

AREA I APC SPECIAL MEETING

Minutes of special meeting of the Area I (Youbou/ Meade Creek) Area I Planning Commission in the upper Youbou Community Hall, 8550 Hemlock Street, Youbou, B.C. Thursday November 13th 2014 @ 7:30 P.M.

Present: Chair George deLure

Jeff Abbott

Shawn Carlow

Bill Gibson



Guest: The applicant Mr. Max Russell was contacted but was unable to attend meeting.

APPROVAL OF AGENDA; It was moved and seconded that the agenda be approved. MOTION CARRIED

ADOPTION OF MINUTES; It was moved and seconded that the minutes of the Tuesday October 14th 2014 regular Area I (Youbou/Meade Creek) Area Planning Commission meeting be adopted. MOTION CARRIED

Comments on Rezoning Application No. 2-1-14RS (Max and Gail Russell).

This subject Application 2-1-14 RS should have been previously dealt with by the CVRD by Law Enforcement Officer. The Area I APC is now dealing with a non-conforming (illegal situation) after the fact.

The Area I APC does not wish to entertain homogenous zoning results such as: Forestry; Recreational; Residential and Light Industrial.

The Area I APC recommends the following:

1. Subject property is rezoned to Light Industrial with allowance for the single family residence with the following conditions:

A. The proposed property use has potential for high volume of traffic; therefore the property requires safe highway access and exit such as acceleration and deceleration lanes for property access. Note: There is an active logging road opposite the subject property (across the highway). This logging road already creates extra traffic on this section of the highway.

B. Reassurance required from owners that the existing shop (building) is in compliance with local building codes and was constructed with proper permits.

C. Environmental Survey is performed on property prior to any development. Subject property historically was once an active railway grade. We were unable to qualify if property had single track or dual track. The number of tracks would dictate how much of the property was subject to vegetation

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control. Concerns here are that historically railway vegetation control was performed using various types of toxic materials. The railway beds were compacted rock ballast with creosote treated rail ties. These factors would necessitate the above noted Environmental Survey being performed prior to the use of property for garden or vehicle storage.

D. Community Gardens are usually in a community. This location is too far from existing communities of Youbou and Lake Cowichan to be beneficial to the existing communities as an active gardening proponent. Historically, a railway grade ran through this property and the historical railway grade would not be complementary to gardening. Mr. Russell has indicated that the historic railway grade would be used as a road way and proposed garden areas would be adjacent to the railway grade. The question of number of railway tracks would indicate what amount of property is available for community use - if any.

E. Comment on vehicle storage: If a vehicle wash station is proposed then this should be a closed loop system where residue can be contained, stored and disposed of according to hazardous waste management regulations.

F. Any site development requires a landscaping program in order to enhance the scenic area landscape. Suggestion would be a landscape design using indigenous hemlock trees for hedge adjacent to the highway which would beautify the site.

Meeting was adjourned at 9:00 P.M.

Minutes by:

George deLure



Attachment: Vegetation Treatment Zones within railway ROW. (Two Pages).

B. IDENTIFYING INFORMATION

B.1 Plan Area

The Pest Management Plan area encompasses the railway right-of-way owned by the Island Corridor Foundation (ICF) and operated by Southern Railway of Vancouver Island Limited (SVI), including the 225 km-long Victoria Subdivision, the 5 km-long Wellcox Spur, and associated yards, shops and other facilities (Figure B-1).

The typical Right-Of-Way (ROW) averages approximately 30 m (100 ft) in width. The vegetation to be managed within the ROW has been separated into four distinct vegetation treatment zones (Figure B-2):

1. Zone A is limited to the tie area of the ballast section. This zone has a total width of 8 ft (2.4 m) (4 ft on either side of the centerline).
2. Zone B is the ballast section beyond the tie area to the ballast shoulder having a typical width extending 4 ft (1.2 m) on either side of Zone A.
3. Zone C is the ROW from the edge of the ballast shoulder to the maximum reach of the brush cutter, approximately 32 ft (9.8 m) from centre of track or 22 ft (6.7 m) beyond the edge of Zone A.
4. Zone D is the remainder of the ROW from the outer edge of Zone C to the outer edge of the ROW property, a distance averaging approximately 18 ft (5.5 m) depending on the total width of the ROW.

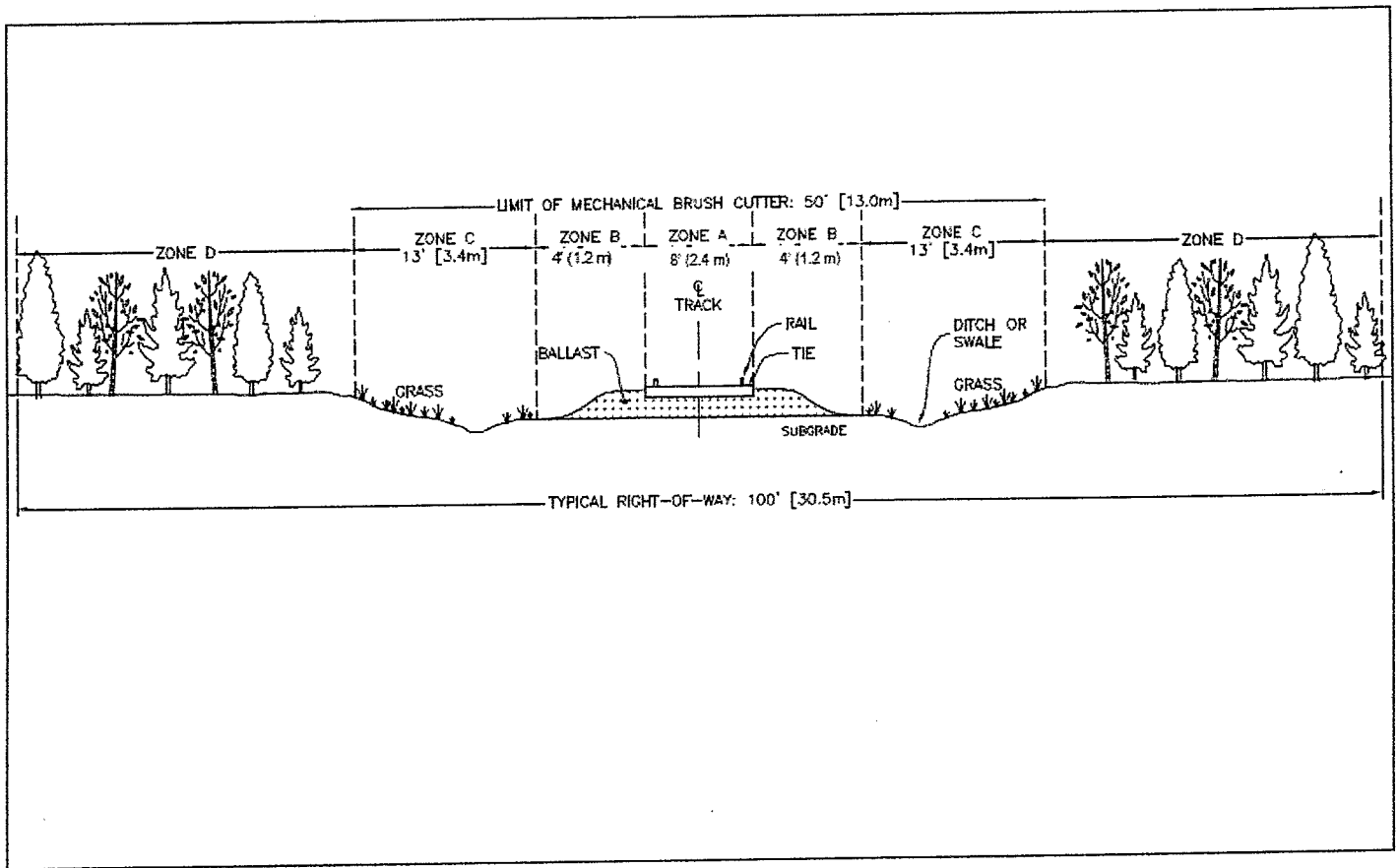


Figure B-2. Vegetation Treatment Zones within the railway ROW.