

In response to questions from Council, the Fire Chief noted:

- It was surprising to see a reduction in volunteers from the emergency program.

The Director of Planning presented the Sustainable Environment theme of the Annual Report and noted:

- Staff were able to create an inventory of GHG emissions produced by municipal operations which ensures that the 10.6% reduction is based on real numbers and actions.
- The Public Works Division was instrumental in the GHG reduction by right-sizing the municipal fleet and changing waterworks operations.
- Staff members are very proud of the new Official Community Plan (OCP), whose formatting is very friendly to presentation online and sets a new standard for Saanich public documents.
- The Carbon Neutral Fund received an award from the Union of British Columbia Municipalities (UBCM) for excellence in innovation.

In response to questions from Council, the Director of Planning noted:

- The GHG reduction was achieved through several initiatives including: changing light signals to Light Emitting Diodes (LED); the energy audit and retrofit of municipal buildings; the Solar BC program; the corporate environmental management systems; and the fleet anti-idling policy.
- The Climate Action Plan will be a greater challenge to implement as it will include community emissions; it is expected that the plan will come out in draft this summer and be submitted for Council's consideration in the fall.
- It should be possible to maintain this level of reduction in GHG emissions through engagement with employees and the public; consideration is being given to engaging employees with an internal committee focused on environmental action within the corporation.

The Director of Engineering presented the Balanced Transportation theme of the Annual Report and noted:

- The public process regarding the replacement of Admirals Bridge has been completed; the process included a liaison committee formed from staff and Gorge Community Association representatives, as well as an increased internet presence.
- Bike lanes, sidewalks and protected left turn for cyclists can be added during the replacement of Admirals Bridge.
- The improvements at the Royal Oak Transit Exchange also included sidewalks, bike lanes and safety measures for motorists.
- The actual amount of new sidewalks and bike lanes exceeded the indicator target, in part due to extensive development which will not likely be replicated this year.

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

- Though the extra funding provided for capital works will be used in part for sidewalks, the slowing rate of construction will likely reduce the total amount of new sidewalks constructed.
- The sidewalk safety upgrades indicator is meant to include individual small-scale upgrades not address elsewhere, such as sidewalk panels and installation of corner ramps; a better term might be small-

scale capital initiatives.

- The Engineering Department has an active reporting structure and keeps a listing of potential repairs based on citizen complaints; approximately 10 to 12 complaints are received monthly, many of which cannot be acted upon immediately due to various factors.

The Director of Finance presented the Vibrant Connected Economy theme of the Annual Report and noted:

- The BizPal system is an online service, available at all times, which streamlines the research process for starting a new business in Saanich; it allows the user to reduce the time needed to search the regulations of all three levels of government from several hours to a matter of minutes.
- The redevelopment of the "Uptown" area is underway, and the terms of reference for an area specific planning study should be brought to Council soon.
- The municipality continues to ramp up spending on infrastructure.

The Manager of Human Resources presented the Service Excellence theme of the Annual Report and noted:

- Staff days lost to occupational injury or illness have been reduced by 18.6% through the following: early intervention; facilitating Return to Work strategies; and increased communication/coordination with WCB representatives and Managers.
- The Archives website, which was designed in-house, has had several new features added: a searchable database of over 3,000 photographs; Archives newsletters; and information on new acquisitions.
- A salt-spreading machine was adapted by Public Works staff in order to fill sand bags; the reinvented sand-bagger received an innovation award from by the Public Works Association of British Columbia.

In response to questions from Council, the Manager of Human Resources noted:

- There is a three year turnover, after which Saanich will receive a decrease in WCB premiums as a result of the reduction in staff days lost to occupational injury or illness.

Mr. K. Whitcroft, Quadra Cedar Hill Community Association, 1044 Inverness Road, stated:

- Thanks are offered to staff for the production of a wonderful annual report.
- The municipality is to be congratulated on the 10.6% reduction in GHG emissions.
- Reduction of automobile use is also a necessary step in addressing climate change; though bike lanes make existing commuters more comfortable, trails and greenways are more likely to encourage non-cyclists to change their mode of transportation.

MOTION

**MOVED by Mayor Leonard and Seconded by Councillor Wergeland:
"That it be recommended that Council endorse the Annual Report –
'Strategic Progress During 2008'."**

CARRIED

Councillor Derman stated:

- Staff are to be congratulated on the Annual Report.
- Consideration needs to be given to the following: flagging indicators that don't meet their targets or don't improve; if the current indicators are sufficient; incorporating an indicator that measures congestion under the Balanced Transportation theme; measuring the quality as well as the quantity of infrastructure; and determining cultural as well as economic vibrancy.

Councillor Brownoff stated:

- This is the fifth annual report; it has come along way thanks to staff.
- It is concerning to see an increase in the number of renters paying more than 30% of their income for housing and the community needs to achieve a greater waste diversion rate; however the reduction in GHG emissions and water consumption, as well as the addition of 400 new businesses in Saanich are all excellent trends.

Holland Avenue
Rezoning

**3989 HOLLAND AVENUE (A PORTION) – REZONING APPLICATION
SUSHIL AND GULWANT HIRA.**

Report of the Director of Planning dated June 9, 2009 recommending the Urban Containment Boundary and Sewer Service Area be amended by moving the respective boundaries 9.26 m west of the current Urban Containment Boundary, and recommending Council approve the rezoning from A-1 to RS-8, Development Variance Permit DVP00274, and the request to waive the 10 percent perimeter road frontage requirement for proposed Lot 3 for a proposed four lot subdivision.

Mr. S, Hira, applicant, 3989 Holland Avenue stated:

- He has lived in Saanich for the past 17 years and his dream was to own a small farm along his parents, who were farmers before coming to Canada.
- The property was purchased with the intention to subdivide in order to offset the associated costs.
- He consulted with staff into the possibility of subdivision and review the Carey Local Area Plan (LAP).
- Three neighbourhood meetings were held to discuss potential problems with the subdivision; in response to comment from staff and the neighbourhood the original application was altered from five to three lots.

Mr. R. Todd, 3978 Blue Ridge Place stated:

- He opposes the application.
- The owners are speculating on their property and have the opportunity to get the best possible price from resale.
- The report provided by the applicant's arborist indicated that the road access servicing the buildings' footprints could significantly damage the existing trees on the property.
- The bedrock visible on the property indicates that significant blasting will likely be necessary for construction, which is not mentioned in the report by the Director of Planning.
- The area to be rezoned has a steep slope from north to south, which could result in the new house towering over those currently located to the north of the property.

- The proposed development will destroy the property's fir trees which are approximately 100 to 150 years in age and serve as a habitat for varying kinds of wildlife; despite the Director of Planning's report, these trees have evidenced no problems with limb and stem from topping.
- There are trees with sufficient diameters to be considered significant according to the Tree Bylaw which are located in the building envelopes of the proposed development; as part of the urban forest they should be protected.

Ms. K. Low, 3982 Blue Ridge Place, provided an information package to Council and stated:

- She opposes the application.
- There was no opposition by the occupants of the cul-de-sac on Blue Ridge Place to the 2002 subdivision which created an additional five lots off of Blue Ridge Road; this should indicate that this neighbourhood supports development done in the right location for the right reason.
- The request to amend the UCB does not comply with the OCP, the Carey LAP or the Rural Saanich LAP; furthermore, amending the UCB would set a precedent which could result in the four A1 lots adjacent to the applicant's property subdividing, the cumulative impact of which would be significant.
- As is indicated in the "Saanich Concept Plan 1990" included in the information package, the covenanted no-build area on the proposed pan-handle lot would serve no purpose if Blue Ridge Place is extended southward.
- There is no benefit in introducing denser development on the urban/rural fringe.
- The survey and vehicle count provided in the information package shows that on two different days, 72 and 89 cars came out of Blue Ridge Road.
- A total of 88 lots in the Carey local area have been changed outside the UCB between 1979 and 1999.
- Using the potential for gravity service to an existing sewer system as a method to determine whether a property should be developed is first mentioned in planning documents from 1987; this rationale comes from a time where no consideration was made for climate change and local food production/security issues.
- In order to prevent urban sprawl, maintain Saanich's rural lands and secure a sustainable future there must be no further minor amendments to the UCB based only on the potential for gravity service to an existing sewer system.

Mr. C. Filtness, 3998 Holland Avenue stated:

- He opposes the application.
- The rural character of this area in Saanich is partly why he chose to live here.
- Staff and Council have already put a lot of effort into the planning process, through the OCP etc., which could be undermined by unnecessary amendments that would cause urban encroachment onto rural land.

- Though Saanich is to be commended on the work already done to minimize light pollution, another development in this area would create more light and would negatively impact amateur astronomy in the area.
- Approving this application could impact future development proposals; extra traffic from further development would be contrary to the efforts put forth by Saanich to reduce GHG emissions.
- The presentations given by the applicant and the development team were very professional and understandable.

Ms. P. De Jong, 1386 Hastings Street

- The UCB was originally established to control urban development and is directly linked to the Sewer Service Area; as the property in question is outside the UCB it should not be connected to the sewer system.
- Council should seriously consider the precedent that could be set by approving this application.
- This application would add more traffic to an area which already has traffic problems.
- There have been many changes in the Blue Ridge area over the last 30 years, but this is the first time she has felt the need to come to Council to express opposition to an application.

Mr. J. Goertzen, 3979 Blue Ridge Place stated:

- He is particularly concerned about traffic congestion in this area, especially the left turn on to Helmcken Road off Holland Avenue.
- If the other properties on Holland Avenue are also developed in a similar fashion, producing 24 homes with a potential for 50 additional vehicles, the new residents will most likely have to use this left turn; heavy traffic from the Western Communities on Helmcken Road will make a left turn very difficult and dangerous.
- The applicant's traffic study should address this left turn issue.

Mr. E. Bowker, 237 Meadowbrook Road stated:

- The members of the last two advisory committees tasked with reviewing Saanich's Rural LAP were unanimous in agreement that the UCB should be preserved in perpetuity; they were particularly concerned that it not be eroded by many small amendments.
- Rural Saanich is constantly getting smaller as there are no adjustments to increase the area within the UCB; eventually Council will need to take a firm stand that there be no further changes to the boundaries of the UCB or Rural Saanich will disappear.
- He urges Council to reject this application based on the amendment required to the UCB.

Ms. S. Henry, President of the Strawberry Vale Residents' Association, 3906 Holland Avenue stated:

- The applicant has met and worked with the association in regards to his application, including the original proposal for five lots.
- In addition to amending the UCB, the current proposal requires variances, an amendment to the OCP and inclusion in the Sewer Service Area.

- The residents of Blue Ridge Place have the following concerns: traffic issues arising from possible future development; removal of trees; loss of wildlife habitat; and loss of the rural nature of the area.
- Including the applicant's lot, there are a total of eight lots on Holland Avenue which could be developed in a similar fashion, producing a total of 24 additional lots; development on this scale would result in traffic issues and would be in opposition to the OCP and the Regional Growth Strategy (RGS).
- A neighbourhood representatives surveyed the 13 homes on Blue Ridge Place; 11 households expressed strong opposition to this development.
- The Association cannot support this application due to precedent set by compromising the UCB.

Mr. D. Ireland, 1305 Blue Ridge Road stated:

- He opposes the application.
- The development would divert traffic volume to Blue Ridge Place and Blue Ridge Road ; a less convoluted route for residential egress would reduce the GHG emissions produced by vehicles and the frustration experienced by residents.
- The development undermines the UCB; as the OCP has just recently been adopted, amendments would reflect poorly on the process.
- The other potential developments in the area could have an adverse effect on the community planning which has recently taken place.

Ms. M. Todd, 3978 Blue Ridge Place stated:

- She is most concerned about the proposed amendment to the UCB.
- The Saanich Community Association Network (SCAN) and the member Associations have made a motion to support retaining the UCB and the Sewer Service Area in their current locations.
- The Carey LAP is outdated due to an increased awareness of climate change issues and the importance of protecting green spaces.
- If this application is approved, similarly zoned lands to the south will likely attempt rezoning as well.
- Various documents from the Planning Department note the importance of the following: maintaining the integrity of rural communities; buffering between rural and agricultural land; and protecting farmable lands for food production.
- Although this application is technically consistent with the Carey LAP, it is inconsistent with the spirit of the new OCP.

Mr. M. Bryant, 3990 Blue Ridge Place, submitted a photograph to Council of the applicant's property and stated:

- He is opposed to the application.
- An increase in traffic to this area will have safety concerns for the number of children who currently play in the area.
- As is shown in the photograph just circulated to Council, the subject property is covered with numerous trees which provide wildlife habitat.
- The original report from the applicant's arborist indicated that root damage from blasting for development would likely destroy most of these trees.

- In addition to their aesthetic value, the trees act as a noise buffer to the traffic and help to absorb some of the pollution produced by the traffic on Helmcken Road.

Ms. I. Block, 27-4125 Interurban Road

- The Planning report relies too heavily on the ten year old Carey LAP; a great focus should have been put on the current OCP which is more up to date.
- The subject property has the potential to be excellent farmland and is currently providing habitat for wildlife.
- She strongly objects to the application.

Mr. P. Scrimger, President of the Prospect Lake and District Community Association, 5003 Prospect Lake Road:

- He reviewed a letter from the Community Association to the Manager of Legislative Services dated September 9, 2008 which indicates that the association is typically unable to reach an unanimous position in regards to individual development, but that it supports the OCP and the protection of farmland, wetlands, and green space.
- Due to the negative cumulative impact of many small amendments to the OCP, he would urge Council to reject the application.

Mr. E. Low, 3982 Blue Ridge Place stated:

- He is opposed to the application.
- The owners of the adjacent A1 lots have indicated interest in development; the cumulative impact of all these developments would be significant and should be considered a major amendment to the UCB.
- There are no other panhandle lots in the area.
- Some of the current Council members participated in passing SCAN's motion not to support any amendments to the UCB or extension of the Sewer Service Area outside the UCB; maintaining the UCB was also promised during the election campaign by some candidates.
- This application does not show sufficient protection of the existing environment, including the trees currently on the property. The ten trees that would be cut down in the development have diameters ranging from 34 cm to 133 cm, storing approximately 25.5 tonnes of carbon.
- In 2008, Saanich received an award from the UBCM for the Carbon Neutral Program; cutting down indigenous old-growth trees is not inline with this award.
- Due to its distance from other services, this development will require vehicle use by residents, causing additional traffic and GHG emissions.

Mr. R. Barbon, 3955 Holland Avenue stated:

- The Blue Ridge subdivision was created by a development similar to that proposed by the applicant.
- It is necessary to create more housing for young people who wish to remain in the area.

- Most of the subject property is within the UCB, which means that it was intended to be developed.
- He supports the application.

Mr. J. MacLeod, 3994 Blue Ridge Place stated:

- He is opposed to the application, especially the amendment required to the UCB.
- Closing North Road has increased traffic and added 10 to 15 minutes to the commute out to the airport; considering his personal experience it is hard to conceive that the traffic study firm did not find any impact to the traffic volume from the proposed development.
- If this application is approved, it is likely that the adjacent properties will make similar proposals.

Ms. J. Ireland, 1305 Blue Ridge Road stated

- Consideration should be given to whether this application is aligned with the OCP and to how it could impact the UCB.
- Exiting from Blue Ridge Road on to Holland Avenue is already problematic as the rolling hills make visibility poor and maintaining an appropriate speed difficult; increasing the number of houses and subsequently the number of cars in the area could exacerbate the problem.

Ms. C. Goertzen, 3979 Blue Ridge Place stated:

- She opposes the application.
- An increase in traffic could create safety issues.
- Part of the reason she moved to this area was the cul-de-sac and the reduced traffic.

Mr. G. Holloway, President of the Royal Oak Community Association, 4745 Rosehill Road stated:

- The Community Association does not support the application.
- As others have stated, even a small change to the UCB can create a precedent which could have a large impact.
- There is no compelling reason given for the proposed change to the UCB, only that it allows for three lots instead of two.

Mr. D. Chambers, 4317 Blenkinsop Road stated:

- He is in opposition to the proposed amendment to the UCB and the rezoning of A1 land, as it effects the future of farming in this community.
- Though the rest of the annual report was excellent, there was no mention made of protecting farmland within Saanich.
- When A1 land is rezoned to residential, the price per acre to purchase the rezoned property becomes astronomical.

Ms. C. Cathro, 1342 Blue Ridge Road stated:

- She opposes the application.
- The proposed development could negatively impact traffic safety and wildlife habitat, as well as setting a precedent for amending the UCB.

Mr. K. Whitcroft, Saanich Environmental Advisory Committee, 1044 Inverness Road, stated:

- This development is car-oriented and will increase production of GHG emissions.
- There is more potential for a Garry Oak to drop a healthy limb than a fir tree, even if it has been topped.
- The RGS indicates that future growth should be located in major centres where residents can use transit and/or walk, not on the edge of the UCB.
- The Carey LAP was developed at a time when the negative impact of GHG emissions were not understood.
- It is time to move towards sustainability and this is not a sustainable development.

Mr. T. Ratkai, 3971 Blue Ridge Place stated:

- Traffic is already an issue in this area, especially at the Wilkinson/Interurban intersection.
- He purchased a home in this area because it was safe for children to play outdoors; many families enjoy this aspect of the neighbourhood.
- This individual development might not have a significant impact, but similar properties nearby would likely also be developed and the cumulative impact would be problematic.

Ms. D. Kors, P. Eng., on behalf of the applicant, stated:

- Thank you to Saanich staff for their assistance with the rezoning process and to the Community Association and residents for their review of the application.
- Initially the application included a five lot subdivision, based on the Carey LAP and the OCP which was current at the time; however, as staff did not support this proposal, it was revised to the current 3 lot development.
- Consideration was given to providing direct access from the development to Holland Avenue, but staff felt that this would further encroach on the agricultural land within the UCB.
- Though there are four similar lots on Holland Avenue which could also be developed, only two of these properties have a portion of land included in the UCB; a substantial encroachment into the UCB, more than is being proposed for this application, would be necessary to produce the additional 24 lots previously mentioned this evening.
- There is an unfinished edge at the end of Blue Ridge Place as the previous owner of the applicant's property was not interested in development.
- The planning report on the current proposal has addressed many of the concerns mentioned by the residents such as: vegetation; traffic; density of the development; the urban/rural interface; and alignment with the OCP and RGS.
- Though the Carey LAP may be somewhat outdated, it does still have value and was used to guide this development.
- If this property is used for agricultural purposes, there will be an impact on the existing trees.
- Blasting was more of a concern for the original five lot subdivision, not for the current proposal.
- This land is not in the Agricultural Land Reserve (ALR), which starts on the west side of Holland Avenue; 21 residents in this portion of the ALR have signed a petition supporting the proposal.

- This property used to be primarily residential, but since acquiring it two years ago, the applicant has significantly increased agricultural production; it is his intent to apply farm status, which requires a minimum of \$10,000 of primary agricultural production annually.
- The proposed extension is 28 meters shorter than the existing residential subdivision to the north of the property.
- The current house will remain on the lot, providing a sound barrier which will be enhanced by the covenanted no-build area and the treed slope at the back of the panhandle lot.
- The lot in the proposed subdivision would be zoned RS-8, as required by the Carey LAP and similar to the adjacent lots to the north.
- Proposed green features of the development include: solar-assisted hot water heater; energy efficient windows; Energy Star appliances; low-flow dual flush toilets; low-flow taps and faucets; storm water detention; and permeable paver driveways.
- The traffic engineer indicated that, if daily traffic was taken into account, the resulting increase from this development would be one car every 20 minutes.

MOTION:

MOVED by Councillor Derman and Seconded by Councillor Murdock: "That it be recommended that Council not approve the rezoning application for 3989 Holland Avenue."

Councillor Derman stated:

- There has not been a good rationale for moving the Urban Containment Boundary (UCB) presented by the applicant; the potential of squeezing in an additional lot is not sufficient.
- The removal of sizable trees and traffic issues are concerning, but the biggest problem is that this location is not suitable for infill development due to a lack of other services nearby.

Councillor Murdock stated:

- He can't support the application due to the proposed changes to the UCB; many small changes could have a negative cumulative effect.
- The least green feature of this application is its location which will require a car to access and will not allow for a buffer between agricultural and residential land use.

Councillor Brice stated:

- She does not support the application.
- Visiting the site confirmed that this application does not meet the standard required to amend the UCB; the removal of the existing trees would also be regrettable.

Councillor Wergeland stated:

- The UCB and the Sewer Service Area create a strong indicator whether development is possible in a region; in this case, there is not sufficient reason to expand beyond these constraints.
- The Blue Ridge neighbourhood should be aware that concrete barriers instead of finished curbs for cul-de-sacs typically indicate a potential for future development.

Councillor Gerrard stated:

- Though he was impressed with the applicant’s written submission, he is not able to support the application due to the changes required to the UBC, especially as 1 of the proposed 3 lots is a panhandle.

Councillor Sanders stated:

- After walking the site, she also felt that this application did not meet the standard required to amend the UCB; it is persuasive to see representatives from Community Associations not directly impacted by the proposal voicing their opposition due to impacts on the UCB.
- This is an example of when Alternative Land Use Services would be particularly helpful, allowing the owner to receive some financial compensation for the public good provided by leaving the existing trees on the lot in question while still farming a portion of the land.

Councillor Hunter stated:

- A two lot development that didn’t require UBC expansion might be more appropriate.
- The current location of the UCB seems to indicate that there was thought given to potential development on this and the two southern properties; if this is not the case, perhaps the UCB should be moved back to Helmcken Road to prevent any confusion.

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

- The traffic impact study did not include consideration of the left turn from Holland Avenue on to Helmcken Road.

Councillor Brownoff stated:

- The UCB is a key growth management tool for Saanich, from both the perspective of both Council and the public; this area is not a good location for expansion due to its distance from services and the need for a buffer between urban and rural lands..
- As larger roads are unlikely to be built in this area, consideration needs to be given to the potential for transportation alternatives to vehicles.

The Motion was then Put and CARRIED

Adjournment

On a motion from Mayor Leonard, the meeting adjourned at 10:40 pm.

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CHAIR

I hereby certify these Minutes are accurate.

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MUNICIPAL CLERK