

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

Held electronically via Microsoft Teams
Thursday, September 9, 2021, 5:30 pm – 7:30 pm

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***** Territorial Acknowledgement & Inclusivity Statement *****

1. ADOPTION OF MINUTES –

- **MAY 13, 2021** (attachment)
- **JUNE 10, 2021** (attachment)

2. CHAIR'S REMARKS

3. CORDOVA BAY DRAFT LOCAL AREA PLAN

- Presentation - P. Hartling, Senior Planner (Community Planning)

4. HOUSING STRATEGY: MONITORING AND EVALUATING PROGRESS

- Discussion – C. Scott, Manager of Community Planning

5. DOUGHNUT ECONOMICS

- Presentation - Councillor de Vries

6. ROUNDTABLE DISCUSSION

* Adjournment *

Next Meeting: October 14, 2021 at 5:30 pm

In order to ensure a quorum, please contact Megan MacDonald at 250-475-5494 ext. 3430 or
megan.macdonald@saanich.ca if you are unable to attend.

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held via Microsoft Teams, May 13, 2021 at 5:30 pm

Present: Councillor Zac de Vries (Chair), Ericka Amador, Sophia Baker-French, Sonja Cunningham, Lisa Gunderson (5:50 pm), Richard Michaels, Doug Pascoe, Shawn Steele (5:40 pm)

Staff: Troy McKay, Senior Manager, Transportation and Development Services; Cameron Scott, Manager of Community Planning; Shari Holmes-Saltzman, Manager of Current Planning; Gina Lyons, Senior Planner; Tania Douglas, Senior Committee Clerk

Regrets: Brittany Higginson, Peter Rantucci

Minutes

MOVED by E. Amador and Seconded by R. Michaels: “That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meeting April 8, 2021, be adopted as circulated.”

CARRIED

CHAIR’S REMARKS

The Chair informed members that budget discussions are completed, and the hiring of an Economic Development Officer was approved for this year. An economic development strategy itself is not funded and conversations will be held about the role of the development officer. It is the Chair’s opinion that we should develop a strategy in-house.

PARKING & BICYCLE PARKING REQUIREMENTS AND STANDARDS

The Senior Planner, Current Planning provided information on Section 7 of the Zoning Bylaw (off street parking), and the following was noted:

- Parking requirements are based on use: residential developments base parking on the type of development and the number of dwellings. Commercial parking is based on floor area.
- In September 2019 Council approved requirements for electric vehicle (EV) charging. Regulations have 2 tiers of EV infrastructure: energized spaces and electric vehicle supply spaces. Energized spaces are either a fixed number or a percentage of the required parking.
- Bicycle spaces are divided into two classes. Class I is secure weather-protected space, usually for residents or employees, and class II is for short term visitors (eg. bike rack in front of a building)
- Bicycle space requirements for residential developments are based on the number of units in the dwelling. Apartment/townhouse requirements are one class I stall per unit and six class II spaces per building.
- There is a Council Policy, “Saanich Bicycle Space Guidelines” that are to be used alongside the standards in the Zoning Bylaw.
- In November 2020 the Electric Mobility Strategy was adopted, this included 11 electric bike actions to support electric bikes. A number of amendments will be made to the Zoning bylaw to support the strategy.
- New developments are often offering more facilities than the Bylaw requires.

- Staff have applied for a UBCM grant to retain a consultant to undertake a parking analysis and review for vehicles and bicycles.

The Chair thanked staff and requested that this presentation be shared with committee members for information.

In reply to committee questions, the Manager of Current Planning and the Senior Planner stated:

- The UBCM grant was discussed at Council last Monday night. Staff will find out in August whether they are successful in obtaining this \$500,000 grant.
- A portion of the grant would be to hire a staff person who could manage a consultant, and also perform the necessary work.
- Recommendations received from this committee last year regarding parking will be forwarded to the new consultant. Planners have received many recommendations that will be forwarded on.
- Requirement on EV charging stations for multi-family residences are level 2 charge stations. Single family dwellings will only require level 1 charging.
- There is also the ability to have load management and sharing in multi-family dwellings; there are different configurations that could be used.
- Consideration of the minimum off-street parking requirements in areas near transit would be done through the review and analysis that would come out of the work done with the UBCM grant funds.
- If committee members have any future questions, please email Gina Lyons or Shari Holmes-Saltzman. Committee members will be updated regarding the result of the UBCM grant application.

It was noted there is a new hydrogen station being built at the Quadra and McKenzie Esso station and the question was raised about possibly of supporting hydrogen vehicles in the future. Saanich could think about being leader in hydrogen power as well.

MOTION: Moved by S. Baker-French and Seconded by R. Michaels, “The Planning, Transportation and Economic Development Advisory Committee recommends that if the grant application to UBCM for the Development Process Improvement Project is not successful, Council consider using the Council Strategic Initiatives Fund to move this work forward.”

CARRIED

***** The Manager of Current Planning and the Senior Planner left the meeting at 5:55 pm *****

POPLAR AND CEDAR HILL INTERSECTION

The Chair noted that there is interest in opportunities in the Poplar and Cedar Hill area and asked Engineering staff to provide some information on this intersection. The Senior Manager, Transportation and Development Services noted:

- This intersection is located east of Shelbourne Street and has been looked at many times by the Engineering department. This is a complicated area with three intersections and high traffic flows.
- Many small upgrades have been done over the last 15 years, and today very low rates of collision occur in this location.
- In 2004 a roundabout was designed and completed for this intersection. A number of residents who were working with Council put the brakes on the project so it was not built. Grant funding that was in place for the project was lost.

- One complication of the intersection is a large significant Oak tree in Rendle Green, which is an area maintained by the Parks department. This is a very restrictive area with limited opportunity on what can be done.
- There are not a lot of plans for changes for this intersection. The UVic bike lane project is planned to run through here (protected bike lanes).
- The No.14 bus travels up Richmond Avenue and turns right on Poplar (and travels the reverse direction as well) and is one of the busiest bus routes. Any future works in this area has to accommodate transit movement.

The Chair noted there has been much public discussion on this area and acknowledged the challenges highlighted by staff. In reply to a questions the Senior Manager, Transportation and Development Services stated:

- All technical challenges in installing a roundabout were solved, other than the significant tree needing removal. The location of the tree makes it difficult to build anything else at this intersection but the rest of the design worked fairly well.
- Design standards in roundabouts have evolved since 2004 and there would be some changes in scale for today's standards.
- Staff consider all factors at intersections, and use an "incidence per million vehicles ratio" that averages out the number of vehicles entering intersections and the number of accidents.
- Changes made to this intersection have fixed all conflict points; it may feel awkward but it is not unsafe or a high crash area. This intersection is in the top 20 for accidents. With this in mind it would be difficult to recommend removal of the tree based on traffic safety as it is not an issue.

Committee discussion:

- The majority of interest in the area is not about safety as much as the use of space. This is an awkward area allocated to vehicles but is not necessarily moving them around most efficiently.
- The nearby Island Health property between Poplar and Cedar Hill Cross Road is empty and if that property is redeveloped there may be opportunity to make improvements.
 - The Senior Manager of Transportation and Development Services reported that in 2004 there were surplus lands developed with the roundabout design and included more greenspace.
- Comment made that if looking for better use of public space, there is piece in front of the hospital at the end of Richmond, that could be used as possible green space and changes could be made. This could be made accessible at the back of the plaza.
- Committee members expressed interest in the top 10 least safe intersections.
 - Engineering staff, along with Saanich Police will be invited to attend the discussion about high crash intersections to speak to what they are doing to reduce crashes. This item will be put forward on a fall agenda.

The Chair noted the potential of the Island Health property at this intersection and may inquire about their plans for this property. Saanich has an Active Transportation Plan and the redevelopment of this property will be significant to this.

SPEED LIMIT REDUCTION PILOT PROJECT UPDATE

The Chair discussed the application to the Province under the Motor Vehicle Act for a pilot project for a default speed of 30km/h for roads without a yellow line.

The Senior Manager of Transportation and Development Services noted:

- A 40 km/h pilot was proposed originally, but this changed to 30km/h. This project is in a holding pattern as other local governments decide if they want to join a regional

approach. So far Saanich, Esquimalt, View Royal, Oak Bay, Sidney, Victoria are part of this. At this point Colwood, North Saanich, and Langford have declined to join.

- Provincial regulations around e-scooters are now in place. There is a lot of information online on the provincial website on motor vehicle pilot projects.
- Sometime this spring the province will be announce phase 2 intake which will allow the municipality to apply for the pilot project.
- Timelines and processes unknown as this is in the province's hands. Staff have done a lot of pre-work to make the application smooth.
- It would be appropriate to receive an update after the province has released more information.

The Chair expressed concern that the province may be slower on responding to this issue, as they need to focus on economic recovery and COVID related items. He looks forward to receiving an update in the future after the province has responded.

***** The Senior Manager of Transportation and Development Services left the meeting at 6:22 pm *****

HOUSING STRATEGY

The Manager of Community Planning spoke to the recommendations from the Housing Strategy Task Force (HSTF) and stated:

- They are nearing the end of the process and are hoping to take final strategy to Council at the end of June.
- The HSTF was created in June 2020 and over 13 meetings they developed recommendations; these were recently put out to the public via survey for feedback and over 1000 results were received.
- Staff are reviewing the survey results, getting committee feedback and doing a staff review to see if any clarifications or edits needed to task force recommendations before they are incorporated into the Housing Strategy.
- The housing needs report was endorsed by Council in November 2020.
- Some of the key components of his report is looking at current housing situation and the projected demand in a 10-year period. This will be regularly updated to help inform planning and better understand the needs in Saanich.
- Areas of key needs include affordable housing, rental housing, housing for seniors, housing for people with disabilities, one person households, lone parent households and families, as well as housing for individuals experiencing homelessness.
- The Housing Strategy will direct the framework, and is unique in that it looks at housing across the whole spectrum, including diversity, supply and affordability.
- There is a need to have regular check-ins and look at where we are directing our actions.
- The task force was a group that was selected by Council and intended to pull together a diverse group representing many segments of the community. They worked together to collaboratively develop solutions.
- Key recommendations form the core content of the housing strategy.
- There were 70 actions which have been prioritized, and Council had previously had referred some directions that the task force helped provide input.
- The HSTF also provided in put on the Uptown Douglas Plan, the Community Amenity Contribution program, and the Development Cost Charge Reduction Bylaw.
- Task force recommendations have guiding principles; seven focus areas were identified. Five were in the initial terms of reference and two were added in by HSTF.
- The top ten priority actions were shared.

The Chair noted that this is a wholesome and comprehensive strategy. Many community strategies only focus on non-market housing and have to revisit their plans. This Strategy is focused on what Saanich can do and will also include other levels of government. Housing affordability is one of the most pressing challenges in the community; and communities are changing faster than we can plan for.

In reply to questions from Committee members, the Manager of Community Planning stated:

- Affordable housing is defined as housing that is not over 30% of a person's income, and is suitable for their needs.
- There are many different income groups. Some groups require subsidy, and in those cases where the market cannot provide affordable housing, BC Housing and Capital Regional Housing needs to step in for them.
- Housing is a very dynamic and we need to constantly adjust and observe trends.
- Housing is a deeply personal topic for people and there are many differing opinions.
- Saanich does not have not a lot of surplus land, though there are some properties throughout the district that could be suitable for housing. Saanich did offer land beside the Hall for Modular housing but this space was found to be unsuitable.
- Regarding illegal suites; there are challenges with existing buildings getting up to Code requirements. New builds are being integrated with legal suites as it is easy to do with a new build.

Committee discussion:

- Regarding the wording around identifying potential surplus of Saanich property, it was suggested that staff change the word to "land" instead of "property" so people don't think there is a structure on the land.
- Suggestion made that there is a missing middle income housing policy piece; not only low income housing is needed, there are also families with multiple working adults who cannot enter the market.
- People aging in place do not leave us in a strong dynamic economic place and people end up being shut out of the market.
- Saanich owned property inventory is in the housing strategy; how is this idea of priority to be balanced with other crises (eg childcare crisis,). Suggestion made that municipal lands could be used to support this priority as well. There could be very meaningful but competing priorities.
 - Staff noted that ultimately this is for Council to consider and there is the ability to co-locate daycare with housing together.
- The new Economic Development Officer could look at the real estate market issue.
- Concern expressed about supportive housing: when communities are not properly prepared to supply supportive housing from a resource perspective (eg. having supports in place for social integration, policing, mental health etc.). It is important to make sure resources are in place and integration can be done in a positive way. If this is a priority it needs to be done in a fully supportive way.
- The challenge of multi-unit development parking ratios are of concern. If we are changing the Zoning Bylaw is there consideration to lower parking ratios to make the developments feasible.
 - Staff replied that parking is a major challenge; ratios on the books are not commiserate of need. A grant application has been put forward to change parking standards. This is a big priority on a number of different fronts. Many Zoning proposals already that come forward are in the .5 to 1 range if they are near transit corridors.
 - Staff are not sure if there will be a link between Service Review and Development Process Review.
 - Changes to parking regulations must be based on evidence; data is needed.

- Regarding illegal suites: Saanich has been not engaged in the practice of moderating suites unless reported. No clear path has been established with rules around these suites. It would be good to not penalize people helping others with their living conditions.
- The daycare issue is interesting and there are private government initiatives for this. Some developers want to incorporate new builds with daycare centres as a standard model for future builds.
- A question was raised regarding development approval.
 - Staff noted that KPMG has been retained to look at Saanich's processes and look at efficiencies. This will take a couple months and then Council will decide on how to act on the recommendations.

The Chair noted:

- We will want to ensure there are enough housing options to support a rich mixture of people. It can be a struggle to find a way to do this.
- He is having ongoing discussion with the Building, Bylaw, Licensing and Legal department regarding options for putting a Notice on Title for homes with suites. Also having discussions about business licences for people renting homes and looking at long term house rental regulatory aspects.
- Council will be looking at a way to reconcile housing issues and outcomes with the Saanich identity. We want to deliver something that appeals to the broader community.

ROUNDTABLE

- Member is looking forward to the new Economic Development Officer position and suggested committee members could be involved in determining the scope of this position.
- Request made for information on Saanich's traffic calming policy.
- Appreciation expressed for tonight's presentations as they were helpful and informative.
- Outcome from the last meeting: staff examined the West Saanich Road intersection that was lagging and made corrections to the pedestrian crossing.
- The Local Area Planning (LAP) work is underway; it may be of benefit to look at the approach taken in planning the LAP's.

ADJOURNMENT

The meeting adjourned at 7:32 pm. The next meeting is Thursday, June 10th.

Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held via Microsoft Teams, Saanich Municipal Hall
June 10, 2021 at 5:47 pm

Present: Councillor Zac de Vries (Chair), Sophia Baker-French, Sonja Cunningham, Richard Michaels, Doug Pascoe

Staff: Cameron Scott, Manager of Community Planning; Pam Hartling, Senior Planner; Tania Douglas, Senior Committee Clerk

Regrets: Brittany Higginson, Lisa Gunderson, Ericka Amador, Shawn Steele, Peter Rantucci

Minutes

Due to a lack of quorum the May 13, 2021 minutes were not adopted.

CHAIR'S REMARKS

The Chair reported that committee member Ericka Amador has submitted her resignation from the committee as she is moving out of province.

It was noted that there is no quorum tonight and members are unable to make motions, however, consensus on any items can be included in the minutes for the record.

CORDOVA BAY LOCAL AREA PLAN

The Manager of Community Planning introduced the Senior Planner who provided information regarding the Cordova Bay Local Area Plan. The following was noted:

- Staff would like committee input on the proposed LAP as per Council's referral.
- The LAP is part of Official Community Plan (OCP) framework and incorporates the latest municipal direction including Indigenous content, housing policy, climate change and the Active Transportation Plan.
- The process involved lots of community input via a survey to establish community vision and priorities, a village design charrette, and four community workshops were also held. Extensive consultation has held with the W̱SÁNEĆ First Nation who provided feedback.
- The project Advisory Committee met 13 times and a survey of the draft plan was done at the end along with an open house where valuable feedback was received.
- Land use in Cordova Bay is mostly residential; this area has large lots with single family dwellings (80%), with high rates of ownership and low rentals, with some housing vulnerability as there are limited options to age in place in this community.
- The focus of the Proposed Plan with respect to PTED is land use by sub-area, expanding housing diversity, integrating land use and transportation, local economic development opportunities and improved references to Indigenous places and history.
- The plan focuses growth in the Village, and the Trio site and looks at long range planning in the area.
- This is a more remote community resulting in car dependence and an orientation towards vehicles in urban design.
- The Lochside Regional trail runs through the community along with many local pathways.

- There is small scale commercial business, some is regional and some is tourist focused (eg. Mattick's Farm). There is a limited amount of retail and services in the community and enhancing this is part of plan.
- Missing in the current LAP and also in the community is an Indigenous presence.
- The updated Plan provides land use direction and expands housing diversity, policy around economic development opportunities, and is more inclusive of Indigenous culture.
- Land use in the area will continue to be primarily residential. The approach to infill is through conversions and house-plexes on single family lots. Greenspace and neighbourhood character will be maintained while allowing for infill density.
- The Plan supports maintaining the urban containment boundary and focusing growth in village and Trio site and supports a range of housing forms.
- The Plan supports the neighbourhood by maintaining lot size but has more infill opportunities.
- The Plan supports attached townhouses and apartments in the village. Attached housing is supported around Claremont Secondary School on the Ridge.
- Maps of the neighbourhood showing proposed infill were shown.
- Within neighbourhood areas, the plan supports a range of houseplexes including duplex, duplex plus fourplex on corner lots, and triplex plus fourplex on corner lots in the Village sub-area.
- The Plan supports integrating transportation and land use. Proposed design guidelines for the village enhance the pedestrian environment, and supports density in areas supported by transit. The long term plan is to see transit service increase as density increases. Bike lanes around corridors and shared streets on the ridge are also included.
- To promote local economic development the Plan supports village business with residential density and supports some new commercial zoning. It also supports using assets like the natural environment and agriculture to promote economic development. Saanich will explore economic development with local First Nations.
- Saanich endeavors to build relationships with the local First Nations (W̱SÁNEĆ, Songhees and Esquimalt Nations) and attended a community meeting hosted by the W̱SÁNEĆ First Nation. The previous Local Area Plan had no mention of Indigenous peoples and this one promotes awareness and educating the community about First Nations history, and information on their cultural resources.
- It is important that local First Nations feel welcome in this community where they once lived. It will be helpful to identify First Nation sites of significance, and include their language, support public art and businesses.
- Another goal is to reduce conflict to user groups on the Lochside Regional Trail and complete bike lanes along the corridor from Highway 17 to Royal Oak Drive.

Committee comments and staff responses to questions are noted:

- Question raised how residential density in Cordova Bay is calculated, and is there opportunity for more density?
 - The Village area plan shows land use designation, building types and proposed heights.
 - The Village area has been expanded. Transition areas outside the core support attached housing.
 - Neighbourhood areas have the highest infill proposed. There is a fair amount of opportunity to add residential density and support local businesses.
- Question raised if there is there any word on the new development across from the Beach House Restaurant and possible grocery store tenants in various buildings.
 - It is not known if tenants are secured for various businesses or who they will be.
 - Mattick's is under a separate Development Permit and is built out to the permit. If they want to redevelop they would need to go through a new DP process.

- This plan is great and has given consideration to other supportive plans (eg. Active Transportation Plan). Walkable communities include walking but all amenities are not within walking distance. Does staff think about different services that communities need and how to influence services. How can Saanich influence this?
 - The LAP supports future growth through identifying future land use. Saanich cannot control which businesses come. When looking at future land use designation, we are providing a suitable mix of land use to build a complete community.
 - Walkability is an important part of a complete community.
- Once land is designated for change, it may take a long time for land use changes to talk place, especially if housing is newer and not close to the end of building life cycle.

*** The Senior Planner left the meeting at 6:41 pm ***

ECONOMIC DEVELOPMENT OFFICER POSITION

A discussion occurred about what the job description duties for an Economic Development Officer (EDO) could look like and the types of tasks this person may perform. There are models of this job at other organizations that can be examined to help with this task. It was noted that some municipalities support business at the local level, while some try to attract outside companies to do business in the municipality, there will be many options available for the EDO to consider.

It was noted that EDO's around the province can have different approaches. The new EDO may choose to go through the province's western diversification program. Some will use the business's services as a hub point of contact, others will design an economic development strategy, some use investment attraction as a focus, while others may network more.

In reply to a question the Chair noted that Council endorsed the hiring of an EDO however there is no funding associated with them except for the FTE funding of the position. He sees the value in contracting out to help with creating a strategy but there needs to be budget approval for this.

Further Committee comments noted:

- If work is contracted out there will still need to be a capable person to manage the contract.
- They will have to focus on strategic policy initially and maybe even ongoing. At least in the beginning, to think about and bring right people together.
- They could provide input on current applications to the Planning department as this area is under-commented on.
- Committee should reach out to the Economic Development Association of Canada which is a professional association as a resource. Within the association we may be able to pull out best practices of what we want to see in role. We may be able to form a good foundation to look at including into a job description.
- In terms of other municipalities, Victoria has a similar position as well as a strategic real estate position. Sooke is going through the process of hiring and officer, and Central Saanich is discussing this as well.
- It may be worthwhile having speaker from the Economic Development Association of Canada to give key points.
- The intent and goal of the position is very important.

ZONED CAPACITY

The Chair referred to a September 12, 2016 article from Sightline Institute regarding zoned capacity and noted the idea of zoned capacity is an estimate of how much development could occur under the current zoning over time. Considerations and factors that affect this include financial feasibility, housing demand, forms of development, land owner willingness, etc. This is different than buildable capacity.

The Chair spoke about land in parts of the UCB and the focus on Centre and villages, and noted there can be very underbuilt sites. He noted that Saanich centre is very profitable, and that University heights is very auto centric, and development can be phased in. There is not enough housing in the market and parcels you want to see turn over are not turning over.

The Chair was not able to display information due to technical difficulties and noted this would be good for discussion at a future meeting where he can make a proper presentation. Committee members noted they would have to research this further to form an understanding between zoned capacity and building capacity and were not prepared to discuss this at this time.

This item will be further discussed at a future meeting when more members are present and the Chair is able to present further information.

VARIED RESIDENTIAL TAX RATES

The Chair referred to a report to Council dated May 20, 2021 regarding “Varied Residential Tax Rates”, which will be considered at the June 14, 2021 Special Council meeting. The Chair noted:

- This is an open tool that is worth having. Sometimes there are wide variations of values in different unit types and this places enormous tax burden on some. For example, some areas of low residential density are being subsidized by higher residential density.
- Varied residential tax rates could this be a tool to work between different areas of the municipality (eg Saanich east versus Saanich west) as there are big differences in assessed values, but the costs are the same to build roads in all areas of the municipality.
- Property taxes are one of five fiscal tools to reduce sprawl and create complete, compact and energy efficient communities.
- This recommendation is about looking at a variety of different housing forms across the municipality and be able to ask does the assessed value reflect the infrastructure costs and is this a fair method of taxation?
- In looking at a hypothetical sub-class of single detached, townhouses and multifamily, in some cases assessed value works fine and in other areas it does not.
- It is interesting to watch properties converge in value. In Langley their multi-family market is much cheaper than the detached SFD market. It makes sense for their mill rate to be lower for SFD.

In reply to committee a question the Chair noted the objective would be to have more equitable, precise, and accurate assignments in taxation. This is not to increase overall taxation.

*** D. Pascoe left the meeting at 7:15 p.m. ***

- Question raised: are smart growth, climate change and densification goals running against each other in terms of how taxation would work out?
 - The Chair noted this depends on the community. We wouldn't prescribe a mill rate or sub classes. Generally speaking they are aligned in terms of higher density projects. We could use the tool but how to use it is the question. This could be done on a case by case basis or we could create a variety of sub classes depending on needs.

Committee comments:

- You need to be careful how to define classes. There are suites in houses, there are home business, etc. which could affect classifications.
- There should be flexibility to tax different and member would be interested to see how this would be modeled out, considering different categories and implications.
- In terms of smart growth, if using taxes to influence housing choices, this may end up affecting housing choices for lower income and seniors as it is harder for them to absorb costs. There could be implications.

The Chair noted there are perverse subsidies in some areas. For sustainability, we share all services, but there's infrastructure in front of some houses and on some streets and not on others. This could bridge some of that inequity.

Committee members suggested this idea will not likely be well received but no objection was made to send this to UBCM. If it passes there, the way it gets actualized in Saanich would be a big conversation.

The Chair noted that Council will discuss this next Monday and this will not come back to committee.

DEVELOPMENT APPROVALS PROCESS REVIEW (DAPR)

The Chair referred to his report to Council dated May 14, 2021 regarding "DAPR Phase 4" which will be considered at the June 14, 2021 Special Council meeting. A brief discussion occurred and it was noted that this report notes the province should prioritize the findings of the DAPR report and implement them. Developments have become more complicated and it would be good to have legislation to support this.

In reply to a question, the Chair noted this is not just for larger scale developments, it is for anything that needs rezoning. Had there been a quorum tonight there would have ideally been a resolution from committee to ask the Mayor to write to the province to prioritize the implementation of the DAPR and to express that Saanich is interested in cooperating on the implementation phase as an active participant.

URBAN FORESTRY IN SAANICH – ADOPTING THE 3-30-300 RULE

This item was not discussed.

ADJOURNMENT

The meeting adjourned at 7:31 p.m. The next meeting is Thursday, September 9, 2021.

Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

Committee Secretary