



- The acquisition of the Leech Watershed and water conservation programs have postponed the need for an alternative water source to approximately 2050.
- 6 million people visit regional parks every year.
- The Hartland Landfill is award-winning; enough electricity is recovered from Hartland Landfill gases to provide power to 1,600 homes.
- Current challenges include the size of the pipes required to meet core area wastewater treatment needs and the need for a long-term strategy for regional kitchen scraps processing.

S. Bagh, Senior Manager, Regional and Strategic Planning, presented the Draft Regional Sustainability Strategy (RSS) and highlighted:

- The content of the Regional Growth Strategy will be carried forward into the RSS and new key areas will be added including: climate action, community health and wellbeing, emergency management and natural disasters, energy systems and food and agriculture systems.
- Local Official Community Plans deal with issues at a local level; the RSS deals with issues in a regional context.
- Municipalities have control over the RSS process because the bylaw cannot be adopted until every municipality signs off on it; input and feedback is critical to the process.
- Municipalities need to identify how their Official Community Plans (OCP) link into the RSS through Regional Context Statements (RCS); RCS will indicate how the municipality wishes to interact with the region and the direction of the CRD.
- Key objectives of the RSS are: reducing greenhouse gas emissions, being resilient, managing growth, fostering wellbeing, enhancing the natural environment and optimizing infrastructure.
- The tagline "SHIFT 2038" represents the Vision of the RSS; SHIFT stands for Sustainable, Healthy, Innovative, Fair and Thriving.
- The RSS is a work-in-progress and will be brought back to a Committee of the Whole meeting at the end of April 2015 to seek feedback and direction to finalize the document.

In response to questions from Council, S. Bagh stated:

- The level of detail in the RSS is at a fairly high level; demographic change is something the region will have to respond to as it influences the transportation and housing sectors and community wellbeing.

S. Bagh, then presented the Pedestrian and Cycling Master Plan (PCMP) and Wayfinding Guidelines, and highlighted:

- The PCMP has been referred to municipalities for information and comment.
- The guidelines were developed as a tool and resource for municipalities and it is optional that the PCMP be endorsed.
- It was developed in response to a request for consistency across the municipal boundaries and to encourage cycling throughout the region.

Councillor Brownoff stated:

- In the PCMP, Douglas Street and Blanshard Street are listed as being in Saanich when in fact these two roads are under the jurisdiction of the Ministry of Transportation and Infrastructure.
- She is concerned that local connectors were not identified in the plan; the

Douglas local connector runs parallel to the Patricia Bay Highway to Sayward Road and the Interurban Rail Trail corridor runs through to Central Saanich and North Saanich; these local connectors are existing corridors that are both pleasing for cyclists and are more direct routes.

- Saanich is currently developing an Active Transportation Plan and she wonders how that will fit into the PCMP.
- The plan is weak in terms of consideration of pedestrians.
- The PCMP has a significant impact on Saanich taxpayers therefore public input needs to take place.

In response to questions from Council, S. Bagh stated:

- The CRD is happy to receive comments and will consider them in terms of how they relate to the overall regional transportation plan.

Councillor Derman stated:

- The PCMP is a desirable initiative; there seems to have been a lack of consultation with participating municipalities.
- The topography of West Saanich Road was not considered in the plan and could pose challenges to cyclists.
- The Bicycle and Pedestrian Mobility Advisory Committee (BIPED) was not given the chance to review the wayfinding standards; input from Saanich is critical because it is in the middle of the region.
- If the wayfinding guidelines go forward, and Saanich takes a different direction, there will be no consistency within the region.

In response to questions from Council, S. Bagh and R. Lapham stated:

- Wayfinding guidelines were referred to municipalities for information; if there is a desire for greater involvement that can be relayed to staff.
- Priorities should be set regionally and grant applications pursued collectively otherwise each municipality will make their own priorities and apply for grant funding competitively against other municipalities.

In response to questions from Council, the Director of Engineering stated:

- The Active Transportation Plan project has not started; once it is underway, discussion will take place with municipal partners and stakeholders.
- Work at the local level could be reflected into the CRD regional plan.

Councillor Derman stated:

- It is important to consult with the public and the Bicycle and Pedestrian Mobility Advisory Committee.

D. Lokken, General Manager, Finance and Technology presented the 2014 Budget – Requisition and Invoices spreadsheet, and highlighted Saanich's participation in CRD services.

**PUBLIC INPUT:**

Nil

**Motion:**            **MOVED by Councillor Brownoff and Seconded by Councillor Wergeland:  
“That the presentations by the Capital Regional District be received with  
thanks.”**

**CARRIED**

**Adjournment**        On a motion from Councillor Derman, the meeting adjourned at 9:00 pm.

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CHAIR

I hereby certify these Minutes are accurate

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MUNICIPAL CLERK