

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

Held electronically via Microsoft Teams  
Thursday, February 10, 2022, from 5:30 pm

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In light of the COVID-19 pandemic and to ensure social distancing, this meeting is closed to the public and can be viewed/heard via MS Teams. Please note that MS Teams callers are identified by their phone number which can be viewed on screen by all attendees at the meeting.

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

- 1. ADOPTION OF MINUTES** (attachment)
  - January 13, 2022
- 2. ECONOMIC IMPACT ON LOCAL FILM INDUSTRY** (attachment)
  - Kathleen Gilbert, Film Commissioner
- 3. POLICY FRAMEWORK FOR ROAD SAFETY** (attachment)
  - Megan Squires, Senior Transportation Planner
- 4. URBAN DEVELOPMENT INSTITUTE REQUEST UPDATE**
  - Councillor Brice
- 5. ROUNDTABLE DISCUSSION**

\* Adjournment \*

Next Meeting: March 10, 2022 at 5:30 pm

In order to ensure a quorum, please contact Austin Winters at 250-475-5494 ext. 3508 or  
Austin.winters@saanich.ca if you are unable to attend.

**MINUTES**  
**PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE**  
Held electronically via Microsoft Teams  
**January 13, 2022 at 5:31 pm**

Present: Councillor Susan Brice (Chair), Douglas Pascoe, Fiann Crane, Kevin Elliot, Peter Spindloe, Robert Finlay, Robert McLeod

Staff: Troy McKay, Senior Manager, Transportation and Development Services; Cameron Scott, Manager of Community Planning; Megan MacDonald, Senior Committee Clerk; Austin Winters, Committee Clerk

Regrets: Richard Michaels

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**MINUTES**

**MOVED by D. Pascoe and Seconded by R. Finlay: "That the minutes of the Planning, Transportation and Economic Development Advisory Committee meeting held November 23, 2021 be adopted as circulated."**

**CARRIED**

**CHAIR'S COMMENTS / WELCOME AND INTRODUCTIONS**

The Chair welcomed new members to the committee. Members of the committee and staff then participated in roundtable introductions.

**2022 MEETING DATES / TERMS OF REFERENCE**

The Chair proposed changing the meeting dates to only include the months of January, February, March, May and September to be held at 5:30 p.m. on the second Thursday of the month. It was decided to postpone deciding on final meeting dates until the February meeting. The Terms of Reference were provided to members of the committee for informational purposes.

**MOVED by D. Pascoe and Seconded by P. Spindloe: "That the Planning, Transportation and Economic Development Advisory Committee acknowledge receipt of the terms of reference."**

**CARRIED**

**DRAFT CADBORO BAY PLAN**

The Manager of Community Planning delivered a presentation on the Draft Cadboro Bay Local Area Plan (LAP). The following was noted during discussion with committee members:

- The implications of the sea level potentially rising will require greater consideration as to how best to prepare the Cadboro Gyro Park in the future.
- Typically an LAP uses a 30 year time frame but the LAP can be adjusted and updated accordingly as needed prior to the end of the proposed time frame.
- Questioning took place over how best to increase the level of attraction and regional tourism on Sinclair Road.

- The LAP was argued to not have enough focus on commercial development on Sinclair Road.
- The Business Improvement Areas of British Columbia (BIABC) showed a desire for more commercial space in the LAP.
- The design concepts on Sinclair Road for example may not be feasible once the surveyor comes in so the design concepts are more so utilized as guidelines rather than a concrete set of rules that must be followed.
- There was some disappointment that there has not been more engagement from the University of Victoria with regards to the LAP.

**Moved by K. Elliot and seconded by D. Pascoe: “That the Planning, Transportation and Economic Development Advisory Committee bring forward to Council that the Committee supports the Proposed Draft Cadboro Bay Local Area Plan.”**

**CARRIED**

## **URBAN DEVELOPMENT INSTITUTE REQUEST**

The Chair facilitated a discussion on the Urban Development Institute’s letter requesting to amend the procedural bylaw to allow developers the option to present their application to the Committee of the Whole, at the discretion of the developer. Committee discussion ensued with a discussion on past and current practices.

**Moved by D. Pascoe and seconded by K. Elliot: “That the Planning, Transportation and Economic Development Advisory Committee indicate to Council that the Committee has received the letter from the Urban Development Institute dated January 11, 2022, considered the contents and indicate to Council that the recommendation brought forward within the letter is given due consideration and the Committee remains available for further assistance.”**

**CARRIED**

## **ADJOURNMENT**

The meeting adjourned at 7:06 p.m.

## **NEXT MEETING**

Next meeting is Thursday, February 10, 2022.

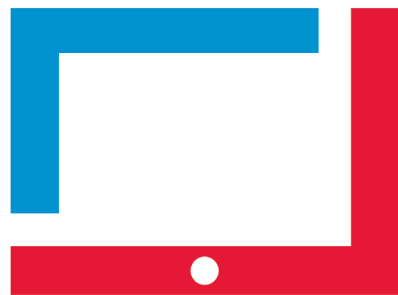
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Councillor Brice, Chair

I hereby certify these minutes are accurate.

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Austin Winters, Committee Clerk



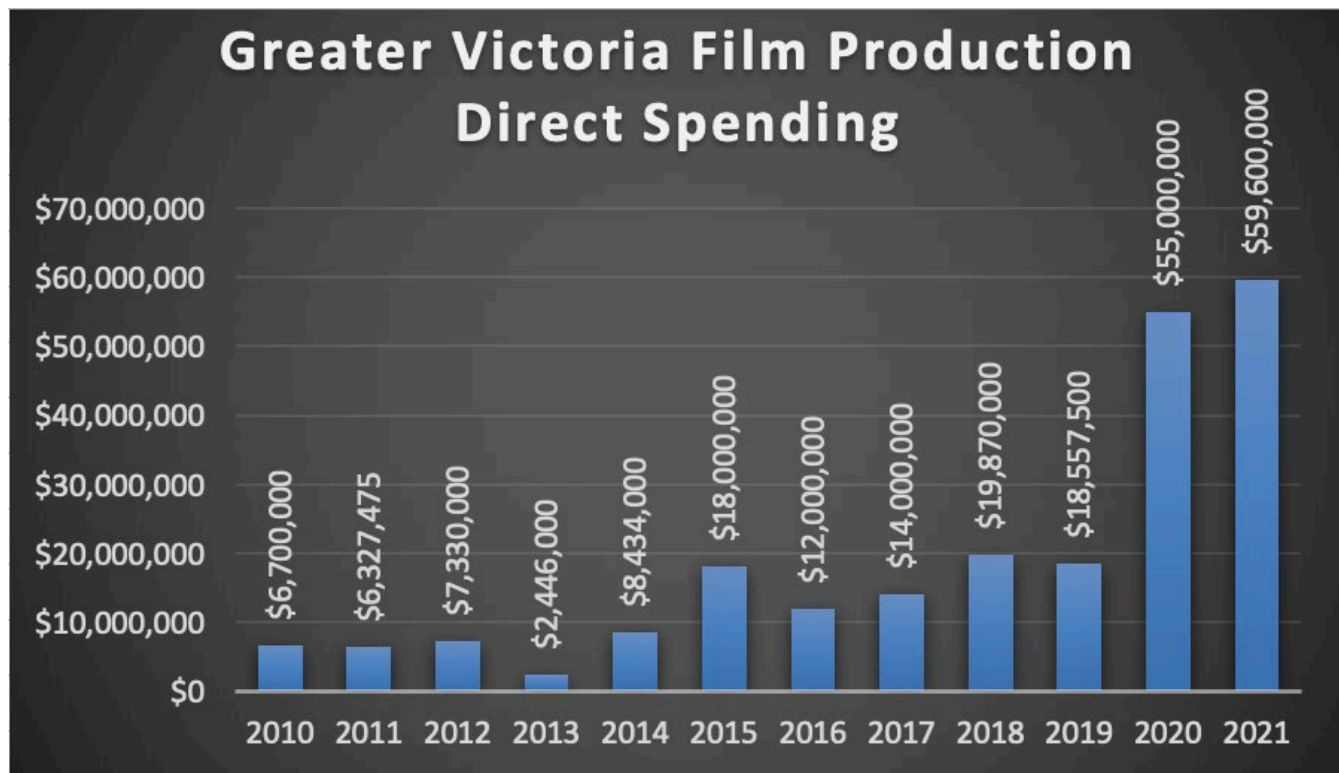
**VANCOUVER  
ISLAND SOUTH  
FILM & MEDIA  
COMMISSION**

KATHLEEN GILBERT, FILM COMMISSIONER

# Welcome to Hollywood Island



# Direct Spending 2010-2021

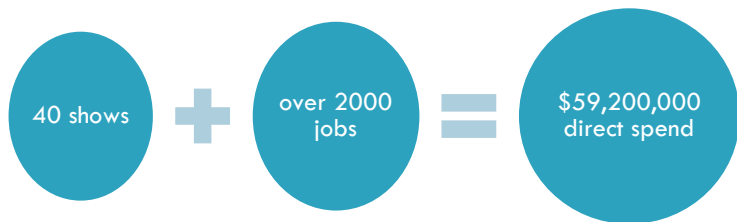


# **We are an Economic Development Office and we...**

- ❑ Market the CRD to producers worldwide**
- ❑ Provide continuous consulting and production services from the beginning to the end of the project**
- ❑ Provide script breakdowns location scouting and location packages**
- ❑ Recommend accommodations and local suppliers**
- ❑ Assist with permits, troubleshoot and mediate when challenges arise**
- ❑ Develop and maintain locations, local crew & services databases**
- ❑ Host networking events, professional development, educational workshops and training for crew and public**
- ❑ Advocate for the industry to government**
- ❑ Support local producers in telling our stories and building our own indigenous film industry**



# Just some of the shows we landed in 2021



"We work because you work...Josef Krancevic, Grip

**A Mrs. Miracle Christmas**

**Aurora Teagarden**

**Fishing for Love**

**Martha's Vineyard Mystery IV**

**The Baker's Son**

**Phantom Pups**

**Rise & Shine Benjamin Stone**

**The Last Will & Testament**

**Wedding Veil 1 & 3**

**You, Me & the Christmas Trees**

**Christmas House 2**

**The Hungry Islanders**

**Quartier Recherche**

**Maid**

**Bones of Crows**

**Rescued By Ruby**

**Reginald the Vampire**

**A Fond Train**

**Ballistic**



# How Do Local Businesses Benefit?

- ❑ **The Film Commission filled more than 32,500 room nights in 2015**
- ❑ **Disney's The Descendants booked 560 room nights**
- ❑ **Godzilla booked almost every room at two Langford hotels while filming**
- ❑ **Gourmet Detective and The Last Resort booked over 3000 room nights**
- ❑ **Stranger in the House booked 1,000 room nights plus several vacation properties**
- ❑ **Recently, a local warehouse owner stated "movie money coming along right now has been an absolute blessing".**
- ❑ **In 2020 The downtown hotel association representative stated that the film industry was a "lifeline" to downtown hotels during Covid.**
- ❑ **"thank God for film, it's kept us alive, it's kept us floating, without any government subsidies." - Kymon Giakoumakis, Owner, Extreme Eatz Catering**

# Sample Production Budgets



## **Typical Victoria Movie of the Week Budget: 3 Million (12 day shoot)**

- ❑ 44,799.00      Hotels for above the line and main cast (does not include crew)
- ❑ 897,938.00      Below the line labour
- ❑ 445,396.00      Local expenses (production supplies, equipment transportation)

# \$22 Million Budget Show

- **180,000.00** Hotels for Above the line and main actors (does not include crew)
- **165,000** Per diems
- 65,000 Clothing / Wardrobe supplies
- 160,000 Rental of picture cars
- 25,000 Car rentals for producers, crew and cast
- 180,000 Set construction materials
- **40,000** Office rental
- **27,000** Office supplies
- **13,000** Office cleaning
- 90,000 Stage rental
- 6,000 Trash removal
- 14,000 Crew parking
- 13,000 Rental of tables, chairs, tents etc
- 25,000 extra meals
- **88,000** Location fees
- 20,000 Rental of heavy equipment



# How Was the Commission Funded in 2021.

## **Government Funding (\$157,000)**

<input type="checkbox"/> The Province	\$45,000
<input type="checkbox"/> Victoria	\$45,000
<input type="checkbox"/> Saanich	\$39,000
<input type="checkbox"/> Oak Bay	\$10,000
<input type="checkbox"/> Langford	\$5,000
<input type="checkbox"/> Esquimalt	\$3,000
<input type="checkbox"/> North Saanich	\$2,000
<input type="checkbox"/> Sidney	\$2,000
<input type="checkbox"/> Sooke	\$2,000
<input type="checkbox"/> Colwood	\$1,300
<input type="checkbox"/> Central Saanich	\$1,000
<input type="checkbox"/> View Royal	\$1,000
<input type="checkbox"/> Metchosin	\$700

***Sponsorships & Memberships: \$12,000***

***Individual Memberships:\$7,000***

***Other: \$ 12,000***

***Total Income 2021: \$188,000.00***

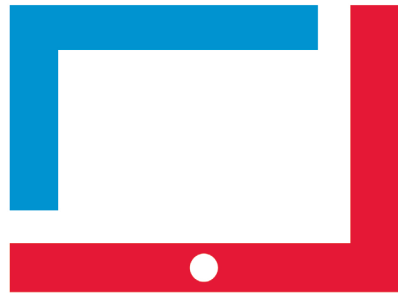
***2021 Budget \$238,340***



# THANKS TO OUR AMAZING MUNICIPAL PARTNERS



**THANK YOU FOR YOUR CONTINUED SUPPORT**



**VANCOUVER  
ISLAND SOUTH  
FILM & MEDIA  
COMMISSION**



# Policy Framework for Road Safety

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Presentation to the:  
Planning, Transportation and Economic Development Advisory Committee  
February 10, 2022



# Agenda

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## Agenda

- Council Direction
- Vision Zero Principles
- Systems-Based Approach
- Road Safety Policy Approach for Saanich
- Speed Limit Policy
- Active Transportation Plan Update
- Policy Framework
- Draft Recommendations



# Council Direction

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Council passed the following motion on January 10, 2022:

“That Council direct staff to report back on options for bringing the District’s practices into alignment with Vision Zero and for developing an action plan for achieving Vision Zero”



# Overview

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## **Traditional perspectives on road safety suggest that:**

- Severe injuries and fatalities are inevitable
- Roads were designed for maximum efficiency and convenience for vehicles
- User error is the primary issue to address
- Individual responsibility should be the main focus of any actions taken

## **There is growing awareness that effective road safety must acknowledge:**

- The complex interactions between road users, road design, and vehicles
- The need for a Safe-Systems approach that accounts for safe roads, safe speeds, safe road users and safe vehicles
- The need for multimodal transportation networks where pedestrians, cyclists and drivers share the road, and cars are no longer the primary users.

# Vision Zero

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- Vision Zero is an international initiative that was first adopted in Sweden in 1997
- It has gained traction in countries in Europe, as well as many cities throughout North America
- Vision Zero principles are foundational to our National and Provincial road safety strategies.



# Vision Zero Principles

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The core principles of Vision Zero are:

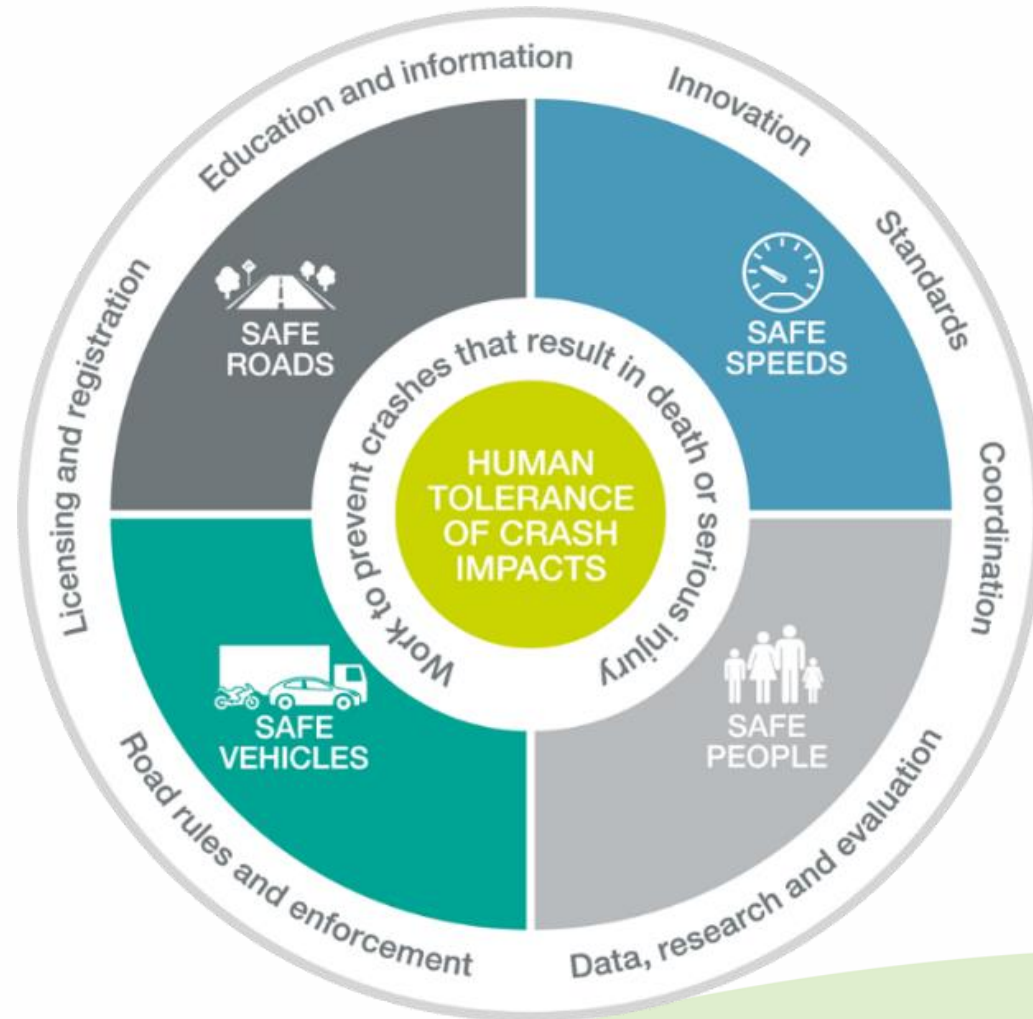
- Traffic fatalities and serious injuries are preventable
- Human life and health are prioritized in all aspects of transportation systems
- Human error is inevitable and transportation systems should be forgiving
- Safety work should focus on system-level changes above influencing individual behaviour
- Speed is recognized and prioritized as the fundamental factor in crash severity






# Systems-Based Approach

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# Safe Systems Approach

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- Recognizes that human error is inevitable and the systems in place to guide safety on roads, including policies, physical infrastructure, education and awareness, and enforcement must be multi-faceted and collaborative to reduce the severity of collisions and ultimately eliminate them altogether
  - Road safety treatments applied in bundles are more effective than any one treatment used in isolation.
  - Safety for all road users is prioritized through:
    - i. **Safe road designs** that prevent mistakes and/or lessen the impact of mistakes when they do occur
    - ii. **Speed reductions** to minimize the impacts of collisions and ensure safe speeds
    - iii. **Safe vehicles** that are well-maintained
    - iv. **People behaving safely** and helping to create a culture of road safety
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# Safe Roads

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Safe roads are designed to reduce the risk of collisions and the severity of injuries when collisions occur. Infrastructure, such as protected bike lanes and separated sidewalks incorporates safety by separating different kinds of road users. Safe road interventions can reduce the potential of high-speed collisions and provide safety for vulnerable road users.



# Safe Speeds

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**90% chance  
of survival**



**50% chance  
of survival**



**10% chance  
of survival**



Travel speeds are a key factor in crash severity, with the risk of death and injury increasing as travel speeds increase. Speeds can be managed through road design, enforcement and education measures, especially in locations where vulnerable road users are present.

Research has shown that a pedestrian struck at 30 km/h has a 90% chance of surviving, while at 55 km/h they have only a 10% chance

# Safe Road Users

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Individuals have a role to play in their personal safety, as well as the safety of those around them. Engineers design and build safe roads to minimize human error, and road users typically act responsibly when they are using the roads. However mistakes happen, and sometimes careless decisions have devastating effects.

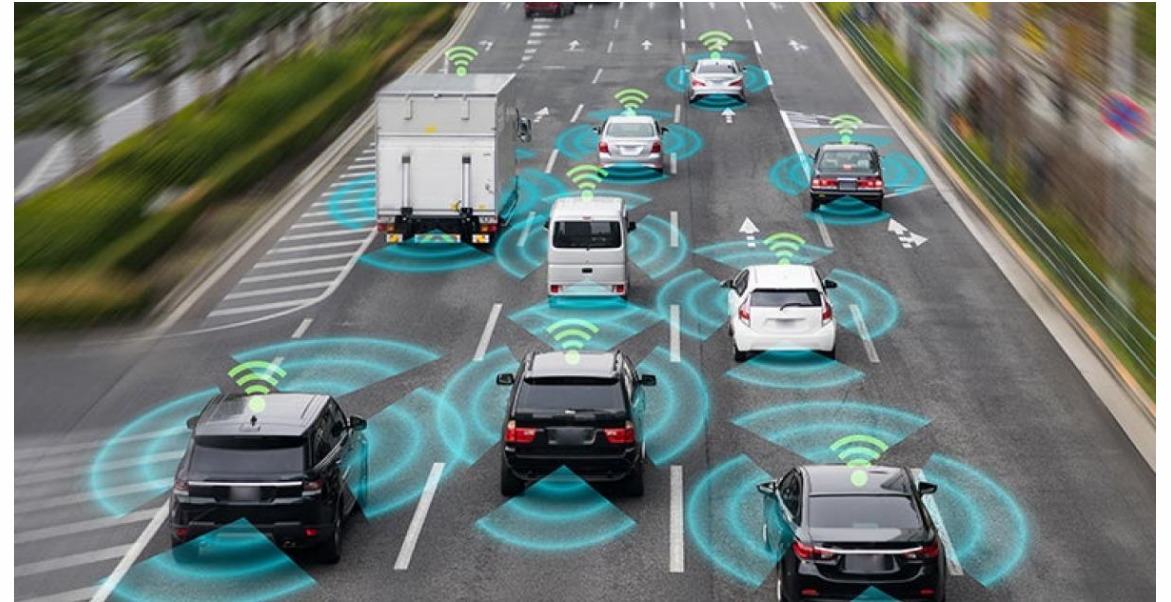
The Safe Systems approach requires that road users follow the rules of the road and when they fail to comply, enforcement of the laws aims to restore safety. The Safe Systems approach also uses education and awareness campaigns to ensure road users are informed about laws and signage, and how to make the right road choices



# Safe Vehicles

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Vehicles that are well-designed with built-in safety technologies can help prevent a crash or lessen the impacts of a crash, thereby reducing the risk of death or serious injuries. In the future, roads and vehicles will be managed within intelligent transport systems, relying more heavily on driver-less (autonomous) vehicles and smart infrastructure. As safety becomes hardwired into vehicle technology and road design, there is potential to further reduce road injuries and deaths.



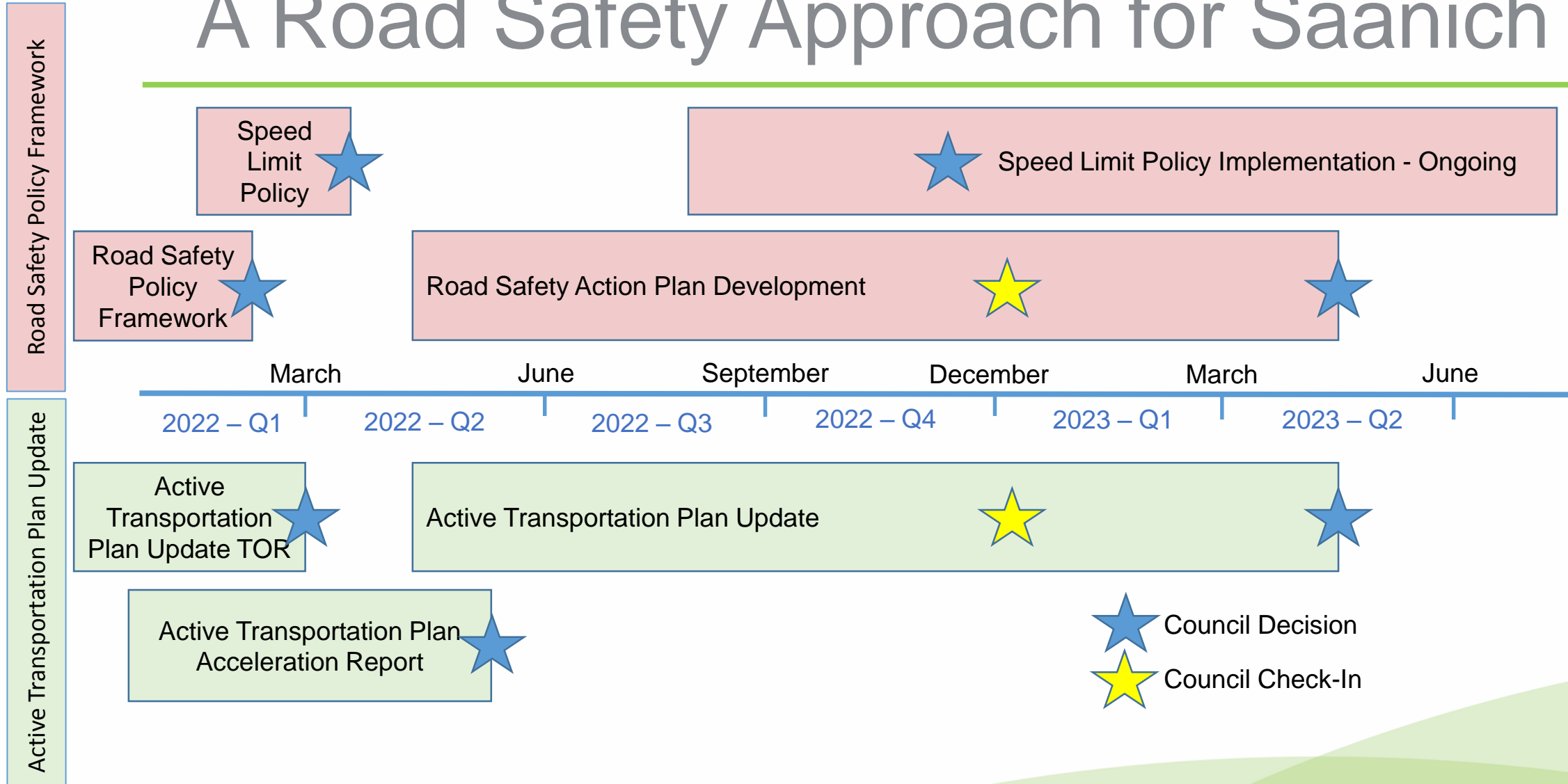
# A Road Safety Approach for Saanich

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On the basis of Vision Zero and a Safe Systems approach, staff are recommending to undertake the following work to address road safety:

- **A road safety action plan** to be started in 2022 and completed in 2023
  - **A speed limit policy** to be developed in 2022 and implementation to begin in late 2022
  - **A strategic update to the Active Transportation Plan** to be started in 2022 and completed in 2023
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# A Road Safety Approach for Saanich





# Road Safety Action Plan

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## **Purpose**

- To articulate a vision for road safety in Saanich
- To identify goals, objectives, targets and reporting
- To outline policy to guide road safety initiatives in the future
- To provide key strategies and actions
- To establish a timeline and plan for implementation, including resource implications

## **Guided by Existing Policy**

- The national strategy for road safety - Canada's Road Safety Strategy 2025
- British Columbia's strategy - BC's Road Safety Strategy 2025: A Collaborative Framework for Road Safety.

## **Steps to Achieve an Action Plan**

1. **2022** - Undertake planning process
2. **2023** - Finalize plan and take it to Council for a decision
3. **2023 / 2024** - Begin implementation (if approved by Council)



# Speed Limit Reduction Pilot Project Update

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Municipalities in BC have the authority to regulate speed limits on their roadways, but they do not have the ability to change the default speed limit. Under the BC Motor Vehicle Act (MVA), municipalities can only reduce speed limits through bylaws and signage

2019	The Province amended Part 13 of the MVA to allow pilot projects that would research, test, and evaluate new regulatory approaches to matters not currently set out in the legislative framework.
2020	<p>A first phase of pilot projects launched early in the year. An application intake for a second phase of projects was scheduled for the fall, but was delayed due to the provincial election.</p> <p>Saanich initiated a collaborative effort with several municipalities in the CRD to prepare an application for a 3-year pilot project.</p>
2021	Staff learned that the Minister of Transportation and Infrastructure has not provided direction to begin a second phase of pilot projects and there is currently no timeline to do so.

# Speed Limit Policy

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- The policy would work within the existing statutory powers of the BC MVA and would be modelled on the National Association for Transportation Officials (NACTO) guide, *City Limits: Setting Safe Speed Limits on Urban Streets*.
- The purpose would be to establish policy and outline a process to identify and implement speed limit changes on all roads in Saanich
- Staff anticipate that speed management will be a key element in the road safety action plan, thus alignment between the documents will be a key consideration

## **Steps to Achieve a Policy**

1. **2022** – Policy development
  2. **2022** – Implementation begins in Q3/Q4
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# Update to the Active Transportation Plan

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- Saanich is committed to monitoring and updating the Active Transportation Plan (ATP) on an on-going basis and in 2023, five years of implementation will have occurred. The purpose of the update is to refresh and develop specific sections of the plan to ensure that it continues to be relevant and actionable for the next five years, and beyond.
- As part of the update a more in-depth discussion is needed about how Saanich will prioritize road safety to achieve its target of zero traffic-related fatalities and serious injuries, as well as its target to double the proportion of all trips made by active transportation.

## Steps to Complete the Update:

1. **February/March 2022** – Terms of Reference to ATAC and Council
2. **May 2022- May 2023** – Update process



# Policy Framework

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## **Federal and Provincial Policy**

- *Canada's Road Safety Strategy 2025*
- *BC's Road Safety Strategy 2025: A Collaborative Framework for Road Safety*

## **Saanich Policy**

- Broad policy guidance in the Official Community Plan.
- Policy support in the Active Transportation Plan and Climate Plan to:
  - Increase the number of trips made on by bike, foot or bus, and zero traffic-related fatalities and injuries;
  - Reduce GHG emissions; and
  - Increase the number of trips taken by walking and cycling.



# Recommendations

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The draft recommendations to Council are:

1. Adopt Vision Zero as the approach to road safety in Saanich;
2. Direct staff to prepare a one-time resource request for the 2022 budget deliberation for the development of a road safety action plan in alignment with Vision Zero principles and a Safe Systems approach; and
3. Direct staff to undertake the following priority items to address road safety in 2022 utilizing existing resources:
  - a. Develop a Speed limit policy and begin implementation; and
  - b. Continue preliminary work to update to the Active Transportation Plan.





Thank you

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