

MINUTES  
**SAANICH BICYCLE & PEDESTRIAN MOBILITY ADVISORY COMMITTEE**  
COMMITTEE ROOM #2  
THURSDAY, FEBRUARY 21, 2008 AT NOON

**Present:** Chair: Councillor Judy Brownoff  
Members: David DeShane; Judy Gaylord; James Grayson; Neil Neate; John Smith and Darrell Wick.  
Staff: Neil Findlow, Planning Supervisor; Gerald Fleming, Parks Planning and Design Manager; Sharon Hvozdzanski, Planning Supervisor; Cst. Brad Brajcich; Steve Holroyd, Engineering Planner and Designer; Larry Crawford, Engineering Technician V and, MaryAnn Greco, Senior Committee Clerk  
Regrets: Sarah Webb  
Guest: Mark Johnston and Tom Sutton

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**MINUTES**

**MOVED by N. Neate and Seconded by D. DeShane: "That the minutes of the meeting held January 17, 2008 be adopted as circulated."**

**Carried.**

**4590 LOCHSIDE DRIVE – REZONING APPLICATION – LIMONA HOLDINGS**

The Chair introduced Mark Johnson, applicant who was present on behalf of Limona Holdings, to present the latest revision to the parking layout at Lochside Elementary School and road improvements.

Mr. Johnson noted the following:

- Based on the Committee's comments from the September 20, 2007 meeting, the parking layout has been revised to address concerns regarding loss of greenspace and impact on the Lochside Trail.
- Currently, the main parking area in front of the school is traffic gridlock during peak a.m. and p.m. periods.
- During the a.m. period, staff occupy only half of the 20 designated staff only parking spaces; in p.m. period, many parents come early and park or idle their vehicles in the pick-up and drop-off lane.
- The new plan is to free-up those 20 staff only parking spaces to the parents so that they do not block the pick-up and drop-off area.
- The new plan would remove staff parking in the east parking lot thus providing an additional 20 parking spaces for parents.
- All staff parking would be moved to the west side of the school closer to Royal Oak Drive eliminating the need for staff to come down Lochside Drive.
- Congestion along the Lochside Trail would be reduced as parent traffic would then be diverted to the front of the school.
- The existing driveway would be used to access the parking lot.
- The treed berm on the west side of the school will remain; any trees that are not healthy will be replaced.
- The existing road is 4.5 m wide and they propose to widen it to 6 m; this will address the conflict with the farmers and the trail users regarding insufficient passing space.
- The existing fir trees will be removed and new trees will be planted.
- A separated sidewalk will be built all the way to Royal Oak Drive.
- The existing portable will be moved at their cost to make room for the parking lot.
- The original subdivision plan had the driveways coming off of Lochside Drive; the revised plan have all driveways accessing from the cul-de-sac.
- The revised plan has been presented to the Lochside Elementary Parent Advisory Committee and to the school principal and they are both in support.

- The CRD sees the revised plan as improvement to the Lochside Trail particularly the increased pavement width.
- This revised plan would result in the retention of the greenspace on the west side of the school and address the concerns regarding traffic parking on the Lochside Trail should the proposed development be approved.
- Construction would occur during the summer months to minimize disruption to the school.

The Committee noted the following:

- The revised parking layout is an improvement over the previous plan presented.
- The number of vehicles during the p.m. period on Lochside and Royal Oak Drives is far more than 20; there will still be an overflow of vehicles parked on Lochside Drive and in the proposed cul-de-sac.
- Signs will not stop people from parking, enforcement is needed and the school needs to be more firm with the parents about idling and parking.

In response to the comments from the Committee, Mr. Johnson stated:

- The revised plan is still an improvement over the current situation.
- He understands that 'No Stopping'/'No Parking' signs will be installed.
- The subject property is within the Urban Containment and Sewer Enterprise Boundaries.
- The large cedar tree on the south side of the daycare centre will not be removed.

**Motion: MOVED by D. Wick and Seconded by J. Grayson: "That,**  
**1. The Engineering Department be requested to erect 'No Stopping' signs along the entire length of Lochside Drive south of Royal Oak Drive; and,**  
**2. The presentation on the rezoning application of 4590 Lochside Drive be received for information."**

**Carried.**

#### **WENDE RD/GARNET RD WALKWAY – CONFLICTS BETWEEN CYCLISTS & PEDESTRIANS** - Letter from Tom Sutton

The Chair introduced Tom Sutton, resident of Saanich, who attended the meeting to discuss cycle-friendly changes to the walkway between Shornecliffe/Wende Road and Garnet Road.

Mr. Sutton stated that there is a conflict situation on the trail between pedestrians with walkers and cyclists due to insufficient pavement width. Either the cyclist or pedestrian have to move to the bedding area to avoid a collision. This is an important connector route that needs improvement for the safety of cyclists, pedestrians and seniors alike. It is also a natural for cyclists going to Cedar Hill Middle School and coming off the Galloping Goose going to the University of Victoria. Perhaps paving stones or an alternative could be used that would not take away from the beautiful landscaping that already exists.

The Engineering Planner and Designer stated that he will look into what can be done.

**Motion: MOVED by J. Grayson and Seconded by J. Gaylord: "That the Engineering Department report back to the Committee on proposed improvements to the walkway connecting Wende Road/Shornecliffe to Garnet Road to allow cyclists room to pass safely and pedestrians space to move to the side without having to go into the landscaped bedding areas."**

**CARRIED.**

## **PARKS DEPARTMENT UPDATE**

### **Centennial Trails**

The Parks Planning and Design Manager stated that most of phase 1 is complete. Phase 2 started in 2007. Phase 2 was a lot more open ended such as the work along Bowker Creek adjacent to Layritz Park, fixing up the Colquitz and making other connections throughout the municipality. With a limited budget and rising costs, there are more projects than funds. The original steering group has been reconvened to determine what projects to do in phase 2 and part of this reconsideration includes the paving of the Interurban Rail Trail. He will report back to the Committee in March.

### **Bowker Creek Initiative – Potential Greenways**

The Parks Planning and Design Manager displayed the Bowker Creek Initiative – Potential Greenways map. He stated that this project started out in 2002 as a storm water management initiative with partners including the CRD, Oak Bay, Victoria and Saanich. The challenge was to recognize all the varied interests and piece what could and should happen. The Bowker Creek initiative will be captured in the new Official Community Plan.

In response to a question from the Chair, the Senior Planner stated that the proposed subdivision of 3267 Wicklow Street adjacent to Bowker Creek has been rejected by the Approving Officer because it would not be in the public interest.

### **Gordon Head and San Juan Greenways**

The Parks Planning and Design Manager stated that there was an Open House and 125 people attended. In terms of the Gordon Head Greenway Initiative, it is on-road for the most part from the University of Victoria to Mt. Douglas Park. There is one controversial issue and that is continuing the trail through Vantreight Park. There are plans to upgrade the park and Saanich is quite committed to going ahead with this project. In terms of the San Juan Greenway Initiative, the route is from Cedar Hill Road to Gordon Head Road and primarily shared-use with some separated sidewalks. There are five solar powered crosswalk locations including one on Shelbourne Street. The preliminary design has been completed and comments are being gathered from the Open House and the circulation sheet; once this process is complete a more detailed presentation will come forward to the Committee.

The Committee noted the following:

- Other options should be considered than removing the large Japanese plum trees to allow for concrete sidewalks; perhaps permeable concrete could be an alternative to consider.
- In terms of the location of the solar powered crossing lights, the plan only shows them on one side of Shelbourne Street however there will be more cyclists than pedestrians so there should be a button for cyclists to access.
- On Shelbourne Street they are only on the northside of the street and a cyclist would then have to cross the street to push the button; the commuter cyclist will be in the a.m. and p.m. rush hours and will need the light. A solution needs to be found that matches the use.
- If Saanich is going to all this work lets accommodate the majority user; perhaps two sets of solar powered lights could be considered.

The Parks Planning and Design Manager stated that in regard to the Gordon Head and San Jan Greenways, this is the first time the drawings went out to the public. They will be reviewing plans again based on the comments received.

The Engineering Planner and Designer advised that they will look into the various possibilities regarding the solar powered crossing lights and report back to the Committee.

### **Rolston Trail**

The Chair advised that she received an e-mail from a concerned resident that the draft Official Community Plan shows the Rolston Trail as supporting cycling. She questioned whether this is the correct designation for this trail. She will also confirm with the Broadmead Area Residents Association if it is on their map as multi use.

The Senior Planner advised that this item will be revisited and will report back.

### **DRAFT OFFICIAL COMMUNITY PLAN REVIEW**

The Chair advised that the draft Official Community Plan (OCP) has been circulated with the agenda package. The Supervisor of Planning has requested feedback from the Committee.

The Committee noted the following:

- Policy 4 should include a reference that newly constructed sidewalks should be separated where possible; this is very important for the pedestrian environment.
- The current OCP includes a policy that all cycling improvement plans be referred to the former Bicycle Advisory Committee; this policy needs to be reinstated in the draft OCP and include pedestrian improvement plans, repaving schedule and underground work plans.
- Policy 5 requires bicycle parking/storage but no mention of standards for the parking; should refer to some standards such as 'Bicycles at Rest' booklet.
- Policy 33 should include 'Bike and Ride' facilities such as lockers or other secure storage facilities to encourage commuters.
- Measures needed to be implemented that reduce the need for the trip and/or reduce the length of the trip; the draft OCP should promote more local destinations such as the local corner store and small local centres, local work along with local connectors to access these local destinations.
- In regard to Section 4.24 Centres and Villages, major centres are car destinations as they are distant and designed for volume purchases; this section needs the concept of small local commercial centres and corner stores.
- In terms of reviewing rezoning applications for former school properties, consideration should be given to including a small commercial component; it appears that the only choice for these school properties are subdivisions for single family or condominiums developments however commercial uses should also be considered.
- A policy should be added to provide local destinations within walking distance of residential density; local destinations are important to get people walking.
- In regard to on-street parking in residential areas, consider measures that control, reduce or eliminate on-street parking; on-street parking is a major obstacle for creation of bike lanes and for walking when there are no sidewalks.
- Policy 31, last bullet, promotes on-street parking which is contradictory.
- Saanich should enshrine a transportation mode design priority similar to Vancouver: 1. Walking, 2. Cycling, 3. Public Transit, 4. Goods transport/delivery and 5. Private automobile.
- A policy should be included to regulate the percentage of impervious surfaces.
- In terms of Section 4.2.9, there is no reference to beaches and waterfront accesses.
- In terms of Map 12, there is a potential to link the Lochside Trail and the Interurban Rail Trail at the northend of Elk Lake.
- In terms of Map 22, the line through Mt. Douglas Park should be removed.

### **NO EXIT SIGNS**

To be deferred to the next meeting.

### **PANAMA FLATS**

The Chair informed that Panama Flats has recently been sold and the new owner is considering a residential development. The Committee will need to look at opportunities to capture a trail through this development in the future.

### **CONDITION AND USAGE OF CEDAR HILL ROAD**

Letter from Patrick Lockert dated January 26, 2008 outlining potential safety and liability issues related to the condition and usage of Cedar Hill Road.

The Engineering Technician V offered to look into the items outlined in Mr. Lockert's letter and report back at the next meeting.

### **INTERURBAN RAIL TRAIL – WAY FINDING SIGNS**

The Engineering Technician V advised that the work order is started and way-finding signs will be installed on Interurban Road and Wallace Drive from the Galloping Goose Trail to the Saanich north boundary. The signs will be in place by the end of March.

In response to a question from J. Gaylord, the Parks Planning and Design Manager stated that, in terms of the trail map sign outside the Dodd House in Lambrick Park, the local connector down Larchwood and Lavalley was inadvertently missed on the map but will be included as part of the regular maintenance schedule of the sign.

### **2008 PROJECT PRIORITIES LIST**

The Chair requested that the Engineering, Parks and Planning Departments review the 2008 Project Priorities List and provide due dates and status on the items.

The Parks Planning and Design Technician will bring forward a Centennial Trails priority list for the next meeting.

### **ECOMOBILITY – WALKABILITY CHECKLIST**

The Chair advised that the federal government's ecoMOBILITY program offers grants to municipalities across Canada to help develop programs to raise awareness and motivate changes in personal travel choices. To that end, perhaps the Committee could look into doing a Walkability Checklist. The checklist would determine how walkable our community is, identify problem areas and what can be done to improve our community's "walkability score". The program could focus on urban villages and centres within Saanich.

The Committee discussion noted:

- The idea of local destinations and local connectors are more important to promote walking.
- There is already a Safe Walk to School Program and a number of community groups doing the same thing.
- The problem is identified but there is lack of funds to build more sidewalks.
- This may give the community false expectations in terms of what can actually be done.
- An initiative to raise awareness and motivate change may already be included in the planning program for major centers.
- The proximity of the destination and desirability of getting there is important.

The Chair stated that it would be desirable for the Committee to do a focus campaign on pedestrians in Saanich. She will prepare a report for the Committee's consideration.

Next Meeting:

The next regular BIPED meeting will be held at noon on Thursday, March 20, 2008 in Committee Room No. 2.

Adjournment:

The meeting adjourned at 2:05 p.m.

I hereby certify these Minutes are accurate.

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Committee Secretary

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Councillor Brownoff, Chair