

UNIVERSITY OF VICTORIA

CAMPUS PLANNING COMMITTEE MEETING

**Minutes of Meeting: April 19, 2018 (10:00 am – 12:00 pm)
Michael Williams Building Boardroom 120**

Membership			
	Voting:		Ex-Officio:
R	Valerie Kuehne, Co-Chair	√	Ron Proulx
√	Gayle Gorrill, Co-Chair	√	Tony Eder
√	David Castle	R	Bruce Kilpatrick
√	Carmen Charette	√	Jennifer Vornbrock
R	Nancy Wright	√	Kristi Simpson
R	Catherine Krull		
√	Thomas Tiedje		Other:
R	Andrew Rowe	√	James Pepler
√	Karena Shaw	R	David Perry
√	Tanya Tran (GSS)	√	Mike Wilson
R	Sheryl Karras	√	Melanie Groves
√	Michael Hawkshaw		
√	Lesley Patten		Guests:
R	Pierre-Paul Angelblazer (UVSS)	√	Bryan Patterson
		√	Shaun Heffernan
√ = In Attendance R = Regrets Noted			

1. APPROVAL OF THE AGENDA

The agenda was approved as circulated.

2. APPROVAL OF THE MINUTES OF February 23, 2018

The minutes were approved as circulated.

3. REMARKS FROM THE CHAIR

Ms. Gorrill noted that there was a full agenda and that she's was eager to have some good discussion on the agenda items.

4. BUSINESS ARISING FROM THE MINUTES

No business arising from the minutes.

5. CORRESPONDENCE

No correspondence.

6. REGULAR BUSINESS

a. Campus Cycling Plan: Review

Presented for Information and Feedback

- Mr. Wilson introduced Bryan Patterson and Shaun Heffernan from Urban Systems Ltd., the consulting firm working with UVic on the Plan.
- Mr. Patterson explained the direction Phase 2 has been going, including the big moves, network options, sharing what they heard and learned from stakeholders, and movement on policies and strategies. He briefly discussed Phase 1's launch events, and pop-up activities, surveys, feedback, existing conditions, and general overview, stating that Phase 2 is another round of the same, and by Phase 3 there will be a draft Plan.
- Mr. Heffernan explained the themes of the Plan, which include improving cycling connections to and from campus, Ring Road optimization, end-of-trip facilities, and cycling comfort.
- What they heard was that there was a desire to make campus easier to cycle to/through that Ring Road was an issue, and both access and entry/exit points were big issues, with some bike parking and end-of-trip facilities items. Based on what they heard from the feedback, they developed options and suggestions for these issues that could be voted on as most preferable.
- Mr. Heffernan explained the reverse priority pyramid and how it could guide planning for cycling on campus and act as a decision tool for policies. The pyramid prioritizes the protection of those most vulnerable.
 - Discussion on the use of the pyramid included:
 - The limited amount of Right-of-Way and how it can't all be equal
 - Priorities between Freight and Transit
 - The pyramid being an approach, not an every time scenario
 - This framework is already operating, the pyramid is a visual cue
 - If we have to inconvenience something a few seconds, this tool helps, it's not meant to break a working system, it will not be used to stop modes.
 - This tool should be a safety lens, and also focus on accessibility.
- Mr. Wilson gave a brief introduction about Ring Road, the current challenges we face, and some numbers on access and egress. Parking Lot 1 has 600 stalls wholly accessible through Ring Road. Reductions and tree-impact are top of mind issues. Changes to Ring Road should be considered on a near-term and long-term basis. And finally, that 60% of all transit trips are via Ring Road.
- Mr. Heffernan went through the Big Idea shift for Ring Road in the presentation. He explained the different options that included items like removal of lanes of traffic, tree impact, shifting traffic, discussions with BC Transit and bus travel, transit priority lanes, multi-use pathways, or no change options. He showed scoring results from feedback on the options. It was important to note that the in-person interactions were more valuable as options could be better explained. The no change options were consistently lowest.
 - Discussion on the Ring Road options included:
 - Probable costs of the options, phasing and then gaining a better sense of costs.
 - Opening right-of-way for Parking Lot 1 and processes involved.
 - The differences between changing Ring Road and simply changing the access and movement through Ring Road. High-use destinations, easing congestion, what is achievable, what can be phased, and what is a long-term goal.
 - How UVic compares to the cycling changes in downtown Victoria.
 - Changes that are safer and grow ridership.
 - Controversy in change during change and how, over time, changes are accepted.
 - Peak busy times
 - Data on Ring Road's ability to handle single lane traffic.
- Ms. Gorrill asked the committee if there was anyone who believes they should choose no changes for any of the options. There were no comments supporting a no change option.
 - Discussion on Ring Road options continued, including:
 - Emergency vehicle access throughout the options
 - UVic population increase and how that may affect proposed changes in the future

- Two lanes will always be available for emergencies.
- Communications with BC Transit concerning the possible changes
- Managing pedestrian crossing better and shared pathways, moving people through key access points.
- The phased approach, short- and long-term.
- The complexity of each option in the survey, and how face-to-face interactions were more meaningful.
- Engagement of stakeholders
- Making changes that are intuitive
- Mr. Heffernan went through the University Drive Options, explaining the shared path west of the median, two-way bike lane, a protected bike lane, the removal of the existing median, future discussions with Oak Bay concerning the changes, and challenges for transition lanes for cyclists.
- Mr. Patterson spoke about mitigating the conflict point, exploring the best place to transition, and that there are other possible options. There are still some tweaks to the options for this section.
 - Discussion on the University Drive Options included: Thinking about the transition as the priority, Removing option 1, unlikelihood of bridges or tunnels.
- Mr. Heffernan ran through the different options on Mc Gill road which included two-way cycle paths, multi-use paths, or no change. The purpose is to move traffic to Gordon Head, create separation, and move cyclists to an easier intersection. Discussion included:
 - Concern of creating a culture of short cuts.
 - Proposed changes are to make it both intuitively safe, and support new ridership.
 - The left-hand turn is the issue to resolve here.
- Mr. Heffernan then spoke about the proposed network upgrades that include conflict areas such as the extension of University Drive Pathway, Engineering Pathway creating a full separated pathway, could be a phased approach given the other options on Ring Road, widening Midgard Avenue to delineate cyclists and pedestrians, Gabriola and Ring Road.
- Mr. Proulx indicated that the intersection at Gabriola is problematic and suggested it become one-way traffic.
- Mr. Wilson talked about establishing the strategy of improving end-of-trip facilities.
- Mr. Heffernan went through policy considerations, survey data, and metric. He then spoke to the shared space policy's education awareness, signage, and speed mitigation examples.
- The next steps are to develop the final Campus Cycling Plan. Ms. Gorrill thanked everyone for their feedback and input.

b. Civil Engineering Building Site & Program

Report with Recommendation

Committee Discussion Included:

- Mr. Wilson presented on this item. He went through an Engineering Addition presentation which included the following:
 - A background of the Five-Year Capital Plan and its priorities which include an addition to the Engineering Building plus an adjacent high bay structures building.
 - Site location and proximities.
 - Permit approvals required by the District of Oak Bay.
 - Opportunities to animate Ring Road and integrate the building with core campus.
 - Vehicle access, Parking, and Tree Removal.
 - Working with the landscape architect to develop a naturalized edge along the west site boundary.
 - The High Bay Structures Lab in Parking Lot A, it's proposed site, and Campus Plan considerations. In addition, vehicle movement, parking and servicing were also discussed.
 - Engagement Considerations through the Community Association Liaison Committee, open house-style meetings, website information, project updates, and stakeholders.

- Pursuit of capital funding
- Minimizing impact on existing green space.
- Keeping members of the campus community informed of opportunities for input into the development process.

Recommendation:

THAT the Campus Planning Committee recommend to the President, that the proposed site for an addition to the Engineering Computer Science Building and the proposed Structures Lab site be approved.

THAT the Campus Planning Committee recommend to the President, that the Functional Program for the Civil Engineering program be approved.

Moved: Carmen Charette
 Seconded: Karena Shaw
CARRIED

c. Capital Projects Update
 Verbal Report for Information

Ron Proulx provided a verbal update.

- Mr. Proulx said that the New Service Energy Plan is nearly completed save for landscaping. The Science building is ahead of schedule and should be completed in August.
- Ms. Gorrill suggested that there could be a walkabout of all the new building on campus for the committee so that they can see the hard work and progress.

d. New Student Housing Update
 Verbal Report for Information

- Mr. Wilson reminded the committee that the Board of Governors expressed their approval in March for new student housing, contingent on the financing from the government. So far there has been lots of engagement, with very positive feedback. They are moving into the design phase, and the next update will be in June for the community. The next item of approval for the CPC will be the schematic design in the fall.
- Ms. Gorrill expressed that they are working very well with the province, are very hopeful, with great conversations.

7. OTHER BUSINESS

Community Liaison Report

No report needed to be given.

8. ADJOURNMENT

The meeting adjourned at 11:58am.

9. NEXT MEETING: September 13th, 2018: MWB Boardroom 120 (9:00 – 10:30am).