

Referral Response Summary

Application No. RZ23A03 Stonebridge

Organization: CVRD Utilities

Date of Response: January 18, 2024

Name/Title: Louise Knodel-Joy/Vanessa Thomson

Level of Support: (Support with Conditions)

Comments:

On January 10, 2024 the CVRD Board voted to approve the Mill Springs Sewer System Extension Agreement. This means that the Mill Springs Sewer Service Establishment Bylaw has been amended to extend the boundary of the Mill Springs Sewer Service Area, and includes the 'Stonebridge' lands.

1. For clarity, the *Limona and Stonebridge Development affiliated companies* have secured rights to 343 Equivalent Units to the Stonebridge and Lodgepole lands:
 - a. **For Stonebridge:** the developer is proposing up to 1,000 residential units plus commercial buildings in their new comprehensive development zone
 - b. **For Lodgepole:** the developer is proposing 12 residential units (11 are presently permitted under existing zoning)
 - c. **End Result:** There is insufficient capacity to service the residential and commercial development proposed under the new comprehensive development zone, as well as the density permitted under existing zoning.
2. Once the developer maximizes their Units of Sewer they will be responsible for:
 - a. Funding and undertaking a 'Sewerage Study' to the satisfaction of the CVRD, to confirm capacity (or required works to add capacity), and to pay the actual costs of connection and any upgrades required.
3. As the developer will be responsible for any/all costs associated with further expansions (if required) to the Mill Springs Sewer System to service their development, the Utilities Division does not have concerns with the proposed density. This is based on the understanding that the existing servicing provisions are also proposed in the new proposed comprehensive development zone: *"All occupied buildings in the CD Zone shall be serviced by a community water system and a community sewer system as a condition of use"*
4. We have communicated to the developer that *since the Limona and Stonebridge Development affiliated companies* have only secured 343 Equivalent Units of sewer the Utilities Division cannot guarantee any density in excess of 343 units, at this time.
 - a. When future phases of development are proposed that surpass 343 equivalent units, development will not be able to move forward until additional equivalent units are secured (and any cost to expand the system would be borne by the developer)
5. Regarding Commercial development, we understand that the developer has provided a preliminary concept plan (which is subject to change) showing 9 buildings with 9,290.30 m² of total combined commercial floor area; further, we understand that additional commercial development is permitted elsewhere in the subdivision.
 - a. For clarity, 1 equivalent unit generally equates to commercial usage; not floor area. This can be verified by a qualified professional.
 - b. The Utilities Division would anticipate referrals at time of Building Permit and Development Permit so that we can comment on the capacity to serve the development based on the number of Equivalent Units secured.
6. To proactively address the question *"why not ask that the developer secure all 1,000+ equivalent units today"* – As noted in our September 6, 2023 Referral Response, The

Utilities Division recognizes that the anticipated timeline for the development of 10-15 years.

- a. The lack of capacity is not an issue at this time; further, when/if it becomes an issue, the developer will be responsible to update the system to accommodate any additional capacity required to service their development. The treatment plant and discharge lands currently have capacity for future expansion of the system.

Organization: Island Health
Name/Title: Angela Wheeler, CPHI(C)
Healthy Built Environment

Date of Response: December 22, 2023
Level of Support: (Comments provided.)

Comments:

Recommendations under Island Health's Healthy Built Environment Initiative:

With increasing concerns for hotter summers, consider recommending cooling options as part of

- development of the parcel. Cooling options such as permeable or reflective paving materials, drought resistant vegetation, light-coloured rooftops, overhangs or awnings for west and southwest building faces, passive building cooling design features and energy efficient mechanical systems to help lessen heat related health impacts.
- The applicant noted a lack of water resource capacity to support the existing density of 929 units. Island Health supports the Environmental Services Divisions recommendations to tie increase density to available infrastructure and water resource capacity to ensure development is aligned with service capacity. Any future expansion of infrastructure and water resource capacity could subsequently allow for increases in density.
- With an increase in seasonal drought conditions in the region the addition of water quantity conservations measures such as low flow devices are encourages where possible to help lessen the demand on water resources.
- Retain as much of the existing natural environment (i.e. mature trees) as possible. Tree/shrubbery screening also provides a barrier to noise, helps improve air pollution, and lessens the impacts of extreme weather events, including providing shade and cooling during heat waves, and providing stability during heavy rain events to lessen flooding.
- The adoption of idle-free policies, especially where drive-thru businesses are allowed, can lessen air quality impacts of a denser development. A decrease in vehicle emissions will decrease exposure to air pollutants and reduce the risk of respiratory and cardiovascular disease.
- Pedestrian walkways should be designed and installed for people of all abilities, such as ensuring easy access for mobility devices. Differentiation in materials from driveway and parking lot to delineate it as pedestrian use will improve safety and comfort. Provision of lights along walkways and incorporating traffic calming within the development will enhance walkability. Walkable neighbourhoods positively influence mobility and physical activity levels.
- The inclusion of traffic calming methods can help reduce and increase pedestrian and cyclist safety as well as encourage active transportation.

[NOTE See attached letter for additional comments]

Organization: Mill Bay Water District
Name/Title: Paul Caver, District Manager

Date of Response: January 3, 2024
Level of Support: (Comments provided)

Comments:

At present there is insufficient water volume to service this development. The developer will be required as a condition of development to provide source water volume that is sufficient to support the full build out of the planned development, along with all supporting infrastructure. The developer is required to adhere to all Mill Bay Waterworks District bylaws, specifications, and development related requirements.

For clarity, the above statement regarding the lack of capacity is in relation to our existing water system and its inability to support new development regardless of density, although consideration is given to small infill developments to connect, provided payment is received of the required Capital Expenditure Charges (CEC's).

We do not consider RZ23A03 Stonebridge to be a small infill project. There is no capacity in our system to support this project. With the exception of infill developments as mentioned above, all new development that will increase density is required to provide sufficient source water for that development, along with all supporting infrastructure. New development must adhere to all Mill Bay Waterworks bylaws, standards and specifications, policies, and good engineering practice.

We understand that a CVRD condition of both the existing- and proposed- zone is that *"All occupied buildings shall be serviced by a community water system and a community sewer system as a condition of use."*

For clarity, the developer is ultimately responsible to provide (through licensing) an approved water source of sufficient volume for their development, along with all supporting infrastructure (treatment, storage, distribution system, connections, hydrants, etc.).

For reference - where a developer proposes to provide (through licensing) an approved water source, our process (at a high level) is as follows:

1. An owner/developer is required to drill a well (or wells) and prove that well(s) has capacity to support that development.
2. The owner/development is required to make application to the province for a license to draw water from the ground. (MBWD will review that application prior to submission).
3. Mill Bay Waterworks is always co-applicant on these applications since ownership of the well, and all other supporting infrastructure will become ours at the completion of the project.
4. The water license (if/when issued by the province) will be issued under the name of Mill Bay Waterworks District.
5. Mill Bay Waterworks staff, along with our engineer work closely with developers and their engineers to review and ultimately approve the design of the new water system.

Organization: BC Transit
Name/Title: Aaron Thompson, Transit Planner

Date of Response: Nov, 29, 2023
Level of Support: (Comments Provided)

Comments:

BC Transit's recommendations are as follows:

- That the Deloume Road Park & Ride is maintained or improved through the development process
- That the recommendations listed under the "Transit Supportive Land-use and Design" section are considered as part of this application.
- That consideration be given to improving the customer amenities available at the adjacent bus stops.

[NOTE See attached letter for additional comments]

Organization: CVRD Transit
Name/Title: Rachele Rondeau

Date of Response: Dec 19, 2023
Level of Support: (Support with Conditions)

Comments:

The Deloume Road Park and Ride which is adjacent to the southern portion of the subject property was established with approximately 24 spaces in 2018. This area was chosen due to proximity to Frayne Road and Lodgepole and was excess MOTI land. It was established due to space limitations and capacity concerns at the original Frayne and Lodgepole Road Park and Ride across from Serious Coffee (**Site Sketch and Completion Photo Attached**).

Additional transit supportive infrastructure (a shelter or bench) could be beneficial at existing bus stops (either Deloume Road Park and Ride or those on Shawnigan Lake – Mill Bay Road or both):

- a. To add a shelter at Deloume Road Park and Ride may require additional land dedication, which could be provided as a benefit from the applicant.
- b. Likewise, along Shawnigan Lake – Mill Bay Road, a survey would be required to identify the MOTI land available and whether a transit shelter and corresponding pad could be integrated into the existing road allowance.
- c. If the developer is designing various access and egress points, they should consider locations of bus stops and proposed transit supportive infrastructure in their design.

While, the CVRD Transit Division can apply to the BC Ministry of Transportation and Infrastructure for grants that could fund some improvements to transit infrastructure (Transit Minor Betterments Fund), it is recommended the applicant participate in the process of improvements to ensure that the development is well connected to transit. The developer may also be amenable to in-kind contributions during construction or providing transit amenities that would benefit their development/prospective residents.

The following should be considered in the design phase:

- a. Transit friendly road layout;
- b. Pedestrian connectivity;
- c. Potential additional road dedication to add a transit shelter at Deloume Road park and ride; and,
- d. Incorporating transit bus stops and associated infrastructure requirements/space needs during the design phase.

Organization: School District 79
Name/Title: Jason Sandquist, Secretary-Treasurer

Date of Response: Jan 22, 2024
Level of Support: (Comments Provided)

Comments:

The School District is quickly reaching capacity at all of its schools in the South End. Based on its location, this development will be part of the George Bonner and Frances Kelsey catchment areas (these two schools are reaching capacity)

It is likely that a neighbourhood of 900 or so homes (as presently permitted under existing zoning) could generate approximately 126 students if we apply the following yield rates:

- *Apartments .12*
- *Townhomes / Duplex .11*
- *Single Detached Dwellings .15*
- *Single Detached Dwellings with Secondary Suite .17*
- *Average .14*

Yield rates depends on the timing of build out and how that will align with the regular ebbs and flows of school enrolments; however, if the rezoning is approved, and the number of households increases to 1,000. We could be seeing an increase from approx. 126 students to approx. 140 students.

Both Frances Kelsey and George Bonner will already be at capacity even without this development (either at 929 units as presently permitted, or at 1,000 units as proposed). It is likely at some point that if development continues (in the Mill Bay and Cobble Hill communities) that the School Board will need to secure an additional school site.

Organization: BC Hydro
Name/Title: Monique Mak

Date of Response: January 10, 2024
Level of Support: (No Objection)

Comments:

The following comments are for the property owner's information:

1. For new construction, BC Hydro wishes to ensure that building permits do not get issued that allow for encroachment of buildings into the safety clearance zones required around existing bare utility conductors, including those utility works installed within road allowance adjacent to the property.
2. It is the responsibility of the Architect and Electrical Engineer of Record (EEOR) to ensure compliance with the Canadian Electrical Code (CEC), Canadian Safety Association (CSA) and WorkSafeBC (WSBC). The CEC, CSA and WSBC stipulate minimum clearances of powerlines and equipment from buildings for safety and safe working clearances (Limits of Approach).
3. Should the development require distribution service, changes to the property's service or the relocation of distribution lines, please contact BC Hydro's Electrical Service Coordination Centre (ESCC) at 1-877-520-1355.

Organization: Malahat Nation
Name/Title: Kate Richey, Referrals
Coordinator

Date of Response: January 30, 2024
Level of Support: (No Objection)

Comments:

Thank you for your consultation request dated November 22nd 2023, regarding Application No. RZ23A03 (Stone Bridge) located in Malahat Nation's traditional territory.

At this time and with the information we have been provided, Malahat Nation does not object to the proposed application to consolidate and update zoning.

Malahat is participating in ongoing conversation around the carrying capacity of local aquifers and watersheds. The Nation acknowledges and confirms the applicant's statement that there is insufficient water to support the density that is currently permitted under existing zoning, and that while the applicant can submit for reduction of minimum lot sizes to increase potential density through zoning, the constraints of current water usage in the area and these servicing constraints will be the limiting factor on the actual build out of the site.

We require continued disclosure on an ongoing basis regarding this zoning application.

Organization: Ministry of Transportation and Infrastructure (MoTI)

Date of Response: February 16, 2024

Name/Title: Tara Breysen, Development
Services Officer

Level of Support: (More Information
Needed)

Comments:

Please accept this email as MOTI's response to the above rezoning referral. The proposed Zoning Bylaw Amendment falls under section 52 of the Transportation Act.

The Ministry is not in approval of the Urban Standard road design that the developer has proposed. All roads within the development must be designed to Chapter 1400 of the BC Supplement to TAC Geometric Design Guide, 2019. The Ministry does not have the capacity to maintain sidewalks, enclosed ditches, parking stalls and lighting.

If the developer or the CVRD wishes to depart from the Chapter 1400 Ministry standard roads, there are three possible ways to accomplish this:

1. The devolvement could be re-designed as a bare land strata development.
2. The CVRD could consider establishing a service are which would need to include enclosed ditches, sidewalks, parking stalls and street lighting, however the Ministry would still require 20 metre wide road dedication
3. The developer can request and receive variance approval from the Ministry of Transportation and Infrastructure Chief Engineer. The Developer contacted MOTI's chief Engineer [Feb 2024], but [the Engineer] has not reviewed or commented on the proposed variance

The Ministry has received a Traffic Impact Assessment for the North portion of the Stonebridge Project as well as a Design Brief as part of his Phase 1 application. Those documents have been sent to our Engineer for review. Prior to further comments on the rezoning, we will need to receive and review a TIA for the South portion of the project as well

Organization: West Coast Water
Authorizations

Date of Response: December 4, 2023

Name/Title: Angela Cameron

Level of Support: (Comments Provided)

Thank you for sending this referral to our West Coast Water Authorizations team. We've taken a look at the referral package and have prepared this response for your planning staff to consider:

West Coast Water Authorizations is aware of two new groundwater licence applications (file numbers 20016269 and 20024103) for which the Limona Group (Stonebridge development) is a co-applicant with Mill Bay Waterworks District.

- We are aware that the volumes requested for the development thus far would not support their full build out and that they are looking for additional sources of water.
- If granted, the water licenses will ultimately be held by Mill Bay Waterworks District to support approved density and new development for the proposed Stonebridge build-out.
- The application volume for file 20024103, was issued as part of a licence issued to Mill Bay Waterworks District under file 20014808 on December 14, 2023.
- As of Jan 11, 2024, the other application that Stonebridge is a co-applicant (file 20016269) is still under consideration.

Regarding the licence issued to Mill Bay Waterworks District under file 20014808

- Please note that this licence combines the applications for several files within the bedrock aquifer (20014808, 20007388, 20012563, and 20024103).
- The licence includes a phased approach and requires an adaptive water monitoring and operation plan to be developed by Mill Bay Waterworks District and accepted by the Water Manager.

The Conditional Water License (file 20014808) includes (but is not limited to) the following terms/conditions:

- The maximum quantity of water which may be diverted is 280,600 cubic metres per year, which will be allowed in phases, and provided the maximum daily diversion does not exceed 1690 cubic metres.
- Prior to diversion and use of the initial volume of water (Phase A) authorized in clause (e) the licensee must:
 1. Develop an adaptive water monitoring and operation plan suitable to determine the nature of potential impacts, as a result of pumping, to the source aquifer, senior water rights holders, and Indigenous Interests, to the satisfaction of the Water Manager under the Water Sustainability Act;
 2. Upon acceptance of the adaptive water monitoring and operation plan, obtain written leave to commence the diversion and use of water from the Water Manager under the Water Sustainability Act; and
 3. Implement the adaptive water monitoring and operation plan.

For Clarity:

- Final Water Licences do not provide any more rights/obligations than Conditional Water Licences. The current licence is designed to take a phased approach to address uncertainty around water availability. The ability to use the full licensed volume will be dependent on the results of monitoring over time.

- The Stonebridge development accounts for 84,282 cubic metres per year of the volume licensed under file 20014808. MBWD and Stonebridge development have applied for a further 64,705 cubic metres per year file 20016269 (which is under review).
- It is our understanding that Mill Bay Waterworks District (MBWD) is using 400 liters per capita per day (lpcd) as their standard for water requirements and are working to reduce this volume over time. Stonebridge believes that their development will use much less than this. If the development does use less liters per capita, a higher density may be feasible.
- West Coast Water Authorizations team does not have any objections to the CVRD proceeding with rezoning the lands given the understanding that a CVRD condition of development is that “All occupied buildings shall be serviced by a community water system and a community sewer system as a condition of use.”

Decisions under the Water Sustainability Act (WSA) are independent from zoning decisions. Changes to zoning do not create an obligation to issue a water licence nor would it fetter a decision under the WSA. If the proponent does not obtain approvals for water volumes that would sufficiently support their current or proposed build out – they would have to reduce the density of their development to that which can be supported by current water volumes



December 22, 2023

Richard Buchan
Planner III, Development Services
Cowichan Valley Regional District
175 Ingram Street
Duncan, BC V9L 1N8

Sent via email to: Richard.buchan@cvrld.bc.ca

Dear Richard Buchan:

Re: Review – Application RZ23A03 (Stone Bridge) Zoning Consolidation

Thank you for the opportunity to comment on the application RZ23A03 to consolidate existing zoning into one comprehensive development zone with five areas. The past few years have seen significant advances in linking urban planning with a variety of health outcomes. These include, encouragement of physical activity, healthier eating, greater safety, cleaner air and healthier living environments, access to health services, food security, age friendly communities, and improved social interaction.

Island Health appreciates the opportunity to provide evidence-based recommendations and comments for this referral, as itemized below:

Highlights

- The proposed zoning consolidation into one comprehensive development zone will increase options for single family, duplex and multi-family dwellings for a variety of types of living accommodation will help increase access to housing amongst income brackets. As well, the applicant proposes to transfer land parcels to a supportive housing provider to allow an increase in affordable housing options in the area. Increased access to more affordable housing decreases the frequency of moving between residences. Housing stability helps reduce stress and enables people to care for themselves and their families' better. The increase in density proposed by offering multi-family units offers more affordable options. Quality housing is associated with an increased sense of safety, decreased crime, and improved social connections. These factors help people enjoy better health and improved quality of life.
- This amendment will add densification and allow for commercial (mixed use) development to support the creation of compact neighbourhoods. Densification, with provision of amenities can increase proximity to work, schools and recreational opportunities therefore reducing vehicle dependency and increasing engagement in walking, cycling and physical activity, thereby providing a positive impact on health outcomes.

Gateway Village Health Unit

201 - 771 Vernon Avenue | Victoria, BC V8X 5A7
Email: Gateway_office@viha.ca

Tel: 250.519.3401 | Fax: 250.519.3402
www.islandhealth.ca

Excellent health and care, for everyone, everywhere, every time.

- The applicant will maintain the park fund contributions and will transfer greenspace with trail improvements and usable park space for a tot lot. The acquisition of natural areas to increase park development will preserve/increase greenspace and outdoor recreational places for people to interact with nature and serve as a place for social connections. Health evidence shows a strong link between exposure and engagement with nature and the reduction of stress, chronic diseases, depression, and anxiety as well as improvements in cognitive functions. Preservation of the natural environment also helps protect against adverse weather events such as extreme heat and flooding.
- The proposal includes allowance for a long-term stay hotel for use as workforce accommodations. Affordable options for workers in the region. Available options for worker accommodations in the region will help support a vibrant economy in the region.

Regulatory Considerations

The application proposes to consolidate zoning to one comprehensive Development zone with five areas. Permitted uses within some of these areas include home-based business, community service facility, residential facility, seniors congregate care, unlicensed daycare, and group daycare. Some of these uses may be subject to regulatory considerations that fall under the jurisdiction of Island Health's Environmental Public Health (EPH) department, such as:

Food Premises

EPH has a regulatory role in food premises under the *Food Premises Regulation* from construction to operation. Any construction of new food premises as a home occupation must be undertaken with the issuance of appropriate construction and operating permits. If a property owner opens a food premises, the food premises regulation would apply. For more information, please see: [Island Health Food Safety](#).

Drinking Water Supply Systems

EPH has a regulatory role in accordance with the *Drinking Water Protection Act* and *Regulation* with respect to water supply systems. Any construction, installation, alteration, or extension of (a) a water supply system, or (b) works, facilities, or equipment that are intended to be a water supply system or part of a water supply system, must be issued a construction permit from our Public Health Engineer. For more information, please see: [Island Health Drinking Water Legislation & Approval](#).

Recreational Water: Pools

EPH has a regulatory role in recreational water (pools and hot tubs) from construction to operation. Construction of any pool must be undertaken with the appropriate construction permit. Any new or existing and unapproved pool must obtain an operating permit from our office. For more information, please see: [Island Health Recreation Water & Beach Reports](#).

Child Care Licensing

EPH has a regulatory role in the approval and licensing of childcare facilities in accordance with the *Community Care and Assisted Living Act*, and the *Child Care Licensing Regulation*. For more information, please see: [Island Health Child Care Licensing](#).

Sewerage Systems

The Mill Bay/Malahat Local Area Plan establishes that local servicing requires improvement as follows:

“A major challenge for Mill Bay will be to ensure that servicing is improved. There is a community water system, operated effectively by the Mill Bay Waterworks Improvement District. However, only small pockets within the community currently have community sewer services. The policies in the OCP support the future provision of community sewer services in Mill Bay Village, both to allow growth and to prevent the possibility of future impacts on Saanich Inlet.”

Insufficient wastewater treatment could result in environmental, human health and economic impacts, such as oxygen depletion, beach closures and other restrictions on recreational water use, fish and shellfish harvesting and consumption, and drinking water.

Therefore, EPH supports the Cowichan Valley Regional District (CVRD) plan to amend the [South Sector Liquid Waste Management Plan](#) toward:

“...ensur(ing) that key areas are serviced by a class A community sewer collection and treatment system. Development that occurs prior to the CVRD system being established will be required to provide a class A system that can later be retrofitted to connect to the future system.”

We encourage the applicant to explore opportunities to apply the principles of stormwater planning when amending or drafting a liquid waste management plan. In recognition of the effects of climate change, specifically the increased occurrences of drought and flood events on Vancouver Island, the guiding principles of integrated stormwater management empower us to reframe a potential emergency event to one of resource gathering and reclamation. More information about stormwater planning as a valuable component of a liquid waste management plan is available here: [Stormwater Planning](#).

We would also like to acknowledge the recent repealing of guideline document, *The Sewerage System Regulation and Municipal Wastewater Regulation: Jurisdictional Flow Divide for Onsite Sewerage Systems (Version 1.0 / January 2017)*. The Ministry of Health and the Ministry of Environment (MoE) had jointly developed this guideline to clarify the intent of sections of the relevant wastewater legislation to specify the maximum design daily flows (DDF) for onsite sewage systems permitted under each regulation and represent the dividing line between large and small onsite systems. This guideline supported the construction of multiple small on-site sewerage systems on a property under the jurisdiction of the SSR, in place of the construction of a single, large on-site system. The repealing of this guideline may impact development permit applications received by the CVRD.

The applicant is advised to contact the Ministry of Environment to discuss their responsibilities under the Environmental Management Act and the Municipal Wastewater Regulation. For more information, please see: [Waste Management](#). For guidance in determining which regulation applies, contact your [regional health authority](#) or the [Ministry of Environment and Climate Change Strategy](#). The final decision in any individual case is determined by the regulator, which may involve collaboration through a referral and review from one agency to the other.

Recommendations under Island Health’s Healthy Built Environment Initiative

- With increasing concerns for hotter summers, consider recommending cooling options as part of development of the parcel. Cooling options such as permeable or reflective paving materials,

drought resistant vegetation, light-coloured rooftops, overhangs or awnings for west and south-west building faces, passive building cooling design features and energy efficient mechanical systems to help lessen heat related health impacts.

- The applicant noted a lack of water resource capacity to support the existing density of 929 units. Island Health supports the Environmental Services Divisions recommendations to tie increase density to available infrastructure and water resource capacity to ensure development is aligned with service capacity. Any future expansion of infrastructure and water resource capacity could subsequently allow for increases in density.
- With an increase in seasonal drought conditions in the region the addition of water quantity conservations measures such as low flow devices are encourages where possible to help lessen the demand on water resources.
- Retain as much of the existing natural environment (i.e. mature trees) as possible. Tree/shrubbery screening also provides a barrier to noise, helps improve air pollution, and lessens the impacts of extreme weather events, including providing shade and cooling during heat waves, and providing stability during heavy rain events to lessen flooding.
- The adoption of idle-free policies, especially where drive-thru businesses are allowed, can lessen air quality impacts of a denser development. A decrease in vehicle emissions will decrease exposure to air pollutants and reduce the risk of respiratory and cardiovascular disease.
- Pedestrian walkways should be designed and installed for people of all abilities, such as ensuring easy access for mobility devices. Differentiation in materials from driveway and parking lot to delineate it as pedestrian use will improve safety and comfort. Provision of lights along walkways and incorporating traffic calming within the development will enhance walkability. Walkable neighbourhoods positively influence mobility and physical activity levels.
- The inclusion of traffic calming methods can help reduce speed and increase pedestrian and cyclist safety as well as encourage active transportation.

If you have any questions or comments, please do not hesitate to contact the undersigned for further clarification or to discuss further.

Sincerely,



Angela Wheeler, CPHI(C)
Healthy Built Environment Consultant

AW/cmd

cc: Heather Hutton, Team Lead
Alison Gardner, District Environmental Health Officer

Development Referral Response

November 29, 2023

Development Location: Stonebridge Lands

Local Government: Cowichan Valley Regional District

Transit System: Cowichan Valley Regional Transit System

Local Government Referral Number: RZ23A03

Development Proposal

The rezoning application proposes the following:

- To consolidate and update zoning for the Stonebridge lands into one comprehensive development zone.

Transit Context

The proposed development is partially serviced by Local Transit - Regional Service and Targeted Transit – Interregional Service.

Local Transit - Regional Service generally provides regional connections between communities within the Cowichan Valley and connect rural areas to local activity centres. This includes:

- 8 Mill Bay via Telegraph Road/Duncan via Shawnigan Lake
- 9 Mill Bay via Shawnigan Lake/Duncan via Telegraph Road

Targeted Transit - Interregional Service routes are created to provide interregional connections to other communities. This includes:

- 66 CVX Cowichan - Victoria Express
- 99 SVX Shawnigan Lake - Victoria Express

Policy

The 2023 [Cowichan Valley Transit Future Action Plan](#) is an update to 2012 [Cowichan Valley Transit Future Plan](#). The TFAP helps guide transit decisions over the short to medium-term. Of particular note to the subject property are the following changes:

- All of the Local Transit – Regional Service routes are being redesigned. Work on this is ongoing, but the details of the changes will be presented to the Cowichan Valley Regional District board for approval.

Transit Supportive Land-use and Design

BC Transit recommends to following:

- Developing a well-connected road network in a grid or grid-like pattern, with no or limited culs-de-sac or dead ends with connections through the property to lands beyond. Having a well-connected road network allows for more flexibility in providing transit service and

redundancy if there are temporary detours needed. It also helps support multi-modal connections to nearby transit stop.

- Consider a connection between Shawnigan-Mill Bay Road through the property to Barry Road/Deloume Road. This would help improve transit movements in the area and connections between Mill Bay and Shawnigan Lake by reducing the number of times the bus needs to go on and off Highway 1.
- Focusing density within 400 metres of existing transit stops. This improves the utilization of existing infrastructure and services without incurring additional costs to the local government.
- Development of appropriate multi-modal street treatments along all internal and adjacent public roads
- Provide on-site pathways to connect buildings and uses to public sidewalks/paths
- Focusing density within 400 metres of existing transit stops. This improves the utilization of existing infrastructure and services without incurring additional costs to the local government.
- Allowing for a mix of residential, commercial, institutional, or recreational uses
- Eliminating or reducing minimum vehicle parking requirements
- Locating on-site parking underground or away from street frontages
- Ensure that vehicle entrances and exits to the property do not interfere with transit operations or create a safety hazard

Transit Infrastructure

Bus Stops and Stations

The following bus stops are within 400 metres of the development:

- Shawnigan Lake-Mill Bay Road at Barry Road (Eastbound) – ID 136268. Customers can access route 9 at this stop. This stop could be improved through the addition of customer amenities, such as a shelter, bench, and transit information.
- Shawnigan Lake-Mill Bay Road at Brulette Place (Westbound) – ID 136270. Customers can access route 8 at this stop. This stop could be improved through the addition of customer amenities, such as a shelter, bench, and transit information.
- Deloume Road at Lodgepole Road (Eastbound) – ID 108052. Customers can access routes 66, 99 at this stop. This stop forms part of the Deloume Road Park & Ride. This stop could be improved through the addition of customer amenities, such as a shelter, bench, and transit information.
- Deloume Road at Lodgepole Road (Southbound) – ID 136269. Customers can access routes 66, 99 at this stop. This stop forms part of the Deloume Road Park & Ride. This stop could be improved through the addition of customer amenities, such as a shelter, bench, and transit information.

Transit Infrastructure

The subject property is adjacent to the Deloume Road Park & Ride. Park & Rides allow for customers outside of the immediate transit service areas to access transit service for part of their

commutes. This Park & Ride location allows customers to access both interregional services to Victoria. As part of any roadworks or improvements in the area, it is imperative that this Park & Ride is maintained.

Discussion and Recommendations

BC Transit’s recommendations are as follows:

- That the Deloume Road Park & Ride is maintained or improved through the development process
- That the recommendations listed under the “Transit Supportive Land-use and Design” section are considered as part of this application.
- That consideration be given to improving the customer amenities available at the adjacent bus stops.

BC Transit Level of Support

- BC Transit has no major concerns with the proposed development, subject to the recommendations above.

Thank you for the opportunity to review this proposed development. We would appreciate receiving updates on this proposal as it moves through the various stages of development. If you have any questions or would like further comments on this proposal, please contact:

Aaron Thompson
Transit Planner
BC Transit
athompson@bctransit.com

From: Aaron Thompson

Sent: Thursday, December 7, 2023 9:17 AM

To: Richard Buchan; Rachelle Rondeau

Subject: RE: Referral to External Agencies regarding Rezoning Application No. RZ23A03 Stonebridge

Richard,

I've put some circles on the map to indicate the location of nearby transit stops as well as a "cloud" area showing the approximate location of the Park & Ride.

I didn't mention the two bus stops closest to Highway 1, but have indicated them on this map. These stops both lack customer amenities and could be improved, particularly if there is grading happening in the area that would allow for more space.

Understanding this is just a preliminary map, I do have a few comments:

- The road network could have more connectivity with less dead-ends or cul-de-sacs.
- Even if the Barry Road doesn't cross the creek, it would be good to have a connection between Barry Road south and the rest of the south road network
- Ideally, as much of the development as possible would be within a 400 metre walking distance to an existing transit stop.
 - o This can be done by locating the majority of the density closer to the transit stops combined with providing more direct pedestrian/active transportation connections to the stop locations.

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Transit Planner

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Shawnigan Lake-Mill Bay
at Wilikson (WB) 104002

Shawnigan Lake-Mill Bay
at Brulette (WB) 136270

Shawnigan Lake-Mill Bay
at Trans Canada (WB) 108006

STONBRIDGE PROJECT

Shawnigan Lake-Mill Bay
at Wilikson (EB) 104003
Preliminary Road Layout &
Conceptual Master Plan

November 12, 2023

Shawnigan-Mill Bay
Road at Barry (Eastbound)
ID 136268.

Shawnigan-Mill Bay at
Trans Canada (EB) 108059

Phase 1b

Phase 1a

Area of
Phase 2

Location of
Stone Bridge

Lions Cove
(Existing)

Future
Phase

Future Phases

Future
Phases

Future Phases

Deloume at Barry
(NB) 108090

Deloume Road
Park & Ride

Deloume at
Lodgepole (SB) 136269

Deloume at Lodge
Pole (EB) 108052



Deloume Road Park and Ride - Completion Photo

