

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
January 10, 2019 at 5:30 p.m.

Present: Councillor Zac DeVries (Chair), Sophia Baker-French, Lois-Leah Goodwin, Robin Kelly, Travis Lee, Peter Rantucci and Richard Michaels

Staff: Jeff Keays, Committee Clerk

Regrets: Allan Cahoon

Guests: None

MINUTES

MOVED by L. Goodwin and Seconded by S. Baker-French: "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meetings held July 12, 2018 and July 27, 2018, be adopted as circulated."

CARRIED

CHAIR'S REMARKS

After a roundtable of introductions, the Chair provided the committee with his opening remarks regarding the upcoming term. The following highlights are noted:

- Excited to be Chairing the PTED committee
- Looking to his Council colleagues to do things differently.
- The supply of affordable housing, improved transportation and Economic Development initiatives are key for Saanich moving forward.
- Time to forge our own identity and no longer be viewed as simply a bedroom community.
- Opportunities exist throughout the District, i.e. A Business Improvement Area for the Shelbourne Valley.
- Pre-zoning parcels of land can help to assist with concerns related to housing.

Committee discussion ensued, the following highlights are noted:

- District is in a good position to develop sustainable strategies for both housing and Ec. Dev.
- Growth strategies should be identified in a manner that ensures people can "grab onto them"
- Significant differences between Saanich and Victoria with regard to density and land-use.
- Current Local Area Plan updates should include policy provisions for Ec. Dev. and affordable housing
- Council adopted the committee's recommendation and referred the Economic Development Report to the Strategic Plan process as background information.
- The report was a summation of the committee's conversations on the topic to date.
- The District could investigate changes to the tax-ratios (commercial and residential)

- as a catalyst for economic development and affordable housing.
- Diversity Saanich's tax-base is important to long-term sustainability.

The Clerk advised the Chair that their presentation on the Review of Terms of Reference and Committee Procedures could be deferred until after the Staff update on Electric Vehicle Infrastructure.

ELECTRIC VEHICLE INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENT - PROGRESS UPDATE ELECTRIC VEHICLE CHARGING STATION

The Senior Sustainability Planner provided the committee with an overview of the Electric Vehicle Charging Strategy. The following highlights are noted:

- Council adopted the September 21, 2017 Motion from PTED at their January 8, 2018 meeting.
- In 2017 Council adopted new long-term targets for renewable energy (100% by 2050) and GHG emissions (80% reduction by 2050 over 2007 totals).
- Personal transportation accounts for 58% of Saanich's GHG emissions.
- EVs can help achieve an 18% decrease in GHGs.
- Zero Emissions Vehicle (ZEV) Mandate
 - Supply side policy.
 - ZEV mandate bans sale of new internal combustion engines by 2040 (for passenger vehicles and light duty trucks)
- Local governments have an important role in facilitating access to charging (home and on the go)
- 2018 Q3 EV sales are up 151% in BC from Q3 2017.
- EV sales accounted for 15% of all passenger car sales (BC) in 2018.
- Benefits of Electric Vehicles
 - Five times more efficient
 - Lower fuels costs
 - Decreasing battery costs
 - Less maintenance
- Latent demand for EVs (as portion of market share) is primarily constrained by home charging access.
- Good policies can increase EV market share.
- There are currently three types of charging infrastructure
 - L1 – 120 V (8-12 hrs. full charge) = \$500 retrofit cost
 - L2 – 240 V (4-6 hrs. full charge) = \$2,500 - \$15,000
 - DCFC – Variable DC Voltage (30 mins for 80% charge) = \$75,000+
- EV owners charge their vehicles at home 80-90% of the time
- With batteries and range increasing, L2 is preferred for performance and consumer expectation.
- Findings of the Capital Region EV and E-Bike Infrastructure Planning Project -- Public Survey
 - 27% of people living in multi-family residences said access to a charging station was their largest barrier to market entry.
 - 92% felt that it was important for local governments to ensure new construction future proofed to allow for future EV charging equipment.
- Findings of the Capital Region EV and E-Bike Infrastructure Planning Project – Development Industry Survey
 - 79% had installed a charging station and 63% had a development “EV ready” (conduit or wiring for one or more stalls)
 - 68% supported or strongly supported local governments in the CRD requiring

new development to EV ready

- Climate Plan Engagement – Public Survey
 - EV adoption is one of the top three climate action priorities (41% of respondents)
- Since 2017, 7 local governments have adopted L2 infrastructure requirements for 100% of stalls in new residential developments.
- There was a shift away from partial installation (e.g. 20% of stalls) for a variety of reasons
- The City of Richmond (with funding support from BC Hydro) produced a guide for local governments, developers and Stratas
- The City of Richmond also developed a costing study of the installation and operating costs of different charging requirements for various building archetypes.
- Proposed Approach:

Single-Family, Duplex and Town House Developments	Multi-Family Development	Commercial and Institutional Development (TBC with additional analysis)
1 on-site parking space per unit to be energized (L2), excluding secondary and garden suites.	All off-street residential parking spaces in multi-fam. dwellings to be energized (L2), excluding visitor parking.	10% of parking spaces to be energized I2 EVSE up to a maximum of 12 stalls. Applies to Devs. With 10+ off-street spaces

- Next Steps:
 - Establish performance standards
 - Host Engagement with the Urban Development Institute (UDI)
 - Seek input from key stakeholders e.g. Vancouver Island Strata Owners Association, Drive Electric Victoria etc.
 - Summarize Phase 2 engagement results and amend proposed approach as required.
 - Final recommendation to Committees and Council.

Committee discussion followed the presentation. The following comments are noted:

- How will future EV retrofit projects be managed/implemented?
- The Strategy is only one element of a much broader, multi-faceted approach.
- A reduction, in co-ordination with the program, to the ratio of required parking spaces (e.g. to 1:1) for new developments would make “future proofing” the stalls more affordable for the development industry.
- There is a 3:1 ratio (dollars spent vs. tax dollars raised) of transportation spending.
- The rise of the shared economy will result in diversity and availability over time i.e. BC Hydro will not remain the sole seller of electricity.
- GHG reductions are measured by the tail pipe emissions only.
- The advent of Compressed Natural Gas (CNG) as an alternative transportation fuel headed off further Hydrogen Vehicle Development.
- The “Hydrogen highway” from Vancouver to Whistler was shelved in 2011.

REVIEW OF TERMS OF REFERENCE, COMMITTEE PROCEDURES & DATES

The Clerk provided the committee members with an overview of the terms of reference, procedures and proposed meeting dates. Copies of all relevant policies, and procedures were circulated on-table to all committee members. A summary of the topics presented includes:

- Guiding Legislation and Policies
- Role and Mandate of PTED
- Expectations and Responsibilities of Committee Members
- Code of Conduct – Respectful Workplace
- Personal Safety of committee members
- Access and Privacy at the District of Saanich

NEW BUSINESS

The committee discussed items that they would like to see appear on the upcoming agenda.
The following items were highlighted:

- Status of the Uptown Douglas Corridor Plan
- Update on UBCM items pertaining to the Motor Vehicle Act
- Brainstorming Session

The Clerk will work with the Chair and Staff Liaisons to incorporate these items into an upcoming agenda.

Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

Committee Secretary