

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Municipal Hall, Council Chambers
Held electronically via Microsoft Teams
May 12, 2022 at 5:33 pm

Present: Councillor Susan Brice (Chair), Fiann Crane, Douglas Pascoe, Kevin Elliot

Staff: Troy McKay, Senior Manager, Transportation and Development Services; Cameron Scott, Manager of Community Planning; Megan Squires, Senior Transportation Planner; Amber Walker, Planner; Nancy Chaggar, Senior Committee Clerk

Regrets: Robert Finlay; Robert McLeod; Peter Spindlow; Richard Michaels

Due to a lack of quorum, no motions were passed.

CHAIR'S REMARKS

An Economic Development Officer has been hired by Saanich and has been tasked with developing an economic development strategy. The strategy will be presented to the committee at a future meeting.

STRATEGIC OFFICIAL COMMUNITY PLAN UPDATE

The Community Planner provided an update on the Strategic Official Community Plan and noted the following:

- The Official Community Plan (OCP) is also known as Sustainable Saanich and provides a vision for the municipality.
- It guides future growth and change and provides an expression of the fundamental values and goals of the community.
- It has a number of policies on growth and potential land use change.
- Policies, bylaws and processes must be consistent with the OCP.
- It is a legally binding document with legislative authority.
- The OCP is linked to the Regional Growth Strategy and the Strategic Plan.
- The Urban Containment Boundary focuses on urban development and supportive infrastructure, transportation and community amenities; it supports the protection of natural assets while creating more efficient development patterns.
- Centres, corridors and villages are intended to act as the hubs of the community where services, amenities, and a diversity of housing options are located.
- They are also important connections for transit services.
- Overall, there has been substantial progress towards implementing the OCP; the majority of the policies identifying specific deliverables have been implemented.
- Through analysis, areas of opportunity were discovered including incorporating recent initiatives towards Reconciliation in collaboration with local First Nations; strengthening the overall framework of hub and planning around centres, corridors and villages; greater clarity on the goals and objectives of protecting the natural environment; and expanding direction on infill policy to help support decision making.
- There are four priority areas for the update; the first is to link the Three Pillar approach to One

Planet Living.

- Expansion of the monitoring and evaluation component including adding an ecological footprint analysis as a five year indicator is another important aspect of the update.
- The Social Wellbeing section will be updated to modernize language and incorporate best practices and identify future work.
- The existing direction in the OCP to develop complete communities based on walkable neighbourhoods, transit, low carbon and active transportation options will be reinforced.
- The majority of the plan content is still relevant and can be built upon; significant public input has already been received on components of the plan.
- An update can be completed in a relatively short time frame.
- The update will include new demographic data.
- A reporting framework for the OCP will be developed.
- The land use framework will focus on new policy work including adding the corridor designation, expanding on the missing middle and housing infill policies, updating guidance on parks for complete communities, further enhancing walkable neighbourhood principles and providing clarity on maps.
- There will be three phases to the project – looking at analysis and policy development, validation and refinement and then bringing the update to Council for adoption.
- Public input will be solicited on new policy changes within the project and on the draft plan when it is completed.

In response to questions from the Committee, the following was noted:

- Success looks different depending on the project.
- It is important that feedback is meaningful and worthwhile.

ACTIVE TRANSPORTATION PLAN UPDATE

The Senior Transportation Planner provided an update on the Active Transportation Plan and noted the following:

- The first Active Transportation Plan (ATP) was adopted in 2018.
- It is a guide for investment in active transportation improvements for the next 30 years.
- The Plan establishes a vision, goals and targets; it also outlines strategies and actions to ensure progress on the District's policies, standards, infrastructure and programs for active transportation.
- The plan will be five years old; in 2023, it will be updated to provide a current framework to support implementation of Active Transportation policies and actions.
- The updated plan will help to guide decision making for the next five years.
- New and emerging information will be incorporated into the updated plan to ensure the plan continues to be relevant and actionable.
- The objectives of the update are to update using current data and policy, provide existing and add new targets, strategies and actions as needed, ensure that the implementation plan is current, address new and emerging issues and technologies related to road safety, electric bikes and micro mobility devices, to apply an equity approach to the planning process and to use a variety of methods and strategies to communicate and engagement with governments, stakeholders and the public.
- Much of the plan remains relevant.
- New and emerging issues include road safety, trends around e-bikes and traffic calming.

Planning, Transportation and Economic Development Advisory Committee – Minutes
June 9, 2022

The Committee made the following comments:

- Cyclists want safe places to secure their bikes when they stop.
- A major impediment to cycling is the lack of connectivity and continuity of bike lanes.
- Cyclist safety is important especially when interfacing with vehicles.
- Pedestrians also need safe places to walk.
- The use of cargo bikes is increasing; the appropriate size of cargo bikes could be considered.
- Speed reductions methods have been successful and have created a better atmosphere of safety.

ADJOURNMENT

The meeting adjourned at 6:48 p.m.

NEXT MEETING

Next meeting is Thursday, June 9, 2022.

Councillor Brice, Chair

I hereby certify these minutes are accurate.

Nancy Chaggar, Senior Committee Clerk