



DATE: Tuesday, April 10, 2018

TIME: 19:00-21:00

**MINUTES** of the Electoral Area E Advisory Planning Commission held on the above noted date and time at 175 Ingram Street, Duncan, B.C., CVRD Boardroom.

**PRESENT:**

Chairperson: Susan Kaufmann  
Vice Chair: John Salmen  
Secretary: Justin Straker  
Members: David Coulson  
Sarah Davies-Long  
Celina Gold  
Patrick Jackson  
Parker Jefferson  
Julia Rylands  
Ken Smith  
Marianna Terauds

**ALSO present:**

Director: Alison Nicholson, Director, Area E; Bev Suderman, Planner, CVRD

**APPROVAL OF AGENDA**

The agenda was amended to add Kathy O'Donnell as a delegation, Rachelle Rondeau's report on stormwater management and mitigations, and Area E APC elections.

It was moved and seconded that the agenda as amended be approved.

MOTION CARRIED

**ADOPTION OF MINUTES**

It was moved and seconded that the minutes of March 13, 2018 be accepted.

MOTION CARRIED

## **ELECTIONS**

**Chair – Susan Kaufmann was nominated and acclaimed**

**Vice Chair – John Salmen was nominated and acclaimed**

**Secretary – Justin Straker was nominated and acclaimed**

## **DELEGATIONS**

Kathy O'Donnell, Sh-hwuykwselu (Busy Place Creek), Streamkeeper.

Described channels of Sh-hwuykwselu, tributary of Koksilah; described history of the creek, which used to connect the Cowichan to Koksilah rivers, and was used by Cowichan people to canoe between the Cowichan and Koksilah. Also described current fish presence, including coho, cutthroat, and three-spine stickleback. Coho spawners have been observed in the creek. Streamkeepers and schoolchildren monitor fish and invertebrates in the creek, plant native species, remove garbage, survey habitat, and report spills, flooding, blockages. Ms. O'Donnell suggested planting native species to overhang portions of Sh-hwuykwselu that run in a ditch down Polkey Road.

## **STAFF REPORT**

Rachelle Rondeau, Environmental Services Division – Storm water management and mitigation plan for Sh-hwuykwselu,

Presented the plan under development by the Environmental Services Division. Primary issues are flooding and contamination.

## **NEW BUSINESS**

Presentation from Tyson Loreth, BC Transit, on application for 5271 Boal Road

Presentation on Boal Road variance application – presented on purpose, building appearance, storm water management, volumes of water used, type of soap used for washing, management of contaminated soil, aquatic habitats, planting, fish habitat – issue around statutory right of way to connect watercourse C through park as fish habitat. BC Transit is requesting variance from CVRD watercourse setback for main building on Boal Road – meeting provincial SPEA guidelines (5 m) but not CVRD setback (20 m).

The Area E APC raised a number of concerns and questions with the application, and requested additional information:

1. Boal Road entrance – the APC sees the proposed single main entrance on Boal road to be substantially problematic, as it directs the transit traffic towards the residential area at the end of Boal Road, and due to the impact on local traffic, including pedestrian traffic, and to safety concerns. At the proposed entrance Boal Road is very narrow for two-lane traffic and for buses turning into this proposed entrance. Relocation of the main entrance to Polkey Road would address these concerns.
2. Stream enhancement and restoration – this area of Sh-hwuykwselu (Busy Place Creek) is critical for ecological and cultural reasons. The APC views the proposal as an opportunity to contribute to development of a “fish-friendly business park”. The APC strongly believes that stream enhancement and restoration activities should be carried out on watercourses on all sides of the property, supported by



BC Transit, and that all avenues should be explored to allow an open, as opposed to piped, connection of "watercourse C", at the southeast corner of the property, through to Sh-hwuykwselu on Polkey Road (this connection is currently through an unregistered culvert). There is an active group – the Sh-hwuykwselu Streamkeepers – that provides a perfect collaborator for this work, and the Area E APC requests that BC Transit plan for collaboration with this group to effect stream enhancement/restoration around the property, including provision of funding for these works. These activities would include ensuring and maintaining stream connectivity and streamside planting to provide shade, and signage for education and protection. The APC is also concerned with the proposed 2.5-m setback along watercourse C, and believes that the minimum 5-m SPEA setback should be applied.

3. Management of water quality and quantity –BC Transit proposes using a detergent for bus cleaning that has stated medium to low acute toxicity following standard sewerage treatment. The APC requests from the proponent additional information on anticipated loadings of these constituents into the Cowichan River. In addition, the APC requests referral of this issue to the MNC joint utilities board, and confirmation that these constituents can be safely handled by the CVRD's treatment systems, that their addition to these systems is in no way a concern, and that concentrations of the washing detergent in the CVRD outfall will at no time exceed 1 mg/L. The APC has also requested clarification from the proponent on the proposed use of an oil-water separator vs. a "petro-barrier", and is waiting to hear back on this item.
4. Landscaping plan – the APC requests that more detailed landscaping planning be developed, and that this planning be conducted in collaboration with the Sh-hwuykwselu streamkeepers.
5. Park and path dedication – as noted previously there is current and potential future substantial pedestrian traffic from adjacent properties to the area affected by this proposal. A well-used path from Koksilah Rd. to the west of the site would connect with the pathway as proposed in the development along Boal Rd. This pathway would ideally continue on following the creek system and Polkey Rd to the Maplewood park at the south end of the property. The APC requests that BC Transit consider incorporating these enhancements into their planning, as well as considering replacing the western entrance with a small pedestrian bridge to provide continuity to path network on the CD-zoned property at the end of Boal Road, and construction of a second pedestrian bridge at the Boal/Polkey Road intersection.
6. Other impacts on neighbouring residential areas/businesses – the Cowichan-Koksilah Official Community Plan currently under development envisions the Koksilah Business Park and adjacent locations as a mixed-use area for development of business, light industry, and affordable housing. The APC requests that the CVRD and proponent consider this in their designs, including potential noise and light disturbances. Specific to lighting, the APC requests that the proponent use low-voltage lighting, hooded, low to and directed at the ground, with a warm colour spectrum, and motion-activated where possible.
7. Consideration of energy alternatives – during the meeting, planning for transition from hydrocarbon-powered buses (e.g., to electric vehicles) was discussed, and the APC was informed that this is not an option at this point. The APC believes that the CVRD and BC Transit should be taking these obligations very seriously, and actively planning wherever possible for these transitions. In addition to these comments, concerns were raised with respect to the placement of the future CNG plant to the close proximity to residential areas.

Overall the APC found that it was not in a position to make a recommendation on the application until it receives the additional information directly requested in item #3 above, and without further consideration of the other items raised.

#### **BUSINESS ARISING FROM MINUTES**

None.

#### **REPORTS**

**Chair's report:**

The chair reported that the CVRD OCP harmonization project is moving forward.

**Director's report:**

None.

**Planner's report:**

None.

#### **ADJOURNMENT**

It was moved that the meeting be adjourned at 9:20 pm.

MOTION CARRIED

**NEXT MEETING:** Next APC meeting is Tuesday, May 8, 2018.



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Secretary

  
Chair

DATE: Wednesday, April 18, 2018

**RECOMMENDATIONS** of the Electoral Area E Advisory Planning Commission with respect to the BC Transit Boal Road application for variance, following the APC meeting of Tuesday, April 10, 2018.

The Area E APC has concerns with the current application, and requests additional information on and consideration of the following items:

1. Boal Road entrance – the APC sees the proposed single main entrance on Boal road to be substantially problematic, due to the BC Transit traffic being directed towards the residential area at the end of Boal Road, the impact on local traffic, including pedestrian traffic, and to safety concerns. At the proposed entrance Boal Road is very narrow for two-lane traffic and for buses turning into this proposed entrance. Relocation of the main entrance to Polkey Road would address these concerns.

The APC understands that MOTI has reviewed the traffic/entrance plan and has approved without requesting additional studies. The APC recommends that the CVRD further explore a Polkey Road option with BC Transit and MOTI, but understands that the CVRD may not have jurisdiction on this issue.

2. Stream enhancement and restoration – this area of Sh-hwuykwselu (Busy Place Creek) is critical for ecological and cultural reasons. Given the critical nature of this location, and BC Transits proposal for variance from CVRD stream setbacks, we believe that the proposed project should be used as an opportunity to substantially and positively contribute to conservation and restoration in this area. The APC strongly recommends that stream enhancement and restoration activities be carried out on watercourses on all sides of the property, supported by BC Transit, and that all avenues be explored to allow an open, as opposed to piped, connection of “watercourse C”, at the southeast corner of the property, through to Sh-hwuykwselu on Polkey Road (this connection is currently through an unregistered culvert). There is an active group – the Sh-hwuykwselu Streamkeepers – that provides a perfect collaborator for this work, and the Area E APC requests that BC Transit plan for collaboration with this group to effect stream enhancement/restoration around the property, including provision of funding for these works. These activities would include ensuring and maintaining stream connectivity, streamside planting to provide shade, and signage for education and protection. We believe that through this work there is the potential to make this project a real collaborative success and cornerstone of renewal of the Koksilah industrial park.

The APC further recommends that the minimum SPEA setback of 5 m be applied to watercourse C, rather than the proposed 2.5-m setback.

3. Management of water quality and quantity – as water is so plentiful in and around the proposed development, detailed plans to mitigate and enhance water quality and quantity are paramount. BC Transit proposes using a detergent for bus cleaning that has stated medium to low acute toxicity following standard sewerage treatment. The APC requests from the proponent additional information on anticipated loadings of these constituents into the Cowichan River. In addition, the APC requests referral of this issue to the MNC joint utilities board,



and confirmation that these constituents can be safely handled by the CVRD's treatment systems, that their addition to these systems is in no way a concern, and that concentrations of the washing detergent in the CVRD outfall will at no time exceed 1 mg/L. Failure to meet this criterion should be anticipated to result in acute toxicity to aquatic organisms.

In addition, the APC is concerned, given projections for climate changes in the region and the need for adaptation to these changes, that BC Transit has not proposed on-site recycling of bus-wash water. The APC requests consideration of these issues from the proponent and the CVRD.

Finally, the APC has requested that the proponent provide a comparison between the proposed use of an oil-water separator and use of a "petro-barrier", and are waiting for a response on this item.

4. Landscaping plan – the APC requests that the proponent further develop the proposed landscaping planning for the site, and that this development be conducted in collaboration with the Sh-hwuykwselu streamkeepers. The APC believes that it is critical that this planning be developed to support stream restoration, walkability, and overall neighbourhood enhancement. Kathy O'Donnell of the Sh-hwuykwselu streamkeepers suggested modifications to the proposed landscape plan during the meeting, and the APC reiterates that collaboration with this group would be an important step in supporting positive development of this property.

On a positive note, the proposed wetland area on the south east side if the site will be a substantial enhancement as it adjoins the local park and stream system and thereby directly increases the wellbeing and walkability of the whole neighborhood.

5. Park and path dedication – as noted previously there is current and potential future substantial pedestrian traffic from adjacent properties to the area affected by this proposal. A well-used path from Koksilah Rd. to the west of the site would connect with the pathway as proposed in the development along Boal Rd. This pathway would ideally continue on following the creek system and Polkey Rd to the Maplewood park at the south end of the property. The APC requests that BC Transit consider incorporating these enhancements into their planning, as well as considering replacing the western entrance with a small pedestrian bridge to provide continuity to path network on the CD-zoned property at the end of Boal Road, and construction of a second pedestrian bridge at the Boal/Polkey Road intersection. Dedication and construction of Polkey Road path connecting to Maplewood Park.
6. Other impacts on neighbouring residential areas/businesses – the Cowichan-Koksilah Official Community Plan currently under development envisions the Koksilah Business Park and adjacent locations as a mixed-use area for development of business, light industry, and affordable housing. The APC requests that the CVRD and proponent consider this in their designs, including potential noise and light disturbances. Specific to exterior lighting, the APC requests that the proponent use low voltage, warm daylight temperature lighting, preferably 2700K LED lamp with a maximum of 3000K. Light standards should be fully shielded, downcast and low to the ground where practicable, solar cell activated and timed to turn off at 11:00 pm or appropriate hour after operations cease in respect of the local dark sky policy. The following link could be used as a reference for this planning: <https://spectrum.ieee.org/green-tech/conservation/led-streetlights-are-giving-neighborhoods-the-blues>.
7. Consideration of energy alternatives – during the meeting, planning for transition from hydrocarbon-powered buses (e.g., to electric vehicles) was discussed, and the APC was informed that this is not an option at this point. The APC believes that the CVRD and BC Transit should be taking these obligations very seriously,

and actively planning wherever possible for these transitions. In addition, the APC requests that the proponent give careful consideration to installation of electric-vehicle charging stations for employees and visitors as part of its infrastructure design.

In addition, the placement of the future CNG plant is a concern, due to the close proximity to residential areas. The APC requests that BC Transit reconsider this location, or consider noise mitigations.