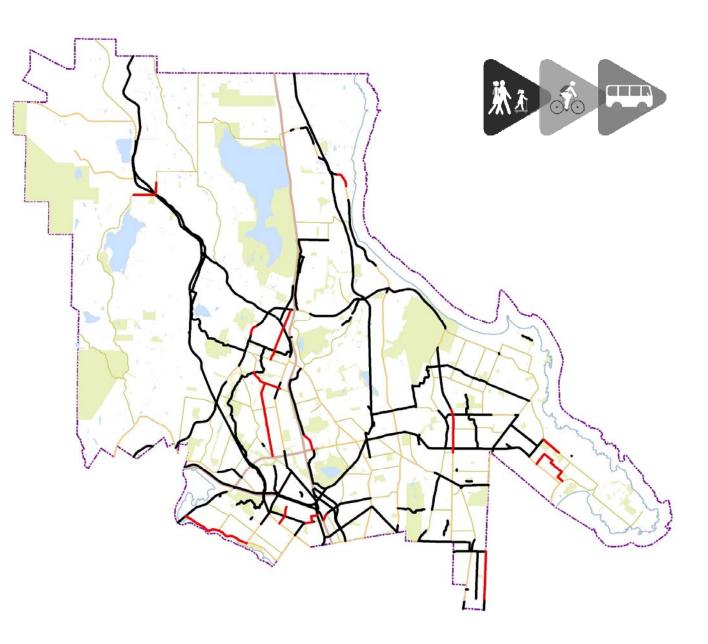
The SSIP is 3 phase project to deliver the short term improvements identified in the Shelbourne Valley Action Plan

- Phase 1 (Garnet Rd. to Torquay Dr.) construction started in April, is proceeding well, and is anticipated to be complete by September 2021.
- Phase 2 (North Dairy Rd. to Pear St.) design is underway, construction is anticipated to begin in mid-2022, and is expected to take 15 to 18 months.
- Phase 3 (Pear St. to Garnet Rd.) construction is expected to begin once Phase 2 construction is complete.

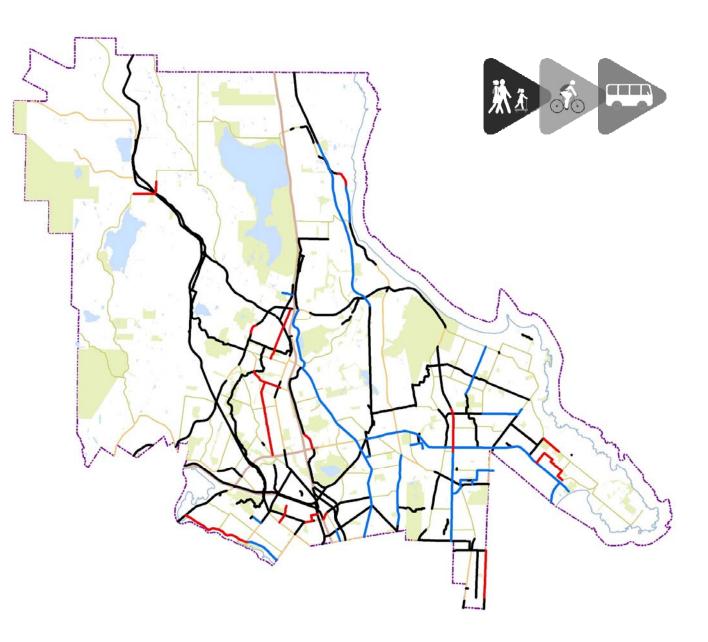
Existing Network



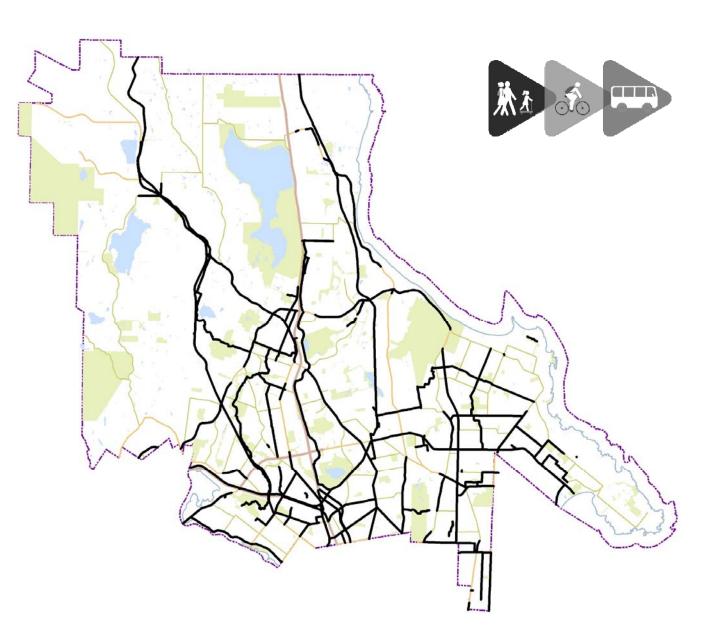
Existing Network 2021 Budget Projects



Existing Network
 2021 Budget Projects
 2022-25 Budget Projects



2025 Network



## Questions?





CAPITAL WORKS PROJECTS 2021

Engineering and Parks, Recreation & Community Services

manne ann



Wherever possible, we will work to minimize impacts to the public as a result of our planned projects. We will keep the public informed of ongoing and planned traffic and service disruptions so there are no surprises and everyone can plan their travel and activities accordingly.

#### About this guide

This annual guide outlines capital projects scheduled throughout the year. It is intended as a reference for the public to help illustrate Saanich needs and priorities in the areas of Parks, Recreation, Transportation, Water, Sewer, Storm and Facilities planning.

It's important to note that timelines and budgets are set at the beginning of the year and may be adjusted if conditions change.

Project updates can be found by contacting us or visiting www.saanich.ca

Project updates are also highlighted on our social media channels. Follow along at:



#### **Questions?**

Contact us at 250-475-1775 or email reception@saanich.ca

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Cordova Bay Road (Walema Ave to Rambler Rd), Fenn Avenue (Cordova Bay Rd to 5250	_
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### **TRANSPORTATION CAPITAL PROJECTS**



#### SIDEWALK INSTALLATION PROGRAM



## Cordova Bay Road (Walema Ave to Rambler Rd), Fenn Avenue (Cordova Bay Rd to 5250 Parker Ave)

#### **Project Description**

The planned improvements for this project are to provide improved pedestrian facilities and install cycling infrastructure that cater to all ages and abilities. This project fulfills objectives outlined in the District's Active Transportation Plan, Safe Routes to School program, and Local Area Plan.

The planned improvements for this project are to provide pedestrian facilities along Fenn between Cordova Bay Road and 5250 Parker Avenue. This project will be coordinated with the planned improvements on Cordova Bay Road between Walema and Rambler, as well as watermain improvements on Walema between Cordova Bay Road and Beryl Road.

Goals include creating a village feel by installing sidewalks with boulevards to separate pedestrians from traffic, boulevard trees to frame views and narrow perceived road widths, on street bike lanes separated from traffic where possible, improved pedestrian crosswalk locations, and pedestrian plaza spaces.

#### How will this project improve Saanich?

- Increase pedestrian accessibility and safety
- Provide AAA cycling infrastructure
- Renew aging surface and underground infrastructure
- Traffic Calming

#### **Project Timing**

Start date: Fall 2021

**Duration of work:** 5 months

Project Budget \$1,600,000



## Orillia Street (Maddock Ave to Burnside Rd), Maddock Avenue (Tillicum Rd to Orillia St), Albina Street (Burnside Rd & Maddock Ave) Sidewalk Projects

## **Project Description**

This project was identified for improvements as part of the District's Active and Safe Routes to school program and the District's Active Transportation Plan. This project will see installation of accessible sidewalks along all sides of the school, raised road crossings and traffic calming features.

#### How will this project improve Saanich?

- Enhance pedestrian connection to Tillicum Elementary School
- Increase pedestrian accessibility and safety
- Renew aging infrastructure

#### Project Timing

Start date: Winter 2021/Early 2022

Duration of work: 3.5 months

Project Budget \$900,000



# Seaton Street (Burnside Rd to Regina Ave), Regina Avenue (Seaton St to Tillicum Rd) Sidewalk Project

#### **Project Description**

This project will see improvements to the pedestrian facilities and roadway that achieve the intent of the District's Active Transportation Plan. This project includes installation of concrete sidewalks, wheelchair accessible corner ramps, and traffic calming features.

#### How will this project improve Saanich?

- Increase pedestrian accessibility and safety
- Renew aging infrastructure
- Traffic calming features

#### **Project Timing**

Start date:

Winter 2021/Early 2022

Duration of work: 4 months

Project Budget \$1,200,000



## Richmond Road Sidewalk (Newton St to City of Victoria Border)

## **Project Description**

This project's objective is to provide improvements to the pedestrian facilities and roadway that achieve the intent of the District's Active Transportation Plan. This project will see installation of concrete sidewalk on the east side of Richmond Road between Newton Road and the City of Victoria Border, wheelchair accessible sidewalk drops and transit stop upgrades.

#### How will this project improve Saanich?

- Increase pedestrian accessibility and safety
- Renew aging infrastructure

#### Project Timing

Start date: Winter 2021/Early 2022

Duration of work: 2 months

Project Budget \$500,000



## Mortimer Street Sidewalk (1534 Mortimer St to Cedar Hill Rd)

## **Project Description**

The Shelbourne Local Area Plan identified Mortimer as a high priority sidewalk improvement. The District's Active Transportation Plan identifies this road as part of the cycling spine network for all ages and abilities. This project will see installation of a 2.0m concrete sidewalk along the north side of Mortimer and installation of cycling facilities that cater to all ages and abilities.

## How will this project improve Saanich?

- Increase pedestrian accessibility and safety
- Traffic calming features
- Complete cycling gap

**Project Timing** 

Start date: Early 2022

Duration of work: 1 month

Project Budget \$200,000

## CROSSWALK INFRASTRUCTURE PROGRAM



## Saanich Road to Leslie Drive Crosswalk

#### **Project Description**

The planned improvements for this project are to provide a new crosswalk across Saanich Road at Leslie Drive and pedestrian improvements at this block along the West side between Leslie Drive and Swan Street.

#### How will this project improve Saanich?

- Increase pedestrian accessibility and safety
- Increase accessibility
- Installation of wheelchair drops

## Project Timing

Start date: Fall 2021

Duration of work: 3 weeks

Project Budget \$150,000



# Vanalman Neighborhood Bikeway Installation, Utility Upgrade and Road Reconstruction Project

## **Project Description**

This is a coordinated project that includes: full depth road reconstruction, installation of "all ages and abilities" cycling infrastructure, miscellaneous sidewalk improvements, and underground infrastructure upgrades on Vanalman between Mann and Commerce Circle. The project is identified as a short-term priority in the Active Transportation Plan.

#### How will this project improve Saanich?

- Renew aging surface and underground infrastructure
- Provide AAA cycling infrastructure
- Increase pedestrian accessibility and safety

#### Project Timing

Start date: Summer 2021

Duration of work: 9 months

Project Budget \$3,500,000

## CYCLING INFRASTRUCTURE



## Viewmont Avenue (Royal Oak Ave to Mann Ave)

## **Project Description**

This project will see installation of all ages and abilities cycling infrastructure along Viewmont between Royal Oak Drive and Mann Avenue. This project was identified as a short-term priority as part of the District's Active Transportation Plan.

#### How will this project improve Saanich?

- Provide cycling infrastructure that caters to all ages and abilities
- Complete current cycling gaps in the network

## **Project Timing**

Start date: Early 2022

Duration of work: 1 month

Project Budget \$200,000

## CYCLING INFRASTRUCTURE



## **Raymond Street Signage and Pathway**

## **Project Description**

This project will complete the Raymond Street bikeway corridor. The final phase of this project will see installation of wayfinding and a pathway improvement between Bremerton and Commerce Circle.

## How will this project improve Saanich?

- Finalizes AAA Raymond cycling network
- Complete cycling gaps

## Project Timing

Start date: Fall 2021

Duration of work: 1 month

Project Budget \$200,000

## PAVEMENT RENEWAL PROGRAM



## **Quadra Street (Falmouth Rd to McKenzie Ave) Pavement Renewal**

## **Project Description**

The planned improvements for this project are to rehabilitate aging pavement along Quadra Street between Falmouth and McKenzie Ave. This project will include a full pavement overlay and new pavement markings.

## How will this project improve Saanich?

• Renew aging infrastructure

Pro	ject	Tim	ina
	,		

Start date: Spring 2021

**Duration of work:** 1 month

Project Budget \$300,000

## **TRANSPORTATION UPGRADE PROJECT**



## Gorge Road (Admirals Rd to Tillicum Rd)

#### **Project Description**

This project will see installation of cycling infrastructure that caters to all ages and abilities. This project will see installation of a bi-directional cycling facility on the south side between Admirals and Tillicum, in addition to upgrade to the existing sidewalk on the north side, installation of flashing beacons at crosswalks, bus stop improvements, and full pavement overlay. Storm drain infrastructure will be replaced along the corridor, in portions of the Gorgewaterway park and along the foreshore areas

#### How will this project improve Saanich?

- Provide pedestrian and cycling infrastructure that caters to all ages and abilities
- Complete current cycling gaps in the network
- Increase pedestrian accessibility and safety
- Renew aging infrastructure
- Mitigate climate change effects

#### Project Timing

Start date: Late 2021

Duration of work: 12 months

Project Budget \$5,200,000

Project Location

## **TRANSPORTATION UPGRADE PROJECT**



## West Saanich Road, Sparton Road, Prospect Lake Road

## **Project Description**

The planned improvements for this project are to install a signalized intersection at the West Saanich Sparton Prospect Lake intersection. Installation of concrete sidewalks along Prospect Lake between Goward and West Saanich Road, installation of concrete sidewalks along Sparton Road between West Saanich and the Prospect Lake Community Hall and traffic calming features.

## How will this project improve Saanich?

- Renew aging infrastructure
- Increase pedestrian accessibility and safety
- Traffic calming

## **Project Timing**

Start date: Summer 2021

Duration of work: 6 months

Project Budget \$2,600,000

## TRANSPORTATION UPGRADE PROJECT



# Shelbourne Street Improvement Project (SSIP) Phase 1: Garnet Rd to Torquay Dr

## **Project Description**

The goal of the Shelbourne Street Improvements Project (SSIP) is to deliver the short-term mobility improvements as identified in the <u>Shelbourne Valley Action Plan</u> (SVAP). This project will be done in 3 phases over the next several years.

**SSIP Phase 1,** from Garnet Road to Torquay Drive, includes the installation of buffered bike lanes as well as improvements to pedestrian facilities and transit infrastructure. The project will also result in a new asphalt road structure and renewal or upgrades to the sewer, storm, and water infrastructure. The road cross-section will maintain four vehicle travel lanes from Garnet Road to approximately 300m north. Continuing north to Torquay Drive, the road cross-section will generally include one travel lane in each direction plus a two-way left turn lane. New traffic signals at the intersections of Cedar Hill/Feltham and Torquay/Shelbourne are also included.

#### How will this project improve Saanich?

- Improved traffic safety for all street users
- Installation of new cycling facilities
- Pedestrian safety improvements
- Transit infrastructure improvements
- Extended life cycle of roadway pavement
- Proactive upgrading and replacement of aging underground infrastructure prior to end of service life
- Reduced frequency of unplanned service interruptions
- Improved available water flows for fire protection

## **Project Timing**

Start date:	April 2020	Duration of work:	18 months
Project Budget:	\$11,576,800		

## **Transportation Capital Projects**

Project	Description	Estimate
Pavement Renewal Program	Pavement milling and overlay	\$2,500,000
Burnside Road West (Charlton to Watkiss Way)		
Vanalman Ave (Mann Ave to Commerce Circle)	Full road reconstruction	
Cordova Bay Rd (Rambler to Walema)		
Orillia St (Hampton Ave to Burnside Rd)		
Quadra (McKenzie to Falmouth)	Full pavement overlay and new markings	
Wilkinson (Greenlea to Border)		
Sidewalk Installation Program	Implementing priority sidewalk projects from Active Transportation Plan	\$3,071,250
Orillia St (Maddock Ave to Burnside Rd)		
Maddock Ave (Tillicum Rd to Orillia St)		
Lurline Ave (Seaton St to End of Lurline)		
Regina Ave (Seaton St to Tillicum Rd)		
Seaton St (Burnside Rd to Regina Ave		
Richmond Rd (Newton St to CoV Boundary)		
Elk Lake Dr (4700 Blk, north of Marsett Pl)		
Mortimer St (1534 Mortimer to Cedar Hill Rd)		
Wilkinson (Greenlea to Quick's Bottom Park Trail		

Crosswalk Installation Program	Installation of new crosswalks or improvements to existing sidewalks	\$250,000
Saanich Road at Leslie Drive		
Bordon Street at Tim Hortons		

Cycling Infrastructure Program	Implementing Priority Cycling Projects from Active Transportation Plan	\$650,000
Boleskine(Harriet to Davidson)		
Culduthel Davidson to Hwy 1		
Davidson Boleskine to Culduthel		
Viewmont (Royal Oak to Mann)		
Douglas McKenzie to Sanctuary		
Raymond Street Signage and Pathway		

## Transportation Capital Projects Continued

Project	Description	Estimate
Intersection & Traffic Signal Program	Installation of new signals or capital renewal/upgrading of existing	\$350,000
McKenzie at Saanich		
Carey at Glanford and Carey at Tillicum		
Arbutus (Finnerty to CRD Property)	Sidewalk and bike lane widening to complete works to be undertaken by CRD attenuation Tank project	\$550,000
Albina (Maddock to 3132 Albina)	Fill in sidewalk gap on west side	\$275,000
Carey Rd (Gerda to Judah)	Fill in sidewalk gaps in east and west sections	\$900,000
Dumaresq St (Interurban to Raymond)	Sidewalk connecting to school	\$550,000
Orillia St (Burnside to Hampton)	Sidewalk project, significant road work required as well. Coordinate with Drain, 2020 funding	\$300,000
Margaret St (Raymond to Glandford)	Sidewalk to school from Glanford Ave	\$375,000

## WATER RESOURCES CAPITAL PROJECTS





## **INFRASTRUCTURE REPLACEMENT - MULTIPLE**



## Winston Crescent (Falmouth Rd to Leslie Dr)

## **Project Description**

This project continues Saanich's commitment to replace aging asbestos cement pipe in our sewer network and cast iron watermain infrastructure. These materials have demonstrated to be susceptible to leaks, infiltration and blockages as they advance in age. Timely replacement reduces the probability of service interruptions or failures.

On Winston Crescent, this involves the replacement of 250 metres of sanitary sewer main, manholes and services connections and 190 metres of water main, valves, hydrants and service connections to the property line.

#### How will this project improve Saanich?

- Proactively replacing aging infrastructure prior to end of service life
- Improve infrastructure capacity for end users
- Reduce potential for unplanned service interruptions through system renewal
- Coordinate construction works to reduce construction impacts to the public

Project Timing

Start date:

Spring 2021

**Duration of work:** 10 – 12 weeks

Project Budget \$700,000





## Taylor Street (Dean Ave to Foul Bay Rd)

## **Project Description**

In response to increasing year over year maintenance activities on the sewer infrastructure, capital replacement of the sanitary and storm mains has risen in priorty for implementation. On Taylor Street, this project involves the replacement of 80 metres of sanitary sewer main. and 190 metres of storm drain including manholes, catch basins and service connections.

## How will this project improve Saanich?

- Proactively replacing aging infrastructure prior to end of service life
- Reduce potential for unplanned service interruptions through system renewal
- Optimizing operational costs
- Coordinate construction works to reduce construction impacts to the public

#### **Project Timing**

Start date: Fall 2021

Duration of work: 10 - 12 weeks

Project Budget \$605,000



## **INFRASTRUCTURE REPLACEMENT - DRAINAGE**



## Tattersall Dr (Salsbury Way to 1149 Tattersall Dr)

## **Project Description**

This project continues Saanich's commitment to replace substandard drainage infrastructure by upgrading, combining dual systems and installing a single main of 340 metres in length including, manholes, catch basins and service connections along the road from Salsbury Way to 1149 Tattersall Drive.

#### How will this project improve Saanich?

- Proactively replacing aging infrastructure prior to end of service life
- Reduce potential for unplanned service interruptions through system renewal
- Enhance ability to handle rainwater and address system capacity concerns

## **Project Timing**

Start date: Fall 2021

**Duration of work:** 6 – 8 weeks

Project Budget \$595,000



## **INFRASTRUCTURE REPLACEMENT - DRAINAGE**



## Arena Rd (340 Ker Ave to Dysart Rd)

## **Project Description**

In response to increasing year over year maintenance activities on the sewer infrastructure, capital replacement of the sanitary main has risen in priorty for implementation. This project involves the replacement of 610 metres of pipe on Arena from 340 Ker Avenue to Dysart Road. This project is being investigated for the application of in place pipe lining. This technique inserts a structural plstic liner into the existing pipe to reinforce it's strength, elongating it's service life. It also reduces the impact to the roadway and provides an economical solution to sewer rehabilitation.

#### How will this project improve Saanich?

- Proactively replacing aging infrastructure prior to end of service life
- Reduce potential for unplanned service interruptions through system renewal
- Optimizing operational costs
- Optimize capital expenses

#### Project Timing

Start date: Fall 2021

Duration of work: 6 – 8 weeks

**Project Budget** \$1,037,000

## **INFRASTRUCTURE REPLACEMENT - WATER**



## Torquay Dr (San Juan Ave to Ash Rd)

## **Project Description**

This project involves the replacement of 790 metres of water main along the south edge of Torquay Drive from San Juan Avenue to Ash Road. This project upgrade is a priority replacement identified in the Water Supply Master Plan study, where it is recommended for improving flow capacity.

## How will this project improve Saanich?

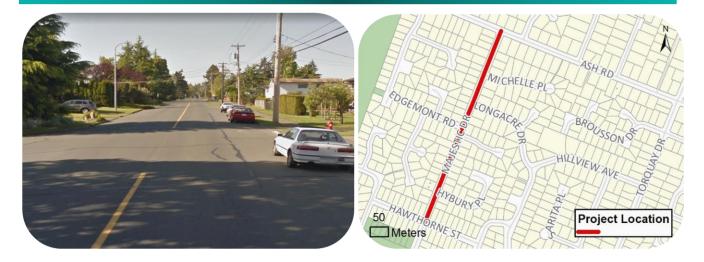
- Proactively replacing aging infrastructure prior to end of service life
- Reduce potential for unplanned service interruptions through system renewal
- Improve the system capacity in the distribution system

#### **Project Timing**

Start date: Winter 2021 Duration of work: 12 – 14 weeks

**Project Budget** \$1,106,000

## **INFRASTRUCTURE REPLACEMENT - WATER**



## Majestic Dr (Hawthorne St to Ash Rd)

## **Project Description**

In response to increasing year over year maintenance activities on the water infrastructure, capital replacement of the watermain has risen in priorty for implementation. This project involves the replacement of 550 metres of water main, fire hydrants and service connections along the west edge of Majestic Drive from Hawthorne Drive to Ash Road.

#### How will this project improve Saanich?

- Proactively replacing aging infrastructure prior to end of service life
- Reduce potential for unplanned service interruptions through system renewal
- Optimize operational costs
- Maintain/improve water quality in the distribution system

#### Project Timing

Start date: Fall 2021

Duration of work: 10 - 12 weeks

Project Budget \$770,000

## **Multi-Utility Capital Projects**

Project	Description	Estimate
Battleford Ave, 85 to 171 Battleford Ave	Replace 270m of asbestos cement pipe sanaitary pipe and 240m of asbestos cement pipe drainage pipe	\$879,000
Crease Ave, 165 to 230 Crease Ave, and 236 to 270 Crease Ave including branch pipes in Seaton Street	Replace 270m of asbestos cement pipe sanitary pipe and 280m of asbestos cement pipe and ductile iron storm pipe	\$1,390,000
Sinclair Rd, Finnerty Rd to Cadboro Bay	Replace 1360m of ductile water pipe and 350m of sanitary pipe and 340m of storm services	\$2,993,000
Taylor St, Dean Ave to Foul Bay Rd	Replace 160m of 150mm asbestos cement pipe and 190m of clay tile storm pipe	\$605,000
Vanalman Ave; 636 to 648 Vanalman Ave including SRW to Ridgewood Cres and 4268 Springridge Cres to 676 Vanalman Ave and 727 Vanalman to 584 Ridgewood SRW, and 652 Vanalman Ave to Colquitz Creek	Replace 985m of 150mm cast iron water pipe, 450m of various sizes of storm pipe, and 476m of 150mm asbestos cement sanitary pipe.	\$1,923,000
Winston Cres, Falmouth Rd to Leslie Dr	Replace 250m of 150mm asbestos cement sanitary pipe and 190m if 100mm cast iron water pipe	\$700,000

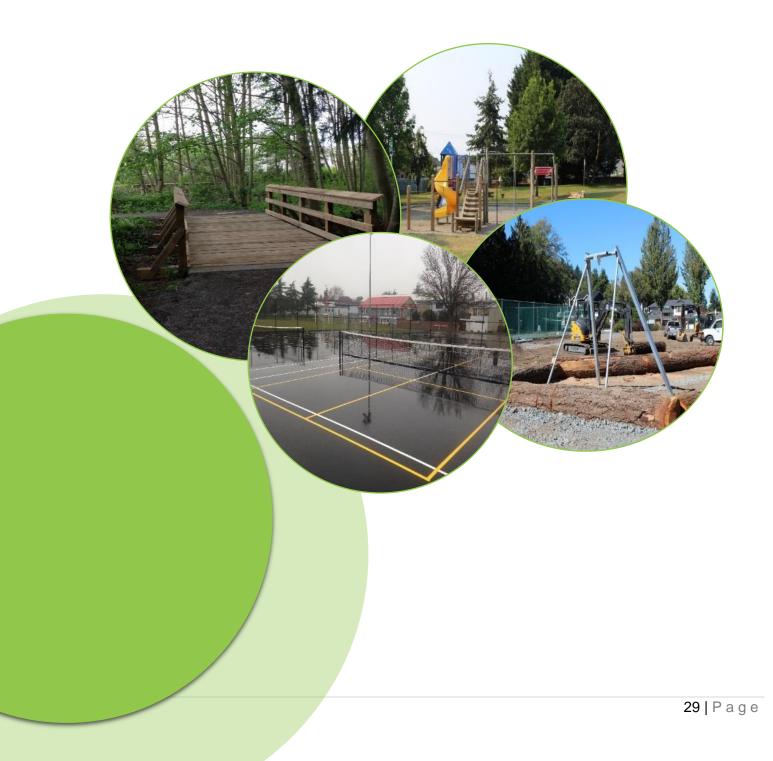
## Single-Utility Capital Projects

Project	Description	Estimate
Adelaide Ave - 2823 Adelaide to Cowper	Install 310 m of 250mm pipe,, no existing storm main, properties drain via clay tile pipe across private property to Wyndeatt Ave	\$558,000
Arrow Rd, Cedar Hill Rd to Oakdale Pl	New 200mm Storm Main in support of Transportation project installing new sidewalk	\$88,000
Dumeresq St, 505 Dumeresq St to Raymond St S	Replace 140m of 200/250mm concrete pipe to abandon sub standard pipe on northside in congunction with Transportation project installing a sidewalk installation	\$252,000
Lochside Trail, Located between McKenzie Ave and Quadra St	Slope failure/stabilization due to flooding in January 2020	\$70,000
Tattersall Dr, 1149 Tattersall Dr to Salsbury Way	Replace 340m of concrete storm main and includes ditch enclsures as they are under capactiy, flooding on boulevards and roadways	\$595,000

## Seanich BUDGET SUMMARY

Wascana St-Burnside Rd to Hampton Rd	Replace 280m of 200mm storm pipe	\$490,000
Browning St, Derby Rd to Knight Ave	Replace 255m of cast iron watermain with history of repeated main breaks	\$332,000
Clovelly Terr, Cook St to Clovelly Crt	Replace 320m of cast iron watermain in accordance with Water Master Plan	\$448,000
Earlston Ave, Cedar Hill Rd to End	Replace 180m of cast iron watermain with history of repeated main breaks	\$234,000
Elliston Ave, Tattersall Dr to 3548 Elliston	Replace 250m of asbestos cement watermain that has become flow restricted at fire hydrant	\$325,000
Forrester St, Richmond Rd to 1924 Forrester St	Replace 220m of cast iron watermain in support of Transportation project in 2022	\$308,000
Majestic Dr, Hawthorne St to Ash Rd	Replace 550m of asbestos cement watermain with history of repeated main breaks	\$770,000
Palo Alto St, Cedar Hill X Rd to Kisber Ave	Replace 190m of cast iron watermain in accordance with Water Master Plan	\$247,000
Quadra St - Cook to Holmes	Replace 354m of cast iron watermain in accordance with Water Master Plan	\$496,000
Torquay Dr, San Juan Ave to Ash Rd	Replace 790m of cast iron watermain in accordance with Water Master Plan, and reports of low fire hydrant flows during routine flushing	\$1,106,000
Vernon Ave, Nigel Ave to Saanich Rd	Replace 275m of 150mm 1955 CI, with 250mm in improving flow in Vernon Ave	\$399,000
Walema Ave, Cordova Bay Rd to Beryl Rd	Replace 165m of 150mm asbestos cement watermain with 2021 Transportation upgrades (road and curb replacement)	\$231,000
Arena Rd, 340 Ker Ave to Dysart Rd	Replace 610m of 150/200mm asbestos cement pipe, replacement for due to failing pipe and capacity concerns	\$1,037,000

# PARKS CAPITAL PROJECTS



## PLAYGROUND REPLACEMENT



## **Playground Program: Accessibility & Safety Enhancements**

## **Project Description**

A number of well used playgrounds do not comply with basic accessibility needs or have assets that have outlived their useful life.

- Replace existing sand safety surfacing with wood fibar safety surfacing
- Replace worn out equipment components at a variety of playgrounds as required

Candidate sites include Allenby and Normandy Parks. Funds also include Rutledge Park playground as part of the 2020/21 waterpark grant application for installation in 2022.

#### How will this project improve Saanich?

- Ensure playgrounds are in safe working condition
- Ensure play area assets are replaced as their useful life span expires
- Increase park accessibility for all ages and abilities
- Reduced maintenance cost over the long term

## Project Timing

Start date:

April to September 2021

Duration of work: 6 months

Project Budget \$743,000

## SPORTSFIELD PROGRAM



## **Field Renovation Program**

## **Project Description**

Work will be ongoing to upgrade and maintain safe and playable sports fields throughout the year. This is a multi-year program; candidate fields include Braefoot, Lochside and Hampton. One of these will be upgraded in 2021.

#### How will this project improve Saanich?

Increased field playability and safety for sports users

April to August 2021

Reduced maintenance costs

#### **Project Timing**

Start date:

Duration of work: 4 months

Project Budget \$100,000

## SPORTS/TENNIS COURTS



## **Sports Court Renovation at Allenby Park**

## **Project Description**

Work is required to rebuild the base materials that support the play surface. New paving, resurfacing, line painting (and possibly drainage) is needed to restore the court to optimal condition.

## **Tennis Court Resurfacing at Sierra Park**

#### **Project Description**

Tennis courts will be resurfaced based on need identified in the tennis court assessment report.

#### How will this project improve Saanich?

- Ensure tennis courts are in safe working condition
- Increased court playability to promote active recreation
- Ensure the recreation asset continues to provide public service over the short to midterm
- Reduced maintenance cost over the long term

## **Project Timing**

Start date:May to October 2021Duration of work:4 months

Project Budget \$70,000





## **Irrigation Projects – Various**

#### **Project Description**

Several significant but old and improperly functioning irrigation systems require total replacement. These include:

- Municipal Hall, Gorge Waterway Park and Saanich Commonwealth Place
- Municipal Hall and Gorge Waterway will be phased in over the next three years
- 2021 is the third year for funding request

#### How will this project improve Saanich?

- New and/or repaired systems are more efficient and reduce water consumption
- Ensures proper plant health which reduces maintenance requirements
- Ensures safer and more reliable playfield surfaces

## **Project Timing**

Start date: Spring 2021

**Duration of work:** Throughout 2021 and continuing into 2022

Project Budget \$150,000

## and BRIDGES AND STRUCTURES



## **Bridges, Structures and Furnishings**

## **Project Description**

Ongoing bridge and structure assessments and repairs include:

- Miscellaneous footbridge deck and structural member replacements
- Parks Structures/Assets trail marker posts, fencing, benches/tables, bike racks, water fountains, garbage bins and handrails for priority steep trail sections

Curtis Point (Gorge Park) shoreline and recreation enhancements:

Protect sensitive shoreline vegetation and enhance limited access to water recreation opportunities

#### How will this project improve Saanich?

- Ensure public safety for wooden bridges and stairs
- Extended lifespan for capital assets in parks
- Increased enjoyment of parks through new/improved site amenities

## **Project Timing**

Start date: Spring 2021

Duration of work: 8 months

Project Budget \$269,000

## TRAIL PROGRAM





## Trails

## **Project Description**

Resurfacing over 100 kilometres of park trails is completed based on quadrants. Trail conditions are inspected and repaired as needed every four years in each quadrant.

Several new trails or major upgrades are planned beyond the regular quadrant renovation system.

Key 2021 trail projects include:

- Quadrant 2 (central) trail resurfacing (gravel)
- Implementation of Active Transportation Initiatives
- Ongoing repairs to trails with drainage issues in a variety of parks
- Making accessibility improvements to Lambrick Park (behind the Gordon Head Recreation Centre), Gorge Waterway and Quick's Bottom Parks

## How will this project improve Saanich?

- Increased safety for trail users by reducing potential trip/fall injury
- Increased public enjoyment and use of multi-use or walking trails especially during wet conditions
- · More even and safe footing on trails and beach accesses improving accessibility

## **Project Timing**

Start date: Winter through to Fall 2021 Duration of work: 9 months

Project Budget \$275,000

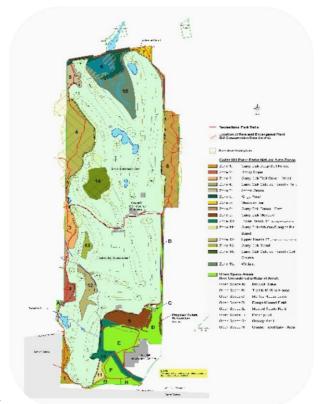
## and PARKS RENEWAL PROGRAM



## Key projects to be undertaken in 2021

## **Cedar Hill Park Management Plan Implementation**

 Based on endorsement of the park management plan by Council in 2020, funding will be required to begin implementing key initiatives. Impending projects include a feasibility study for creating a separated cycling route through



study for creating a separated cycling route through the NE corner of the park envisioned in the Active Transportation Plan. Improvements to the Derby connector through the center of the golf course will also be planned and implemented.

 Undertake ongoing improvements to trails and drainage as required in this heavily used park.

## How will this project improve Saanich?

• The Cedar Hill plan will promote various initiatives that benefit the environment, improve recreation opportunities, renew infrastructure, reduce user conflict and improve wayfinding.

## **Project Timing**

Start date:	Fall 2021	Duration of work:	Possible extension of work into 2022

Project Budget \$185,000

## HORTICULTURE AND STREETSCAPE RENOVATION



## **Streetscape Renovations**

#### **Project Description**

Over 700 horticultural shrub beds exist on medians, boulevards and neighbourhood cul-desacs. Complete renovation of the landscaping is required on a routine basis. Work involves removing the remnant landscape material and replacing it with new soil (including compost from the Greener Garbage Collection Program) and sustainable plant material and leaf mulch.

Community members partner with Saanich on the maintenance and establishment of many of the horticulture displays located in cul-de-sacs throughout Saanich. Renovations in 2021 include approximately 10 cul-de-sacs and 4 medians.

An additional project this year includes the small Japanese garden restoration in Outerbridge Park.

#### How will this project improve Saanich?

- Remove invasive plants and weeds and improve appearance of shrub displays
- Reduce maintenance requirements
- Lower water and irrigation needs
- Help build relationships within the community

# Project Timing Start date: Winter & Fall 2021 Duration of work: 4 months

Project Budget \$90,000

## ANTURAL AREAS PROGRAM



## **Natural Areas Restoration**

## **Project Description**

Major natural area restoration projects are planned in partnership with community volunteers and stewardship groups.

Restoration projects include native tree/shrub planting, closing/decommissioning trails, split rail fence installation and stream restoration work to improve salmon habitat and reduce erosion.

Implementation of natural areas initiatives from approved management plans:

Key projects for 2021 include:

- Haro Woods Plan Implementation
- Rithet's Bog Restoration
- Cedar Hill Park natural areas plan and Kings/Steven's Pond Assessment/Action Plan
- Creek restoration projects

#### How will this project improve Saanich?

- Significant enhancements and protection of Saanich's urban forest
- Improve ecosystem values
- Build community partnerships
- Enhance fish habitat

#### **Project Timing**

Start date: Spring/Summer/Fall 2021 Duration of work: 4 months

Project Budget \$185,000

## URBAN FORESTRY PROGRAM





## **Urban Forestry – Tree Planting**

## **Project Description**

A major goal of the Council approved Urban Forest Strategy is no net canopy loss and to provide replacement trees for all public and protected private trees that are removed.

Support key initiatives including:

- Park tree planting, boulevard tree planting and establishment, replacing bylaw protected trees lost to development of land and streets
- Hosting a Tree Appreciation Day community event
- Increase tree planting numbers up to 2000 annually (current target) to help combat climate change. This will be achieved through a variety of programs on both public and private lands.

#### How will this project improve Saanich?

- Work toward the goal of "no net canopy loss" of the Urban Forest Strategy
- Significant enhancements to Saanich's urban forest
- Build community interest and raise awareness of the value of Saanich's urban forest
- Beautify boulevards and medians increasing public enjoyment
- Help mitigate climate change

## **Project Timing**

Start date: Fall/Winter 2021

**Duration of work:** January through March, and September through December

Project Budget \$260,000

## Saanich PARKS BUILDINGS





## **Park Building Improvements**

## **Project Description**

- Implement the Parks Washroom Operations and Capital Plan
- Upgrade a variety of existing washroom buildings to enhance public use
- Install new washroom facilities in locations identified in the washroom plan
- The plan will be implemented over a seven year period
- Playfair Park Replace existing washroom building
- Funds also include a Rutledge Park washroom as part of the federal 2020/21 waterpark grant application for installation in 2022

#### How will this project improve Saanich?

- Washroom facilities are a frequently requested amenity from a wide variety of park users
- Fulfills municipal commitments in the Older Adult Strategy
- Program extends the life of existing park assets
- Improve service delivery to residents

## **Project Timing**

Start date: Spring/Summer/Fall 2021

**Duration of work:** Various times throughout the year

Project Budget \$540,000

## MOUNT DOUGLAS PARK



## **Mount Douglas Park**

#### Trail Program

- Continue to make priority trail renovations and closures
- Ongoing repairs to erosion and drainage concerns

#### How will this project improve Saanich?

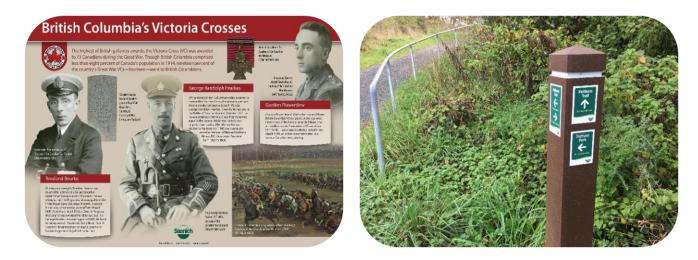
- Increase visitor experiences by providing better access
- Enhanced trails and improved safety for visitors to Mount Douglas
- Protect the natural environment of Mount Douglas Park
- Cost sharing with Friends Of Mount Douglas Park Society leverages municipal funding

## **Project Timing**

Start date:Spring/Summer/Fall 2021Duration of work:10 months

**Project Budget** \$45,000 (from the Mount Douglas Transmitter Fund)





## Signs & Wayfinding

#### **Project Description**

- Wayfinding and Trail Markers in various parks
- Interpretive Signs:
  - Typically 4 or 5 signs are completed each year
- Park Identification Signs:
  - Continuation of the park sign program to be installed throughout the park system over the next few years. Approximately 20 are installed each year
- Regulatory Signs:
  - Ongoing annual program to replace old and outdated signs or provide new where warranted

#### How will this project improve Saanich?

- Enhance a stronger sense of community and appreciation for local history
- Opportunity to work in partnership with local residents
- Improve communication and quality of information to park visitors
- Provide improved safety and regulatory messaging while visiting parks and beaches

#### **Project Timing**

Start date: Ongoing

Duration of work: 12 months

Project Budget \$92,000

## Parks Capital Budget Summary

The following table lists all of the Parks' capital budget allocations for 2021.

BUSINESS UNIT ASSETS	Core Capital	Amenity or Grants	DCC Funding	Reserves	Mount Doug Transmitter Fund	Total
Playground Program						
Allenby Playground Replacement	\$300,000					\$300,000
Fibar top ups (safety surfacing)	\$40,000					\$40,000
Normandy Playground Replacement	\$175,000					\$175,000
Component replacements	\$28,000					\$28,000
Rutledge Park	\$200,000					\$200,000
Beckwith Splash Pad Components	\$30,000					\$30,000
Sub-Total	\$743,000					\$743,000
Sportsfield Program						
Field renovation program	\$100,000					\$100,000
Sub-Total	\$100,000					\$100,000
Sports/Tennis Courts						
Sierra Park courts resurfacing	\$20,000					\$20,000
Sportcourt Replacement at Allenby Park	\$50,000					\$50,000
Sub-Total	\$70,000					\$70,000
Irrigation & Landscaping Program						
Municipal Hall irrigation system replacement - multi year	\$50,000					\$50,000
Gorge Waterway Park irrigation system replacement - multi year	\$50,000					\$50,000
Saanich Commonwealth Place (SCP) system replacement - multi year	\$50,000					\$50,000
Sub-Total	\$150,000	\$-	\$ -	\$-	\$-	\$150,000
Bridges, Structures, Furnishings						
Benches, Tables, Bike Racks	\$95,000					\$89,000
Garbage Bins, Bollards, Bleachers, Fountains	\$76,000					\$83,000
Pedestrian bridge repairs	\$40,000					\$35,000
Fencing	\$15,000					\$50,000
Handrails for steep trail sections	\$8,000					\$8,000
Curtis Point Site Enhancements	35,000					35,000
Sub-Total	\$269,000					\$269,000
Parks Sign Upgrades						
Directional & Wayfinding (20 yr)	\$15,000					\$15,000
Interpretive Signs (20 yr)	\$35,000					\$35,000
Regulatory Sign Program (20 yr)	\$12,000					\$12,000
Park ID Signs (2019 to 2023)	\$30,000					\$30,000

## Seanich BUDGET SUMMARY

BUSINESS UNIT ASSETS	Core Capital	Amenity or Grants	DCC Funding	Reserves	Mount Doug Transmitter Fund	Total
Sub-Total	\$92,000					\$92,000
Trails Program						
Quadrant Trail Program (gravel) - Quadrant 2	\$120,000					\$120,000
Misc trail and path improvements (ie. all surface types)	\$25,000					\$25,000
Active Transportation Plan – trail implementation	\$50,000					\$50,000
Lambrick Park Accessible Pathway (GHRC)	\$30,000					\$30,000
Accessibility Enhancements in Gorge Waterway P	\$50,000					\$50,000
Sub-Total	\$275,000					\$275,000
Buildings and Washrooms						
Washroom Plan Implementation (building conversions and pit toilets)	\$40,000					\$40,000
Playfair Park new washroom	\$200,000					\$200,000
Rutledge Park (new washroom w/waterpark)	\$300,000					\$300,000
Sub-Total	\$540,000					\$540,000
Park Renewal Program (includes multiple assets)						
Cedar Hill Park – Implement Management Plan	\$150,000					\$150,000
Misc drainage and landscaping	\$35,000					\$35,000
Sub-Total	\$185,000					\$185,000
Horticulture Islands & Streetscapes	• • • • • • •					,
Streetscape-Traffic Islands/cul-de-sacs	\$90,000					\$90,000
Sub-Total	\$90,000					\$90,000
Natural Areas						
Haro Woods plan implementation program	\$30,000					\$30,000
Rithet's Bog restoration	\$25,000					\$25,000
Capital project(s) creek restoration	\$50,000					\$50,000
Kings Pond Env. Assessment/Action Plan	\$45,000					\$45,000
Cedar Hill Park Natural Areas Plan	\$15,000					\$15,000
Habitat Planting, Protection Fencing	\$20,000					\$20,000
Sub-Total	\$185,000					\$185,000
Urban Forestry						
Park tree planting program	\$40,000					\$40,000
Boulevard tree planting/watering program	\$90,000					\$90,000
Tree Planting Program	\$60,000					\$60,000
Tree Appreciation Day	\$20,000					\$20,000
Small tree replanting and establishment	\$50,000					\$50,000
Sub-Total	\$260,000					\$260,000
Planning and Design						
Misc. project support as needed	\$45,000					\$45,000
Parks and Recreation Master Plan Update	\$100,000					\$100,000
Sub-Total	\$145,000					\$145,000
Community Projects						
Annual Community / Partner Projects	\$40,000					\$40,000

## Seanich BUDGET SUMMARY

BUSINESS UNIT ASSETS	Core Capital	Amenity or Grants	DCC Funding	Reserves	Mount Doug Transmitter Fund	Total
Sub-T	tal \$40,000					\$40,000
Sub Total	\$3,084,000					\$3,084,000
	•					
Reserve	\$59,900					\$59,900
Total Capital Budget	\$ \$3,143,900					\$ \$3,143,900

Mount Douglas Park Transmitter Fund				
Trails Program (ie. various surface materials)	\$45,000		\$45,000	
Sub-Total	\$45,000		\$45,000	

## **RECREATION CAPITAL PROJECTS**



## G.R.PEARKES RECREATION CENTRE





## **GR Pearkes – Client Experience and Accessibility Enhancements**

#### **Project Description**

A number of projects will be undertaken at Pearkes to maintain the aging building and to enhance visitor and user group experience at the centre:

- As part of Gold Arena slab replacement project, install accessible elevator
- While Gold Arena is closed, take the opportunity to make improvements to changerooms, referee room and install new scoreclock
- Plan for the future, including design work for updated Green Arena viewing area and new fieldhouse curtain
- Various other improvement projects including refreshed foyer seating, new scissor lift and updates to the Ross and Gardom rooms

#### How will this project benefit Saanich residents?

- Ensure Pearkes assets are refreshed or replaced as their useful life span expires
- Better client experience, both for user groups and facility patrons
- Increase centre accessibility for all ages and abilities
- Reduce maintenance cost over the long term

**Project Timing:** All projects to begin in 2021, with varying duration

Total 2021 Projects Budget – Carryover and New Funding: \$410,000

## SAANICH COMMONWEALTH PLACE



# Cedar Hill Community Recreation Centre – Safety and Client Experience

#### **Project Description**

- Additional ceramics storage to alleviate hallway congestion
- Ventilation upgrade for ceramics studio
- Installation of front loading Blauw kiln
- Various other improvement projects, including upgrade to air conditioning for multipurpose room, floor replacements and design work to improve access to multipurpose room

#### How will these projects benefit Saanich residents?

- Increased efficiency, utility savings
- Increased ceramics capacity and reduction of ergonomic injury risk
- Reduced maintenance costs
- Improved accessibility for clients

**Project Timing:** All projects to begin in 2021 with varying duration

**Total 2021 Projects Budget – Carryover and New Funding:** \$340,000

## SAANICH COMMONWEALTH PLACE



# Gordon Head Community Recreation Centre – Improved Spaces and Safety

#### **Project Description**

As one of the oldest centres, Gordon Head requires a number of projects to make better use of limited space and to improve the safety of aging structures.

- Slab remediation project has begin; construction of chemical storage will alleviate load on slab until it is remediated in 2022
- Construction of additional administrative space
- Construction of additional storage on pool deck
- Acoustic panel installation
- · Various other improvement projects to maintain the building

#### How will this project benefit Saanich residents?

- Ensure pool remains in safe working condition
- Enhancement of client experience through noise reduction and less crowded pool deck
- Reduced maintenance cost over the long term

**Project Timing:** All projects have begun or will begin in 2021, with slab remediation to be completed in 2022

Total 2021 Projects Budget – Carryover and New Funding:\$295,000

## SAANICH COMMONWEALTH PLACE



## Saanich Commonwealth Place – Enhancement of Client Exprience

#### **Project Description**

In addition to the Engineering-led SCP Biomass Mechanical Upgrade project, SCP will conduct a number of renovation and improvement projects:

- Enclose the mezzanine area to create additional programming space for Fitness
- Expand Aquatics office to provide more space for staff and for user groups
- Various other maintenance and improvement projects including improvements to main floor bathrooms, replacement of pool vacuum and installation of sound panels in lobby

#### How will this project benefit Saanich residents?

- Provides additional space and increased capacity for programs, which will increase revenue and provide more fitness opportunities for residents
- Enhanced client experience in various parts of the facility
- Continued safe operation of the facility

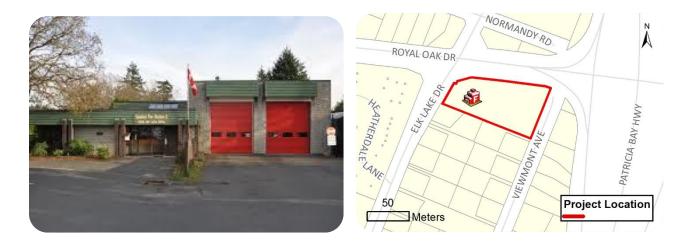
**Project Timing:** Projects due to start in 2021 and continue throughout the year

Total 2021 Projects Budget –	\$540,000 (includes contribution to SCP Biomass
Carryover and New Funding:	Mechanical Upgrade project)

## **FACILITIES CAPITAL PROJECTS**



## FACILITIES REDEVELOPMENT



## **Fire Station 2 Redevelopment**

#### **Project Description**

The existing one story 3,800 ft2 Fire Station 2 facility will be replaced with a new 2 story 22,000 ft2 facility that will greatly increase the capacity of Saanich Fire Department apparatus and accommodate future expanded crew capacity. The building will be to very high energy performance standards (Net Zero Carbon Building, LEED Gold and Energy Step Code level 2) and constructed of mass timber.

#### How will this project improve Saanich?

The provision of emergency services; fire suppression, emergency response will be greatly improved with a facility that more properly stores Saanich Fire Department apparatus; much of the fleet currently not stored according to standards. The increase of staff complement for future growth anticipates the needs of residents and visitors in the growing northern areas of the District. Additionally, the facility will play a significant role in helping the District to achieve its 2050 GHG reduction targets.

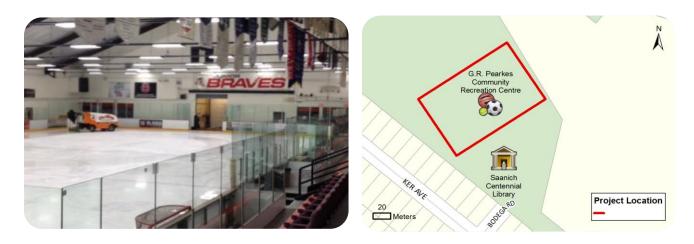
#### **Project Timing**

**Start date:** Business Case-conceptual feasibility study September 2018

**Estimated Project Completion:** 2<sup>nd</sup> quarter 2023

Project Budget \$26,590,000





## Pearkes Ice Slab Remediation and Elevator Replacement

#### **Project Description**

This project will involve the design and replacement of the existing to Gold Arena slab and ice pit. The scope also includes replacement of the elevator, dasher boards and glass, arena netting, and the flooring around the boards.

#### How will this project improve Saanich?

- Renew aging infrastructure
- Improve energy efficiency and reduce GHG emissions
- Pre-empt unplanned service interruptions
- Improve building and program accessibility

#### Project Timing

Start Date: Spring 2021

**Project Duration:** 6 months

Project Budget \$3,652,000





## Gordon Head Recreation Centre Building Upgrades (North Envelope Rehab and Expansion, and Chemical Storage)

#### **Project Description**

This project involves the rehabilitation of concrete slabs and expansion of the building's chemical storage. This project will also address the renewal needed for parts of the north envelope.

#### How will this project improve Saanich?

- Renew aging infrastructure
- Pre-empt unplanned service interruptions
- Improves safety
- Increased capacity accommodates growth

#### Project Timing

Start Date: Spring 2021

Project Duration: 6 months

Project Budget \$1,250,000







## Fire Hall 1 Barracks Renovation

#### **Project Description**

This project will refresh the barracks quarters and update mechanical systems that do not meet current building code or safety requirements.

#### How will this project improve Saanich?

- Upgrade equipment to new standards
- Improved safety
- Replace aging infrastructure
- Improve energy efficiency and reduce GHG emissions

#### Project Timing

Start Date: Spring 2021

**Project Duration:** 6 months

Project Budget \$389,500





## Saanich Commonwealth Place Mechanical Upgrades

#### **Project Description**

This project will create of a multi-year phased design to upgrade the mechanical systems at Saanich Commonwealth Place. The project leverages the Strategic Priorities Fund to reduce the facility's carbon footprint by 90% using and create a pathway for a world class carbon neutral facility.

Construction activities will be carefully staged to marginalize disruptions to building operations and programming to the community.

#### How will this project improve Saanich?

- Renew aging infrastructure
- Increase reliability in critical building systems
- Pre-empt unplanned service interruptions
- Increase energy efficiency and reduce GHG emissions

#### Project Timing

Start Date: Spring 2021

Project Duration: 12 months

**Project Budget** \$7,300,000





## Les Passmore Wheelchair Accessibility Upgrades

#### **Project Description**

This project will provide a new accessible washroom at Les Passmore Seniors Activity Centre.

#### How will this project improve Saanich?

• Improve facility accessibility

#### **Project Timing**

Start Date: Summer 2021

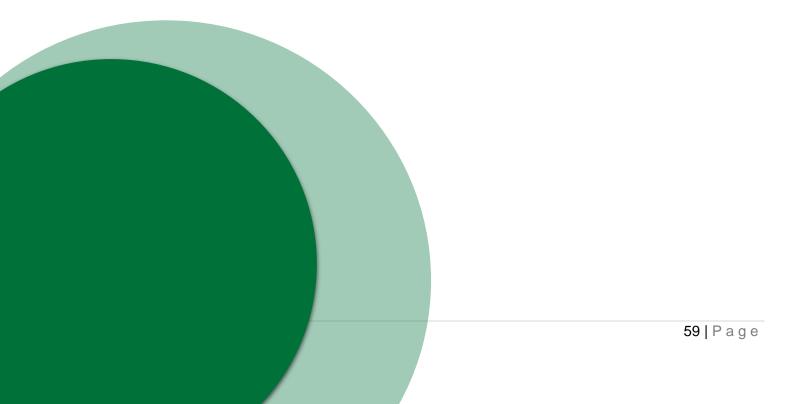
Project Duration: 3 months

Project Budget \$117,500

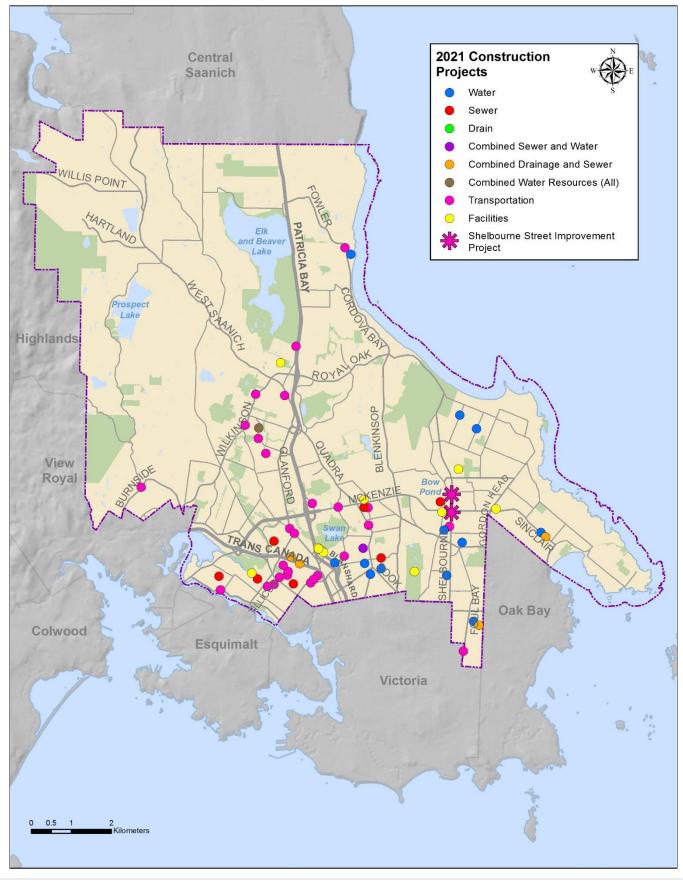
## Facilities Capital Projects

Facility Name	Project Name	Estimate	
All Facilities	Facilities Roof Replacement	\$881,071	
All Facilities	Building Improvements – Energy Management	\$150,000	
Cedar Hill Golf Course	Exterior Stair Replacement	\$103,000	
Fire Hall 1	Barracks Renovation	\$359,242	
Fire Hall 2	Redevelopment	\$6,500,000	
Fire Hall 3	Electrical Upgrade	\$446,319	
Gordon Head Recreation Centre	Admin and Chemical Storage Additions	\$1,102,679	
Les Passmore	Wheelchair Accessibility Upgrades	\$96,558	
Municipal Hall and Annex	Interior Renovations	\$569,084	
Pearkes	Slab Remediation	\$2,618,666	
Pearkes	Elevator Replacement	\$862,000	
Pearkes	RTU Replacement	\$75,000	
Public Safety	RTU Replacement	\$506,000	
Public Safety	Lighting Replacement	\$127,195	
Public Works	Redevelopment	\$1,782,780	
Saanich Commonwealth Place	Mechanical Upgrades	\$6,239,573	
Saanich Commonwealth Place	Main Electrical Distribution and Transformer Replacement	\$615,645	

# **PROJECT LOCATION MAPS**



## Seanich CONSTRUCTION PROJECT LOCATION MAP 2021



## Seanich PARKS PROJECT LOCATION MAP 2021

