

STONEBRIDGE PROJECT PUBLIC INFORMATION MEETING - TRANSCRIPT

DATE: Thursday June 6, 2024.

TIME: 7:00 PM

LOCATION: Kerry Park Recreation Centre

Presenters:

Richard Buchan, Cowichan Valley Regional District (CVRD)

Wayne Hopkins, Merdyn Group for Stonebridge Project

Mike Baier, Limona Group for Stonebridge Project

Presentation

Richard Buchan, CVRD

1. Can I get a quick show of hands just to see who can hear me. Perfect. That's what I want to hear.
2. My name is Richard Buchan. I'm a planner with the CVRD. Before the developer introduces their proposal, CVRD staff have prepared a brief script to describe the nature of the application, process for approval, and will be available for technical questions should they arise.
3. The application before us today consists of three key elements, rezoning the subject properties to allow for a new comprehensive development zone, amendments to the Official Community Plan to redesignate some of the properties to commercial mixed use, and updating and consolidating the Community Amenity Covenant associated with the Stonebridge lands.
4. With respect to the OCP amendments, the application proposes to redesignate some of the lands to commercial mixed use and to Stonebridge comprehensive development. This would impact the land that is presently zoned for Seniors Congregate Care. If the Official Community Plan amendment is approved, commercial and personal service uses may be standalone as principal uses, where previously they would have to be part of the Congregate Care facility. This would permit more of the land to be combined with the Commercial Plaza, formerly known as Pioneer Square Plaza.
5. This would also impact lands that are zoned Medium Density Multiple Family adjacent to the existing Commercial Plaza where the Tim Hortons and McDonald's are located. Existing zoning presently permits mixed use commercial residential. If the Official Community Plan amendment is approved, both commercial and residential uses may be stand-alone principal uses. In other words, not mixed use.
6. With respect to density, staff estimates that, based on the land area, a total number of approximately 929 units, 753 dwelling, 176 congregate care, could be developed under existing zoning. The developer proposed zoning that would build out potentially 1,000 units over a 15-year time frame. However, there are some water and sewer constraints that may limit that build-out.

7. With respect to show homes, the developer is proposing zoning amendments that would allow for multiple lot buildings to be built on larger lots capable of further subdivision. This would permit show homes without increasing density.
8. With respect to setbacks, there's some setback reductions, and this is to standardize zoning requirements across the board.
9. There's presently ten different parcels that are subject to eight different zones with different standards. In the north portion, some of the building heights are limited to 10 meters, some to 23, some to 18, and some to 7.5, depending on the type of use.
10. There's also a proposal for workforce housing to allow for a hotel that could be used for long-term and short-term rental options, and drive-thru uses as accessory uses in commercial areas.
11. Before the board considers the bylaw amendment, they have directed that staff work with the applicant to provide draft terms of an updated Parks and Amenities Covenant. This should help to provide clarity on the parks and trails.
12. Staff have also been asked to get updated comments from the Ministry of Transportation and Infrastructure, as they are currently reviewing a traffic impact assessment for the lands. This could also help to provide some clarity on the road layouts and avenues.
13. The CVRD has not considered the bylaws yet, and they have not been drafted for board consideration. This is one of the next steps before we get to considering bylaws. If the board brings forward the bylaw amendments, it will be subject to further public engagement such as a public hearing.
14. If the changes do not advance, the agent could continue to develop the property under existing zoning, and they have submitted an application for the first 31 lots under existing zoning requirements.
15. On a related note, the Ministry of Transportation has advised that it won't maintain drainage or street lighting. However, the developer has requested the CVRD consider establishing a service area for this development. That request is under review and will be considered by the board. If it is not accepted, a more rural road will be required.
16. I will be here for questions and the developer will introduce their application.

Presentation

Wayne Hopkins, Primary Presenter

Mike Baier, Supporting Presenter

17. Hello everybody. Can you all hear me fine? I'm going to be trying to do the multimedia pointing and reading at the same time, so please bear with me. I will also try to talk slowly so I don't go too quick.
18. For those I haven't met before, my name is Wayne Hopkins. I am now one of the owners of the Stonebridge Lands. Also here tonight is Mike Baier who is one of the owners of the Limona Group who has been involved with the lands for quite some time.

19. I want to thank you all for coming out tonight. I also want to make a quick note that there was some confusion between myself and CVRD over the last couple weeks about this meeting date. I thank CVRD for helping to make sure it did happen and go ahead after the ad was placed. Because of the confusion with the dates, unfortunately Director Segal could not be here tonight, as well as Directors Abbott and Morrison, all three of them are away at the FCM conference. I believe their alternates may be here, and notwithstanding they'll get a full update from staff and we will try to transcribe the meeting for everyone's review.
20. Both Mike and I have worked in the CVRD independently for well over 15 years. Me in Area I on a large project called Woodland Shores, and Mike has worked in a couple different areas within CVRD for probably over 20 years. Basically we are very aware of all things CVRD and the complexities of working in a regional district dealing with Ministry of Transportation and Highways and in this circumstance also having a separate water district.
21. For those that may not have a full understanding of why we're here and how we got here, just a couple of minutes to give a brief history of the project;
- a. Limona Group has been involved in the land in Mill Bay since about 2006, so just basically 18 years now.
 - b. I see smiles because you've probably been following it for about that long. The first parts of the property were actually zoned about 20 years ago before Limona's involvement, and there have been two rezonings I believe since, all of these areas comprise the entire project.
 - c. The last rezoning was in 2017. Just to be clear, he (Mike Baier) was around for that, I've only been here for about a year.
22. My company is called Merdyn Group, Mike's company is called Limona Group, and both of our companies have a very similar focus in relation to housing in the market. We both tend to focus on attainable homes. Neither one of our companies builds high-end residential homes, we build homes for average families. That's one of the reasons why we're working together on Stonebridge, because our company and our philosophies are very similar.
23. Stonebridge today under the current zoning, before the zoning amendment, and afterwards, will be CVRD's largest master plan community. We will also be one of the largest residential home providers on Vancouver Island, and in CVRD, and Stonebridge will be one of the largest creators of park resulting from a residential project in CVRD's history.
24. The question is how did we get here? When I became involved about a year ago, one of the first things I did was met with planning staff. I wanted to discuss the zoning, make sure I understood it. We had found a couple of errors and inconsistencies in the zoning. The zoning was 20 years old, so it's to be expected. And during those conversations we talked about ways of improving the zoning to expand the housing spectrum with more opportunities for attainable and affordable housing.

25. As Richard knows, I was a little hesitant because I know the CVRD process and how long it can take to make even the smallest little adjustments. But in the end, the benefits to the project and to the housing spectrum were such that we decided to go ahead. I believe our first meeting was just over 14 months ago. Also, over the past year, besides working with Richard and the entire planning staff, we've also had meetings with Malahat Nation and included them in the conversations and the planning, and also recently met with the Mill Bay Historical Society to get some perspective on the history of Mill Bay so it can be incorporated into the planning as well. I do thank CVRD staff for the suggestion to do a consolidated zone.
26. I will show you the current the zoning map. [CVRD Zoning Map on Screen]. There are six zones that comprise Stonebridge mainly because they've been zoned in so many different years and so many different times when the housing needs were so much different. The primary purpose of this application is to take these six zones and create one comprehensive zone, standardizing and simplifying. I need to confirm a few things because there's a lot of talk out there in the neighborhood at times.
27. We are doing a zoning amendment, not a re-zoning as such. A re-zoning to us is if we have the ability to build 30 homes and we want to build 300, that's a re-zoning, you're changing the density of the site. This is an amendment. The zoning was approved years ago that created the project. This amendment application does not stop Stonebridge. Stonebridge is going ahead, as Richard mentioned, we've already started to move ahead under the current zoning.
28. We're not creating any new or additional density beyond the existing density. The existing zone allows, I forget what staff calculated, 930 and something units. We calculated higher, over 950 under the current zoning. But the reality is, we all know sitting here, the project's never going to get anywhere near the allowable zoning. The water resources, sewer resources are going to cap us out at some point less than that.
29. As I mentioned, the permitted uses stay the same, residential and commercial. We've added some accessory uses in the residential, such as standardizing daycare across all zones from the first phase to the last phase, so daycare can be included. We've modernized the accessory commercial uses, and as Richard mentioned, for the mixed use parcels, we can do a mixed use development, or we're saying if it's not appropriate, we can split the mixed uses into one or the other.
30. As Richard mentioned we will create a consolidated parks and amenity covenant. Currently, half the property's park dedication is controlled by zoning, the other half is controlled by zoning and covenant. Since we are consolidating the zoning, we said let's consolidate the park and amenities covenant. To be clear, there is no change, there's no reduction in park, there's no reduction in amenities, it's simply taking what's already been agreed upon and putting it into a new document.

31. During the past year, as we've been working through this with staff, we've maintained six goals every time we look at something.
- a) The first one is, the whole purpose of this process is to expand the housing spectrum to increase affordable and attainable housing options. This will include single family residential, various sized lots and homes, duplexes, townhouses, cluster housing, multiplexes, and multi-family such as subsidized seniors, assisted living seniors, purpose built rental and of course home ownership.
 - b) The second goal was to ensure that the zoning that we have on the multi-family parcels is such that it attracts the sought-after dollars for affordable housing and has the zoning that attracts the builders of purpose-built rental housing. As anybody who works in the housing industry knows, there's a real competition for those dollars and if we don't have the zoning to support the feasibility with what they need to make it work, they'll just take their affordable housing and purpose-built rental housing to another community.
 - c) The third one was to promote integrated planning. This is one thing that's dear to me. Developments of the past, you used to find that you have your single-family area, then you have some duplex area, then you have a little townhouse area. Everything is segregated in relation to use. Newer planning options and newer planning philosophies is to integrate. So on a street you might have a bunch of single family dwellings and a couple duplexes, and maybe down the street and around the corner you have a three unit townhouse and they're all intermixed within each other and they're also very hard to spot the difference. You're not pointing them out. By standardizing the zones from the first phase to the last phase, it gives the opportunity for integrated planning.
 - d) One of the original goals we had, which is where this process originated from, was to take the six zones and standardize the minimums and maximums throughout the zone. All this simply is, is how we started, you can see on the screen the chart we created. We listed all six zones that currently exist and we figured out, okay, we just start going across going, this one says 10 meters, okay, that's great. This one's 10, 12, 14, okay, let's take 12. And we just start standardizing the zoning from one side to the other and that's where the beginnings of the standardized consolidated zone came from. The current zoning creates arbitrary lines, which came out of the different times things were zoned, but on a master plan community those lines kind of get blurred. So it's important to have standardized requirements within the consolidated zone.
 - e) Basically a single family dwelling in the first phase should have the same setbacks, lot coverage, height as a single family home in the final phase.
 - f) The fifth goal was to simplify the zoning for easier administration, once again referencing that we're aware of all things CVRD. We know how complicated things can get and as staff turn over the original intent of the zoning is quickly forgotten,

and you get into a situation where you're having to debate the intent. We want this to be smooth from the first phase all the way through the last phase. We want to be easy for staff to understand in 14-15 years and quite honestly I want it to be easier for myself. By also simplifying it allows the development to better respond and pivot to change in housing needs. Like I said the first re-zoning of Stonebridge was before Limona was involved. Over 20 years ago the housing needs today are substantially different than the housing needs 20 today, and we believe the housing needs in 15 years will be different than they are today.

- g) Finally it was to create ensure the zoning was in place to allow for a top quality commercial center in the former Pioneer Square Center. We've had lots of informal focus groups, and conversations and people have no issue giving us their opinions of the different types of services uses and retail they want to see in the mall. We've heard grocer, pharmacy, retails, restaurants, restaurants, restaurants, and they would love to see a new medical clinic.
32. Those are the six goals. I believe that where we are right now with a consolidated zone definitely follows these six goals that we set.
33. Just to be clear, and you might hear me say this a lot during the night, the zoning is already in place. Because this process is taking so long to get this through, we made the decision to move ahead with the first phase and that is in process. I'll get into that a little later. But even though we started with the first phase under the current zoning, obviously we're here, we want to make it the best development that we possibly can, and for me primarily focused on the attainable housing.
34. A question that everybody seems to ask, "Infrastructure, where are we at?" Two water licenses are attached to Stonebridge. Currently we're in the, as you call it, development phase of the wells, where you're creating monitoring plans and working with the provincial ministry and mill bay waterworks.
35. So obviously water has been one of the biggest determining factors of any development in Mill Bay, and it's been many years of process to get to the point where water licenses are issued for Stonebridge, and we're in the process right now of working through at least the first well to get it on stream, we're hoping for late this fall or early 2025. Mike made the decision in the past to work with mill bay water therefore the property will be serviced by mill bay water.
36. As part of the improvements to the water system, exact details aren't narrowed down yet, but from past reports and from my understanding, there'll be some water main upgrades, obviously some well development for the new wells, and probably the biggest feature is a new 1 million litre reservoir. The reservoir of course will help Mill Bay water deal with peak demand periods, as well as it'll help provide FUS fire protection to the Mill Bay area, which is substantial in itself.

37. Sewer service will be by the new Mill Bay sewer system, and Stonebridge is the largest contributor to that project, about 54% of the cost I believe, that will see it expand throughout Mill Bay. This means no in-ground disposal fields at Stonebridge, as well as the expanded system will see many existing fields in mill bay be discontinued.
38. On-site roads will obviously be controlled and dictated by Ministry of Transportation and Infrastructure, as will off-site improvements to do with the development will also be controlled by Ministry of Transportation. Unfortunately, not a CVRD area, unfortunately not within my control, but we have been having quite a few meetings. In fact, Mike and I just returned from a two-hour meeting up in Nanaimo with MOT this afternoon.
39. And then finally, as Richard mentioned, integrated stormwater management and street lighting. My company has been involved in enhanced stormwater management for decades, being recognized many times for it. It's something that we're very proud of. We've worked around important water bodies such as Cowichan Lake, so we understand the importance of handling stormwater in a natural and efficient way to protect those bodies of water. Stonebridge is very similar. We have two really nice water courses going through it, Shawnigan Creek and Handysen Creek. It's a priority for us that they get protected. We've asked CVRD to enter into a service area agreement that will allow us to do integrated storm water management as opposed to typical MOTI open ditch.
40. Having a storm water service area doesn't cost anybody any money except the people that are in the Stonebridge area, and it allows us to be more innovative with our stormwater management, lets us enclose the stormwater management and do natural treatment rather than follow the highways route of dumping into a ditch and let it go.
41. So let's just do a quick update on the master plan first. I'll just do a very brief overview of the master plan where we're currently at and then I'll take you through the first phase the second phase which is really phase 1b but that's confusing and then we'll go through the future phases and then we'll try to open it up for questions. Risking being a broken record, once again everything we've planned on the master plan is to the current zoning.
42. I do wish we had a bigger screen hopefully you can see it we were expecting a big huge jumbo screen. I just want to ensure you can see everything, you can, great.
43. So first of all for those I'm sure everybody here knows where the property is but it's located from Shawnigan Mill Bay Road all the way behind across the creek touches with Deloume and goes all the way up to Bourbon Road. It's approximately about 160 acres total land area. The primary access now under this master plan is off of Shawnigan Mill Bay Road at the Barry Road north location that's currently unbuilt. You'll note that Barry Road does not connect through across the creek to connect Barry Road north and south. Where is the Barry road intersection, it is right here, just off the screen.

44. Okay, well that's Barry Road north and that's south. Can everybody hear me? Okay, I'm going to drop the mic. So Shawnigan Mill Bay Road is at the very top with the intersection with the highway there. This is Barry Road north, unbuilt currently. This is Barry Road south. This is Lions Cove. I always call it Lions Cove. I know it's the cove. This is where the Tim Hortons and McDonalds is. Barry Road south and Barrie Road north. At one time, the Ministry of Transportation wanted them joined together. There was a lot of push back in the community for two reasons. The intersection on Deloume and the highway is a dog's breakfast and really can't handle much more traffic, and secondly, that would mean taking out the historic Stone Bridge, which everybody wanted to retain.

So Highways has now agreed to leave it in place. They are going to take a road right of way over that area. They're saying for the potential future, but they recognize the importance to the community to keep that bridge.

45. One of the first changes we made when I became involved was to focus the primary access point to Stonebridge off Shawnigan-Mill Bay road, and removing the connection to Barry Road south, So we're not dumping traffic on to Barry Road South and compounding the intersection issues.

46. And also too, at one point, they wanted a lot of traffic going up Bourbon Road. And we've made that a secondary connection rather than a primary connection. Highways has maintained they want a connection to Bourbon however we are showing it as a secondary local road, not a primary road.

47. As you can see by the master plan, the green areas are natural park. The areas here are natural park, we have two different types of park, natural park and active park. Natural park is basically protected natural areas that will have walking trails around so you can see the natural areas and features. Active parks are designed for activity, tot lots, different opportunities where people come together. North of Shawnigan Creek is pretty accurate in relation to what's going to be going on and what's going to be happening. South of Shawnigan Creek on this concept layout is conceptual only. And I guarantee you it's not even going to be that close to what you see because this is just showing the general concept of residential roads, parkland, connecting trails. That'll get defined more and more and more as the project unfolds with each phase.

48. Just so you know, the total park dedication on the site is somewhere between 32 and 38 percent. Depends how you calculate it. A lot of the parcels here haven't been surveyed since they were crown granted, so we need to find out exactly how big those are. This slide is simply just an inset of the previous drawing and it shows the phase one. This is phase 1A, which is north of Shawnigan Creek. Access will become off Shawnigan Mill Bay Road down the newly constructed Barry Road and then a new, we're going to call it a connector road, it's not a collector road so it's not like a big highway, but it's slightly bigger than the normal local road. The road, this connector road will go all the way through the development and eventually come out again on Shawnigan Mill Bay Road, and yes Bourbon, I'll show you that when we get to that. The first phase

that's in with highways right now for approval under the current zoning includes one, two, three multi-family sites. They could be townhouses, they could be seniors housing, they could be affordable housing, they can be home ownership housing and then I think it's 32, I think it's 32, 32, 34, something like that, single family and within that 32 or 34 are two duplexes. The multi-family is where we see the first round of affordable housing being, potentially subsidized housing.

49. The lots in 1A that are single family and a few duplexes, the homes are expected to be like 1,750 square feet, maybe 2,000 square feet. Your typical three bedrooms, two and a half bath, open floor plan designed for families. Those that may have a suite, because suites are permitted, would be slightly larger of course to accommodate the suite.
50. You'll notice in phase 1A there's two park components. Both will occur, will happen concurrently with phase 1A being registered and subdivided. That's the first section of the natural park, the riparian park, and the first active park, formally referred to in the former covenants as a tot lot. It's important to point out that the tot lot in the requirements in the first one I think was 0.6 of a hectare, something like that. It was 0.06. It was pretty small. This is about six, eight, ten times the size of that. We just wanted there to be more space for people to be. This particular tot lot will probably have playground equipment, furniture for sitting and relaxing, connection trails going through it, just a place to hang out, a place to gather.
51. The natural park, which follows along Shawnigan Creek and currently is around 30 meters from each side of the natural bank, obviously is designed to protect the repairing areas of the creek, keep it natural, and develop the trails accordingly so people can walk through and enjoy it, and hopefully it'll stop kids from dropping a bunch of garbage in there.
52. Speaking of walking trails in general, there will be three types of trails at Stonebridge. I didn't name these, they're in the covenant already. Stonebridge Trail, which they met simply went down Barry Road, crossed the creek, and came down to Barry Road. That was the extent of it. We've added a little more. We've continued Stonebridge Trail all the way down Barry Road from Shawnigan Mill Bay Road, and it'll follow the connector road all the way through the development within the road allowance adjacent to the road but separated from the road. This is a concept, it relies on a closed storm water system and for CVRD to approve the zoning amendments, otherwise it will remain as current shown on Barry road only.
53. Probably, I think it was I think it was three meters. We've asked for it to be paved. That's a decision between CBRD Parks and Ministry of Transportation and Highways. We're trying to facilitate it. We'll build it. In the end, it becomes a CVRD trail, so they have to be happy with the standard. But that multifunctional trail is designed to be wide enough that you can walk on it, ride on it, use a walker on it, use a wheelchair, ride your bike. Keeps you off the road, keeps you a little safer, keeps a little friendlier.

54. The second trail type are the natural trails within the riparian areas. They're built to a type 2 standard under CVRD, so permeable surface, gravel contained, so encourages you to stay on the trail and not start venturing out into the vegetation. And the third one is a connecting trail, which literally is just that. It connects different areas of the project to both the Stonebridge Trail and to riparian trails.
55. As mentioned, this is the actual legal subdivision, tentative legal subdivision for Phase 1A. And it's exactly what I just mentioned. It just shows the dimensions. As I mentioned, we've already made an application to highways. Our engineers are working on the engineering for Phase 1A currently. My goal is to see construction start late this fall and early spring on the show homes with the first show home village opening in spring or summer next year. Obviously to get this going we need to still dot some eyes however we hope that CVRD, transportation and mill bay water all share the goal of bringing housing to the community as soon as possible.
56. The second phase, and just to make it really confusing like I said, the second phase is actually called Phase 1B. Only intended to make it clear that to the average person you'll see Phase 1A starting and then Phase 1B start. To you, it'll look like the same phase but technically they're different. So we've done Phase 1B. It's located up there. I can't reach it, I'm too short. But that includes seniors housing and commercial which is currently what it's zoned. It's just that the seniors housing has it so it's with commercial uses, whereas I believe a seniors assisted living building should have its own green space, its own space, be separate from the commercial with a nice walkway or entrance into the commercial space.
57. I just showed you that it just basically shows you the inset again and how big how big that phase 1b is compared to phase 1a. It's quite a large site.
58. Oh, I came on, I don't know, I missed a slide. Okay. I just want to be very clear because I want no misconceptions. What you're about to see for the commercial is purely conceptual. We haven't made application for a development permit, and we haven't signed off on any designs. This is the one of the concept sketches that the architect did trying to figure out what we want to look like. We don't want to look like you're walking into downtown Victoria into an urban center, but we recognize there are certain things that are required by the tenants that do create somewhat of a boxy kind of appearance. So we're going to be looking to try to add natural woods, natural rocks and overhangs, something that looks small town but with modern services. I'm not a huge fan of the rake roof that's like that. We're playing with some sloped roofs as well, as well as the typical flat roofs. This image gives you a general concept of the look and feel. Obviously when we make application for development permit, which is form character landscaping, it'll be well more refined and once again it's subject to further development permits, and we can have another information session if people are interested even if not required.

59. The next slide is going to be the draft layout. I've made sure we've scrubbed all the potential tenants names and logos off the site. Unfortunately we can't disclose who they are because we're not that far a long yet and they don't really want to get it out there to their competitors. So this is the commercial center as it's currently designed. I'll take you through as much as I can and once again I apologize for not being able to provide actual names. The current concept shows a food store, a grocer, a pharmacy, a bunch of what's called CRU commercial spaces where you can find things like a bakery and little restaurants and things like that. A large building that would be for a larger tenant that you all know. Building E has more CRU spaces on the bottom and then the second floor is partially a early childhood learning center with an outdoor space as well attached to it. The very back one which is building D once again has some retail type storefront on the main floor and then above that is where the integrated medical health center will be.
60. So far we've confirmed a new grocer, a new pharmacy, multiple restaurants. I'd like to say for sure but I can't, however I hope that it will include a Mexican place, a pho place and maybe a pub style restaurant, but once again its early and I'm not allowed to say.
61. We're also not allowed to say but I'm really leaning towards a bakery, a coffee shop, I said the early childhood learning center and the one that we've been working on almost as long as I've been working on the site is a new integrated medical health center. Obviously before we could actually include that we actually needed doctors. Luckily we know a couple doctors coming out of medical school in 2025 that we know, and one of which already has a connection to the mill bay and cobble hill areas. With two doctors confirmed, they are working on a third, hopefully a new female doctor. Their plan for the health center is head to toe including chiropractic, massage therapy, physiotherapy, optometry, dental and of course the family doctors. Assuming we can keep this process moving it will be a great addition to the community when it's all done.
62. The layout as you can see shows two drive-thru locations that are integrated into the site. Touchless delivery options are just becoming the norm and just becoming the expectation of the tenet mix that we're trying to achieve. I am aware that some emails were floating around because they were sent to me and I had some phone calls questioning if we need another drive-thru in Mill Bay. I fully understand the apprehension.
63. I'm not a drive-thru guy. I'm more likely to walk in but they have a service model that's required but it was important to us that any drive through is very accessory to the overall plan. I can get into more of the research we've done and the decision we've made in relation to the drive-thrus. Richard and I spent a lot of time dealing with it.
64. Those who know me know that I research everything so I now know more about drive-thrus than I ever thought I'd ever need or want to know. I can get into more of the details of that, my questions and answers, if you're interested.

65. Access to the to the center will be off Shawnigan Mill Bay Road and off of Barry Road, the newly constructed Barry road. Around the time the commercial centre is completed we expect Barry Road and Shawnigan Mill Bay Road will become a controlled intersection, most likely a signalized intersection. It's always been projected by the ministry to be signalized. We anticipate that it's going to be required prior to the occupancy on the commercial center.
66. The seniors building will be a seniors assisted living. We already have two or three providers that are interested and moving forward. We're not entering into any agreements yet until the zoning particulars are completed because it impacts their design and their feasibility.
67. Our goal is to see that being built concurrently with the commercial center. It might lag behind a little bit but to us it's important that it gets built early in the project.
68. Okay let's see if I remember what's next. Yeah I'll just go over as I mentioned everything north of Shawnigan Creek is pretty nailed down in relation to uses and allocations and layout. Areas that are south of Shawnigan Creek are very conceptual and for reference only. But just to give you a few of the aspects that you should be aware of because this is what the master plan includes is I referenced the connector road that starts up Barry Road will come all the way through. Originally highways wanted it to connect directly into Bourbon Road. We know that people on Bourbon weren't too thrilled with that concept and we actually expressed that again today at our meeting. We said to them that we want to curve the connector road all the way through because the Garnets are going to let us develop that at some point in the future which will bring that back out basically becomes a connecting loop road back out to Shawnigan Mill Bay Road. There will still be a connection to Bourbon but it will hopefully be a local road connection so it won't be a thoroughfare. It will allow people on Bourbon to get to the commercial center for example or cut through, cut out some of Shawnigan Mill Bay Road. So highways requires a connection we're just trying to minimize the connection. But I do have to state in the end highways will get their way but I do believe that they understand that there's no real benefit to taking the connector all the way to Bourbon when they're all coming out into the same road eventually anyways. Yeah Mike's right that any connection to Bourbon is years away and most likely be 10 years or more away, giving us and more importantly you lots of time to make sure that moti hears your voices. I really don't think it's going to be required they seem quite happy with what they saw here today.
69. As you can tell there's lots of off the connector road there's lots of residential roads that's just to show you how we like to have the looping and the and the more than one access out we don't like to see dead ends you do end up with some cul-de-sacs obviously but they're very short to help build a better community. We have asked but I'm not holding up much faith that's going to occur we've asked for 30k designation for speed limits on the local roads and ideally I'd love to have 40 on the connector but they said no outright

but they have agreed to go down from 60 down to 50 so we want to keep it very residential.

70. The park aspect once again dedication of all riparian areas to do with Handysen Creek as well we've added park I forget the name of this park out here so many notes we've tried to add more parts of that just to expand it out and join into it we expect to see I don't know the percentage of the numbers but every phase to have some type of active park whether it be a small tot lot or a larger thing we've shown ones on here like this one, it realistically wouldn't go here obviously you can tell by the grades it just wouldn't fit but we want to have a centralized park as part of the center of the development that's designed for people, designed for activity, maybe a band shell some playground equipment, someplace to chuck a ball, walking trails things like. I would say throw a ball for your dog but I'm told by CVRD there's no dogs off leash.
71. All the different residential areas you can see are connected by walking trails, our goal is once you get home you park your vehicle you can walk anywhere. Our goal is people live on Bourbon can walk into the community on a trail and not necessarily on the road everything's connected you can bike ride your bike to the commercial center to have a coffee at a place I can't name, you can do all these different things so it's designed not to be a vehicle-centered development.
72. One of the biggest aspects and I'm a broken record I know, but our goal is for integrated attainable housing we want this to be a attainable homes not huge not high end but not entry level but these are just homes for people to live and raise families so they remain attainable in the market. I could keep on going with a lot of detail but I've already tripled Richard's time when he spoke. I thought that that thing to do would be to allow questions, I have a lot more slides to do with the minutia of the development in different areas however I also want to keep this meeting as focused on the actual amendments as possible. I would rather answer your questions than continue to ramble on.

Question Period

Q1: I'm just curious uh you mentioned that the connector road coming off the Barry road would loop back to Shawnigan Mill Bay road eventually at what at what point physically is it going to connect?

A: Timing wise that's towards the back one-third of the site, could be 15 to 20 years depending on how quickly the homes can be built and sold. I can't see us reaching either Bourbon or loop back to Shawnigan-Mill Bay road for 10 years at the earliest, but realistically 15 years is probably more realistic. I will be as old as Mike by that time.

Q2: I'm just wondering physically where have you thought of where it would re-enter Shawnigan Mill Bay Road?

A: It's up here, you can't really you can't actually see it because of the plan but here where it says 2023 on the master plan approximately up here where we believe it will be. We have not included this area in the master plan as we don't own it yet but rather have a registered first right of refusal on that property.

Q3: Question for you. you referenced earlier subsidized housing which is also known as low income housing, so my question is who is subsidizing the housing? What taxing authority will be doing that? Will it be areas A B and C, I mean we just received a huge tax increase I saw that that is creating a hardship for individuals that live here so will it be province-wide? Will people in Salmon Arm be subsidizing low-income housing here or will it be for the residents in south Cowichan valley?

A: It definitely will not be the residents of CVRD alone but it will include CVRD residents as we are part of the province. It would be provincial funded, but also let's be very clear the old school low-income housing the hard to house as some people call it is not what would be built here, the new model for affordable housing sponsored by BC housing and CMHC is doing a little bit of subsidized in a building that also has market rents. Market rents, below market rents and subsidized rents so it's a real mix, they've moved away from a building that's fully subsidized except for subsidized seniors which is which is one of the ones that we're really trying to put effort towards getting, this would be the region's first subsidized seniors facility. Having assisted living seniors and subsidized seniors housing really lets people age in place in their community. We can't guarantee all this happens because we don't control the purse strings for those kinds of subsidized housing but the funds would come from BC housing, CMHC and there are some private housing providers, but it would be a government-based funded system. It is also worth noting that CVRD doesn't have a housing authority to participate.

Q4: I got a question for you sure what's the speed limit inside of this right now if it was built today?

A: If built today it would be 50 kilometers an hour, and to be clear the speed limit will be set by the ministry, we will request 30 km on the local roads but in the end it is up to moti.

Q5: You've got a lot of winding roads and T intersections, so my question is if there gonna be sidewalks for people to walk on or are they gonna be on the street?

A: We are not allowed to do sidewalks, moti does not allow or accept them and CVRD cannot create a service area for them, this is why we have a trail network to provide options for walking and biking. Not a lot of options in a regional district unfortunately.

Q6: You're gonna have people and bicycles on these streets and people zipping because nobody drives 50, I do but nobody else I can see bicycles and tricycles and street hockey and people walking their dogs and you got a lot of like you got you got corners right you got a lot of intersections?

A: Here's what I would ask you all to do before you leave tonight, I have over there comment sheets, and my email is on the screen, email us your comments on all things traffic, speed limits etc, so we have your comments when we're discussing it with highways. As mentioned we just learned today, we asked the question we want to design these to 30k, they won't accept that on the connector road but on the local roads we want 30k. They said they don't do that and we pulled out their specifications that sure they do they said they haven't seen it in years we have to apply for a variance and on the island they haven't seen one for as long as this person has worked for highways. We discussed designing to 50 and applying for 30 km limit, however we all know that if you design a road for 50 people will go 50 or 60. We all know how it works so we haven't given up the fight, we will ultimately have to do what moti says, but we will continue to seek residential design and speeds.

Q7: Why we need the one million liter reservoir? Where's the water coming from?

A: Stonebridge has two recently licensed wells that have been approved by the province. The wells will join the mill bay water system and water from the mill bay system will fill the reservoir, same as all the existing mill bay reservoirs.

Q8: The water isn't coming from Shawnigan Creek?

A: No, no, no, the new licenses are wells in the aquifers, they're not surface based water sources.

Q9: I live on Bourbon, we really don't want a highway coming through our streets, what can we do?

A: Fill out the comment forms, send me emails that we can share with moti. The more comments we can show them the better, it might help but I am sure you know what highways is like, they sometimes don't necessarily listen to the masses as they have their focus on moving vehicles, but we believe the person we are dealing with understands what we are trying to create and hopefully we can continue to make headway. We have years before anything will get near Bourbon and if anything starts to go sideways we can let all of you know and invite you to contact Moti with emails to help out.

Q10: In 2016 bourbon road was, I know eight years ago it was going to be an emergency access you said oh this is perfect people from Bourbon road we can use this road and access um the commercial areas frankly that's not the way it's going to work it's not going to be the people on Bourbon road using that to go up to the grocery store and stuff it's going to be everybody in that development using bourbon road to get out, you've said repeatedly you're building trails so that when you

come home you park your vehicle and you can go for a walk, um you're going to build us some trails in bourbon road?

A: We are definitely building to Bourbon road and to be quite honest you're preaching to the converted, we're not standing up to highways saying we want to connect to Bourbon road, they're the ones that are being very clear that they want a direct connection. Again, I encourage you to send an email to your MLA and send an email to highways just saying we want to minimize the connection to Bourbon road. I again point out they're not making that decision for eight ten years they're telling us what they think they want now but like I said that's a long ways away. They definitely want a north to south connection of some type, we went today with a map showing that coming out Bourbon is the same net impact as coming out with a secondary connector location on Shawnigan Mill Bay, showing that there is really no substantial benefit to connecting to Bourbon. I just want to be honest with you, right now they want to connect it as a road so in 2016 they said emergency access and now they're saying open it up.

Q11: The Stonebridge north neighborhood plan from 2016 did show it with the long-term potential to connect into the existing street network in the west at bourbon road for emergency vehicle access.

A (MB): 2016, that's exactly right there was that's back then and it seems to me that highways has changed and they've changed on a number of things that we've dealt with them over the past 15 years, they say this is a legal access here and we had them talked into it being an emergency access, because of the way that we had it designed before um and they were fine with that but there's a new the new group in the highways regime. The group now is saying no to an emergency exit and wants a connection.

A: And remember, it is years away so I am sure the people will change again and we will have this same discussion with highways numerous times before we even get close to Bourbon.

A (MB): It is really frustrating that highways doesn't listen to people who live here. If I live in here and I'm coming home I'm why would I come along here and I would come here to my home, I wouldn't go all the way up Shawnigan Mill Bay road all the way over here down through bourbon to get to my home so I don't think there'll be a lot of but I don't think that's reality you know.

A: I'll tell you first of all let me just be clear again, we're on your side in relation to Bourbon but you have to recognize that we have no power, all we can do is talk and lobby in the end highways controls the road, they control Bourbon, they're going to dictate what they want but Mike's right they do seem to move around the positions a lot so I can only predict what their position will be like in 10 years, but I always encourage you to make your position known by emailing moti and saying we know it's 10 years down the road we'd like to see it be a secondary connection emergency vehicle, make your voices known to highways because they need to hear it because it it's just us right now talking.

Q12: When will you start construction?

A: In my perfect world we will start work on phase 1a servicing in months, sorry I missed that phase 1a should start servicing excavation clearing roads and sewers and drains and water should be starting later this summer or into the fall, having said this I tend to be a little more bullish than he is, (comment inaudible from MB).

Ideally we want to see construction on phase 1a on the show homes to start in September October so they're ready for the spring. Phase 1b is up to CVRD to get zoning amendments done then we finalize our tenancies, we finalize the drawings, we make application for dp, we get the dp processed.

I'd like to start doing it concurrently with phase 1a but I'd say it's probably six months behind, we want to start asap but we need CVRD to complete the amendments before we can start.

Q13: This is deja vu for me, 2016, I listened to you over in the hall right and you've got tenacity, my question is it was then as it is now, is the water issue, and perhaps planning may be able to give some feedback on this, what happens is I live we live in briarwood green there's a new well was put in at the insistence of the cvrd when the new development was started, on there to support carry village as my last I heard that still hadn't got its water license, we've been waiting and waiting for water licenses then I heard mill springs development their well capacity is running about 60 percent of what it was when it started and they've kind of stopped development in mill springs on those phases but they've already got the roads in so yeah, my question to planning, or if they're not really involved how did you end up with a water license when we can't get existing wells for us and middle springs doesn't have additional water for their development

A: Two reasons the water licensing process started well before I got here, I do understand how ridiculous it seems for how long it takes, since I got here there has been a pretty wholesale change in staffing down the ministry and they are pushing through licenses substantially quicker, and I mean substantially quicker than a year and a half, four licenses I think it's four licenses were just approved by the ministry including one of ours, and one new one for mill spring, and one new one for another housing project, and I believe the fourth well is a mill bay water district well. All four were approved as one package and one thing that's really interesting what they're doing now is so of course you have your license volume your license volume is tied directly to density so you can't pull water out of the ground that you're not going to use for a specific purpose, it's responsible use of the resources and they've also required now in all new licenses a phase-in approach so if you have 100 gallons a minute you can't start pulling 100 gallons a minute out of the ground they want to see over the courses of years that the well's producing as it was tested before they release that density to be used. This is designed to protect against what's happening in those examples where the well didn't never really reached its maximum it was always on the way down if that starts to occur that

just means that phase three four or five may be impacted that's just the way it goes now and we're in total agreement with the concept.

I know a lot of people are concerned about the water, the wells that you've got are those wells that you're putting in in the pot are they going with mill bay water works to support mill springs people and the rest or is that water exclusive for your development, technically according to the license the water that comes out of the ground of our wells is allocated to the density that's being produced by Stonebridge, however our well has a certain capacity, I don't remember what the amounts are off-hand, and while we build out the project the water district gets to use the well volume for general uses, this provides many years of surplus water until our build out equals the water we have added to the system.

Paul from mill bay water and I have had lots of discussions about tracking water usage at the Stonebridge homes versus older existing homes in the area. Our homes and the project will have conservation features that should provide usage of 300 liters per person per day, or even less to about 275, the average in mill bay was 600 and has since come down to 500, now I think it's at 400, so it's still about 125 liters per day per person more than what you find in new construction, so having the new construction even though it's licensed at the 400 liters per day per person the usage is going to be substantially lower so there will be net surpluses.

Q14: Final question on the water, are you connecting your well to the mill bay waterworks?

A: There will be a pipe going from your new well to mill bay water district, so that the residents so let's say we own that water so once this developer goes in their water comes out of the well gets treated goes to a reservoir that reservoir is owned by mill bay waterworks we know we own it we control it it's all connected together you'll be able to decide how it's used under your auspices it can't be used we make sure that everybody gets the water we also make sure that no water gets used anywhere unless it's safe and it's reliable yeah so it goes into the technically once we turn over the well once we put all the equipment in all the mechanical stuff we turn it over it becomes property of mill bay waterworks they are bound by the license as well they got to make sure that the water is used as per the license but practically speaking we're not we're not watching every cup come out there and put it into their Stonebridge bucket it goes into the big reservoir and everybody gets the benefit from it.

Q15: Thank you for your presentation, can you put the slide with phase one, the one that's blown up a little bit, I've actually got questions about you so on this slide can you explain to the audience what the rationale is for the smaller lot size, I believe it's now 50 square 50 meters square less than if it were to be a lot today?

A: I can repeat it what he's asking so everyone can hear, he is asking why we reduced the minimum lot size in the consolidated zone from the current zone minimum numbers. The average lot size is 450 minimum and we have it down to as low as 300 minimum. Do I think there's gonna be

a lot of homes built 300 minimum? No, it's not about getting more density because we're capped by density anyways in relation to the water resources so the number of homes we can get whether they're a 300 square meter lot or a 600 square meter lot it's it still goes towards the density, and we can't get more. Often smaller lots mean more density however not the case here, if we create smaller lots it will solely be to achieve greater affordability or attainability. The larger the lot usually means a larger home and this leads to a higher price point, having a smaller lot and a smaller home means that particular home will always be attainable within the market. One of the battles we often see is we sell homes at a price we feel is attainable and within a few years we see the same house sell for substantially more, the only real mechanism to keep a home within a certain value segment, I should say the only way to influence the future value within the market is to design the lot size and home size such that comparatively to existing and average homes in Mill Bay a smaller lot with the smaller home should always be more attainable in comparison.

Do we see a high number of the lots being smaller, not really, we see people moving to Stonebridge to return to slightly larger lots than you find in Greater Victoria, however as part of the housing spectrum having smaller lots and smaller homes, such as cluster homes or detached townhouses, these types of housing provides a full range of housing within the community, more integration of housing types.

The final reason is to provide long term flexibility within the zone. Once again we don't know where the housing needs are going in 10 years therefore it provides another tool to battle housing costs if the housing pressures don't generally subside.

Q16: Are there design considerations that you guys are thinking about because you're going to have a large up to five stories six stories in that corner and you're gonna have traffic that wants to get out and get onto the highway, so I'm just trying to understand like because you don't have that top section right opposite the school right where it's white, yep, how are you going to work in how are you going to because it's going to be first class development you can have a lot of traffic presumably in and around the store and everything else I'm just trying to understand when you've got kids crossing the road because they frequently?

A: I understand what you are asking regarding how traffic improvements will be decided. Just to be clear and remind everyone that the zoning permits the density and uses that are in the zoning amendment, the amendment is tweaking how the density and uses will be employed but it does not increase it beyond today. This means if we start and complete the project today the traffic improvements will be the same as if the zoning amendment was approved.

Having said this we expect that the intersection at Barry Road and Shawnigan-Mill Bay Road will be improved, eventually as a controlled intersection including proper cross walks. We also expect that we will be permitted to improve the frontage along Shawnigan-Mill Bay that includes a sidewalk or at least a roadside trail.

You referenced the white area here on the plan, this land is not part of Stonebridge. It owned by the federal government as it was dedicated by Stonebridge as a public amenity for a new RCMP station 10 to 15 years ago. I understand that they have now decided that it will not be a detachment so with the federal government I could be retired by the time that something ever happens with it.

Q17: Thank you so much for sticking to the plan not retiring it as it looks like a well thought out development, um I wanted to ask you on that map are the contour lines one meter or two meters?

A: I suggest ignoring them as they are really old, we are using them as reference only and we have done on the ground survey to confirm certain areas and eventually we will update all grades as each phase occurs. At this time they provide a reasonable understanding of the grades and movement of the land.

Q18: I walk my dog around Shawnigan Creek there and I know that probably for about third to a quarter of the year it floods there and so that makes it floodplain and that is a source for Shawnigan Creek to accumulate waters like part of the water basin so I'm a bit disappointed if the CVRD has allowed approval for that southern part of road B lots to be filled in so that they won't be on the floodplain or they will be filled in or how or will they still be part of the floodplain and will the houses be cheaper there?

A: There's a process in determining and approving a layout for any subdivision and in this case a phase of the project. The Ministry of Transportation and Highways approves the general layout and scope and then there's still a bunch more work to do so while the engineering is going on we'll also be doing development permits through CVRD, one of which is environmental so our environmental consultants goes out and identifies the riparian areas and identifies anything of environmental significance, we then get all that information back and if it applies then we adjust the layout and move things around to compensate. You are correct that a wetland or SPEA is protected and to the best of my knowledge the plan here has no lots or roads within any flood plain as we are showing it, however these things are confirmed and addressed during detailed design by our environmental professionals and our civil engineers.

And one last thing is that I have walked along the creek myself throughout the past year including during and after large rainfall events so I have a good idea of the areas you are speaking of. I like to see with my own eyes so I understand what the environmental professionals are seeing. Keep in mind that our environmental consultants have been engaged since November last year so they fully understand the dynamics of Shawnigan Creek and the adjacent riparian areas.

Q19: When are you going to start and get this going, it has been years of talking but we haven't seen it actually get going? We need more commercial options and I would like to be alive to see it happen.

A: Well I hope that you're still here, like I said in my perfect world I'd love to get in there and start doing the land work now however things take longer than I like, for example we are here today and I had expected to be here months ago. If CVRD can wrap this process up in the next six months we would start as soon as possible following, we are ready and anxious to get going, including the commercial.

We have targeted occupancy for the commercial in Q1 2026, however this will mean us moving direct before November, with each month of delay due to process is a delay on getting homes built and the commercial open.

Q20: Could you please go to the to the slide that shows the concept for the commercial, I know its just a concept but it looks and smells like Langford.

A: Well that's hurtful, I am just joking, as I said this is just a concept to show the general configuration, when we get further along on the design it will follow the development permit process for form and character, and we will share it for comment.

Q21: I appreciate that but have you given have you given any thought to having the commercial closer to the road and then the car park in the middle?

A: If you see here that is how the current concept is configured, the parking is in the centre and the buildings surround the site. The setback from the roads is primarily set by MOTI as it is a highway. I am on your side, I like buildings closer to the roads and having the parking more hidden from the road. Some of the design of the centre is also impacted by the needs of tenants as they have pretty specific requirements. We tried to convince highways today to lessen the setbacks but it was a non-starter.

As you can see we are proposing a true commercial centre as opposed to a strip mall, and one thing I didn't point out is regarding storm water, we're trying to encourage natural storm water management in the parking area itself so the part where your car hangs over the parking stop right now on most parking lots it's paved, well we didn't see a reason for that we want to take that out between the parking spaces and do natural storm water management in that area as well and plants and trees. It's being done in quite a few places I haven't personally seen it in CVRD, you can see here on the image what I am talking about, I believe this is a great use of land and it reduces the amount of pavement.

Q22: I have a question about topography what the elevation is change in this area like in the red area on the lower part of that map how high are we and how low are we up what's the elevation change. I'm wondering if it's rock is going to be blasted flat and raised or is it going to be working around the trees that are there?

A: Well whenever we can work around existing grades it's way less expensive to do the servicing and building so you always try to only take our trees and blast rock when necessary. Like I said you can't

rely on those grades as those were taken from a highways map 20 years ago, we are actually having new flyovers done it'll give us accuracy within I believe three inches or something similar so we'll have a better idea. Our goal is always to work around the grades and work with the grades but I would be lying if I said there won't be some blasting at the site, there'll be some ground being moved at some point to create a site that works for a commercial centre. When doing residential areas you have way more flexibility to work with natural grades, however MOTI has minimums and maximums for road grades and curves.

The entire area is mostly dirt and gravels I believe from what I've been told from the Geotech and there should be a lot of sand and gravel that can be used on the site and it is great to build on. Where you find rock, such as up in this area it makes sense to try and leave these as natural areas or part of a park as opposed to doing large scale terraforming. There's no point going in and blasting it out if it can fit in to a future park design.

Q23: Is this map available online?

A: No but I am happy to provide anyone who wants it with an emailed copy, just email me I can send to you, or add that comment on the comment forms over on that table and I will send you a copy.

Copies of the map may also be on the CVRD website under current or active applications and I believe Mill Bay Water has a copy as well and they're going to put it on their website, however as mentioned my office email is on those comment sheets or come see me after we are doing and I can give you a card with my email. In addition to copies of the current concept layout we are very open, send us any questions you have or request any copies of what we have presented tonight and we're happy to send them.

Q24: To water for a second you've got water for phases 1a and 1b?

A: Yes we have two wells that have been recently licensed, the first well should provide enough water for at least phases 1a and 1b, probably enough to stretch to phase 3. We won't activate the second well until maybe six months or a year before its needed for further housing.

Q25: For the junction at Deloume and Barry near the McDonalds, will traffic come down here to this intersection?

A: Again I need to stress that ultimately any traffic requirements are in the purview of MOT however that intersection is one of the reasons why we've taken all the traffic that was once directed here off this section of Barry Road. Only traffic from lands that front this section of Barry Road would use this road. As you note we have not connected both sides of Barry Road as we first want to save the historic stone bridge and secondly we want to limit vehicles on the south section of Barry Road. I am not a traffic engineer but I don't see many options to really improve that particular intersection so we want to minimize traffic in this area.

Q26: I am recently required to use a walker and getting towards the new commercial with a walker or a mobility scooter so I have a vested interest, if I want to get from my place how will I get there?

A: The current trail plan includes a type one trail all along both portions of Barry Road and they will be connected by going over the stone bridge so you should be able to use your scooter or people can use a bike or walk directly to the commercial centre. I can't guarantee what the specs of grades will be but they should be better than now and have a proper surface as opposed to the current mud portions.

Q27: How do I get to you from the XXXX side of the highway?

A: Once again this is a MOT decision and the amendment we are discussing won't impact how this is dealt with as it will be the same today or the day after the amendment passes, however I can share my opinion. I hope that MOT will allow and participate in a proper sidewalk or trail between the Deloume intersection and Shawnigan-Mill Bay Road that this would be accessible. We have lots of ideas but honestly if we propose them now it will only confuse the goose and add further delays. Plus if I get into too many of my ideas he'll end up recording it and it'll become a requirement.

Our idea starts at Brentwood School and connect all the way to our new commercial centre and eventually to Francis Kelsey. This is something that will need MOTI and CVRD and ourselves and others to all come together, so basically I will be herding cats, but I like a challenge. Ideally we'd like to see it happen concurrently with improvements on the highway but we will see.

Q28: Can you talk further about water usage and how you know you will have enough?

A: I know I am being a broken record but the wells and water aren't really related to the amendments as the total density under current zoning and amended is the same, and ultimately the final density at Stonebridge will be determined by water.

A lot of the calculations for water are done by engineers and then there is the practical side. I will talk about the practical side. There are lots of factors that are involved. The amount of landscaping can be a large component of water usage, therefore the size of the lot usually means more watering, and as most know the average lot sizes in Mill Bay today are quite large. As well the homes tend to be older so fixtures inside the homes aren't as conservative or whatever term it is.

Habits are changing and quite honestly new development brings less water usage. The lots are smaller, the landscaping tends to be more native and therefore requires less watering, fixtures within the new homes meet the highest levels of water conservation, and as mentioned habits and attitudes towards water are changing. People are used to conservation, the good and the bad. New development also means new infrastructure so no leaking mains and joints, it all adds up.

When I first became involved, I learned way more about water usage that I ever thought I would. I found it shocking that Mill Bay was at one point one of the highest users of water per person in British Columbia or maybe Canada. I know that Stonebridge will show the dramatic difference with new construction versus the older housing stock in Mill Bay.

In addition to new construction benefits we do other things such as include conservation in our covenants or building scheme, as well as we make our environmental initiatives a core component of what makes our projects unique.

Q29: Where are your wells?

A: I can say one is located near Lodgepole, and one is located on the Stonebridge property. We're not supposed to give the exact location for safety reasons.

Comment from Attendee: Actually, we're putting a map of that on our website.

Q30: So there would be a pumping station at these wells?

A: Yes. the wells themselves are pumped. When you draw in the water out of the ground, it's actually a pump that's pulling it up and putting it in where it needs to go.

Q31: And then it goes to the Mill Bay Water Board?

A: Yes, it comes out of the ground and it goes to the Mill Bay for basic treatment, into a mixing tank, then a reservoir, and then you're ready to use it.

Comment from Attendee: It's a pump that goes down inside of the well casing, like a sump pump, and it draws it up and then pumps it into our water board.

Q32: So can you tell me which well?

A: I am not sure what you mean, we have one well on our property, on the Stonebridge property, and then there's one near Lodgepole.

Q33: Kelsey Trail, is that cutting across where the seniors housing is?

A: I am sorry I am not sure what trail that is, is that further down?

Attendee Comment: It's over the bridge. Yeah, it's over the stone bridge. Where the kids come across.

A: Oh, Barry Road. Sorry, that's Barry Road. I get it, I didn't know people referred to it as Kelsey Trail. Barry Road is actually a dedicated road, but it's not built. It's actually about 22 meters wide and once that part of Barry Road is built in will also be park of the Stonebridge Trail.

Q34: The kids use it now to get to the high school and too McDonalds.

A: Yes we are aware as we are constantly picking up garbage and finding forks everywhere. All I can say is they're going to have a much safer route to where they're going. Right now they're going everywhere on the property but the new trail will be more defined and will travel down Barry Road and connect over the stone bridge. The bridge will be improved with rails and a proper walking path on it. Does that answer your question? If I have missed something come see me after the meeting.

Q35: I just wondered if you could explain a little more about drive-thru service providers.

A: Oh, finally got the question. I was getting kind of disappointed. Our original draft didn't include drive-thru's but we learned quickly that attracting the tenant quality and mix that we and community wants required a four or five tenants that once committed the remainder will follow. Two of the primary tenants require a drive-thru's due to Mill Bay being a secondary market. We have found that all the tenants are a little pack. If this guy is in we will be in, and if those two are in we will come in, and so on and so on.

I knew that drive-thrus weren't popular with some people. Like I said, I don't really use them, so I was ambivalent. So I went through and did a bunch of research. Before we agreed to - where are my glasses? Oh, there they are. I'm still getting used to having glasses.

First, I want to point out a couple of things about what we decided and why we decided it. Let me pull it up here. There we go.

So first off, it was very important to us that this is not a drive-through development with some other commercial. It's a commercial development with accessory drive-through. And there's a big difference. This is a very accessory use to the overall size of the site and the overall purpose of the site.

To give you an example, when the architect first came out to look at the site with us, we stopped by the Tim Hortons to McDonald's site. His exact words were, "Bad design, bad results." He said, "They basically could do a case study on everything you don't do about drive-thru design in that one little location." (laughter) And the more I got educated on drive-thrus and the purpose of them and the benefits of them, the more it made sense. I'll give you an example.

So like I said, our drive-thru use is accessory. The Tim Hortons and McDonald's drive thru restaurants take up 45% of the total commercial space in that location. This concept plan for Stonebridge is only 4.1%. It's very minor compared to the total scope of the commercial centre.

As we know, drive-thrus have been around a long time. I was shocked to learn that they started in 1920. Really, they took off in the 1980s. Everybody saw them.

What we often find is people are evaluating drive-thrus today based on the technologies of 20 years ago when they first started. It doesn't help when our neighbors have possibly the worst design possible at Tim Hortons and McDonalds. So I understand the apprehension. You've got to remember that 20 years ago, the biggest concern was emissions for people idling in lines. But things have changed a lot. 20 years ago, we were a Tier 1 requirement for emissions. We're now a Tier 3 and 4 for emissions. This is a substantial difference alone.

As well the technology is, of course, shifting and evolving. Start-stop technology is becoming common in most new vehicles. Hybrids are now very common. I was reading up about the government's requirement that by 2026, 20% of all vehicles must be hybrid or electric. 60% by 2030 and 100% by 2025. That's the direction we're going. We're designing a commercial center, not for yesterday and not for 20 years ago, but for 20 years from now.

I also want to point out some of the changes in design criteria. This is what I was really concerned about. I don't care for the look of a drive-thru, especially a stand-alone drive-thru. We were actually driving down from Nanaimo today, pointing out drive-thru designs we didn't like. And one was brand new.

Our architect who does projects all across Western Canada, he is very familiar with all the different operators. He said, "Your drive lane has to be designed to exceed your average peak demand vehicles in line." He said, "If they're not, they end up coming out of the lane, blocking traffic lanes, blocking parking spaces." He said, "They become more of a hindrance." And the tenants also know what works and they are not interested in bad designs. To give you an example, and I know I'm picking on Tim Hortons and McDonald's. Tim Hortons can accommodate only four vehicles, five if they squeeze in. McDonald's can accommodate six, seven if they squeeze in, any more than this they are interrupting vehicle movement in the parking lot. The concept design for Stonebridge accommodates 11 and 15. It's designed to ensure that there's no impact on the functionality of the driving spaces.

Some of the benefits that we've seen with drive-throughs in these kinds of situations, once again, it's a delivery model. And you also see that most stores now, of all types, have what they call contactless delivery. You can order your drink, pull up outside, and they bring it out to you. You can order your stuff, pull up outside, and the product is delivered curbside or in a parking stall. So they have all these different technologies. Drive-thrus are very similar. Drive-thrus are evolving.

One of the ones that's really evolving it is Starbucks. And I wish I could confirm with you they were one of their tenants, but I'd get in a lot of trouble if I said they were. Anyways, they're probably leading the charge on drive-thru technology. They're starting to eliminate drive-thrus where you arrive and order in line, they are moving towards what they call a mobile lane. You have to order it with your app and their AI tracks where you are as you make your way to the location. The AI organizes the orders so the barista makes it in the correct order based on arrival, so when you pull into that lane, it's ready for you.

They want it to be a delivery model rather than an ordering model. And their goal is to see all location be strictly a deliver model in 5 years.

I know some don't see any benefits but there are some;

We saw during the pandemic, all of a sudden people who didn't like drive-thrus were using them quite a bit. Because it was one of the very few places you could actually go to get products and services. It was also one of the models that kept people employed when most were unable to work.

One of the things that I didn't think about when I first researched drive-thrus, but it does make sense, the American Disabilities Association recommends at least one drive-thru in every commercial center. We always forget about people that have mobility challenges that can't get in and out of their cars as easy as we can.

And one more benefit is parents who have young children in their vehicle, for those that have had young children we know the task of getting everyone into a vehicle and settled and the thought of having to get them all out to pop in and grab a coffee is daunting, way easier to visit a drive-thru.

The other one I did think about, and I actually had to ask my wife about it when I read it, one of the largest users are parents with young children. Yes, I didn't even think of that. It's one of the largest contributors to a drive-thru. They want to pop in, they don't want to get the rugrats out, control them inside their store, get what they want, and then get them back in their vehicle.

The last couple of things are drive-thrus that are operated properly, which is modernized, with the proper stacking lanes and the proper technology, frees up longer term parking instead of using it for short term in and out parking. You're not getting people parking for five minutes or less, going constantly because it ties up parking.

We have developed the drive-thrus in this concept plan to be hidden. Now, I don't like drive-thrus that face the street. I don't want to drive by and see the stacking lane. We're quite fortunate here as the road grades along Shawnigan-Mill Bay Road help to hide the drive-thru lane, plus there will be fencing and landscaping to further screen.

We are trying to minimize the drive-thru use and keep it truly as an accessory use. And for us to get the mix of tenants we want to serve the community we need to offer this delivery model as part of the overall commercial centre.

Q36: Why build more drive-thrus when there's two or three right there that are okay? Or are they moving?

A: Which ones? Tim Hortons and McDonald's? No, I can confirm we are not currently talking to either. As mentioned the drive-thru is a necessary evil from your perspective but please recognize that they will be a fraction of the overall centre, 4.1% in this concept layout.

We are being very picky with the tenant mix and quality of tenants. We want people that are in here that prescribe to what we're trying to achieve. First, I think you'll be challenged to see it when you pull into the centre. It's still dominated by walk-in traffic as all locations are focused on the centre, but it has a convenience in the service model of delivery.

Q37: Is it part of the zoning that you can't have a drive-thru without permission?

A: Yes, that's why it's part of our amendment to add drive-thru as an accessory use.

Q38: With regard to affordable family housing, how are you going to guarantee that those opportunities aren't snapped up by real estate investments either on the primary or the secondary markets?

A: Affordable housing? It can't be snapped up because they're rented. So any affordable housing, which has subsidy from a housing provider, CMHC, BC Housing, something like that, they're always rental and they're always controlled in relation to tenancies.

Q39: My question to them is how can you guarantee me that people who live in the Mill Bay area get the first right of opportunity, which they say that they do.

A: Any affordable housing or purpose-built rental are focused on the community that they are built. I can't say that someone may not relocate to Mill Bay and rent a unit but generally you find local residents are the target market for this type of housing.

Q40: I don't believe that drive-thrus build community, there are studies that confirm this.

A: Yes [name deleted], you and I have had this discuss and with respect we disagree. You are referring to standalone type of drive-thrus or situations like our neighbour Tim Hortons and McDonald's. We are not proposing a drive-thru dominant project but rather an accessory approach, 4.1%.

Q41: You will have vehicles come off the highway, in and out, with very little social interaction, very little support for businesses. And what they have found is that drive-thrus detract from business coming into your center, where if mom and pop had their cafe or their healthy coffee shop, etc., they would be doing it in the city. Plus, the other problem with application is you're going to attract traffic off the highway. So I know that you've met with highways and they told you that you can't share that, but unless there are improvements made on the highway that have integrated traffic, it's just going to be taking the people from Victoria on their way up to Mount Washington. It's not going to be local people. A lot of the time, we have three. As a matter of fact, we've had more drive-thrus and we have lottery sales places, which they're all over the place. I'm sure we'll probably have some lottery sales here, too. So I think what you should do is not tell us. I think you

should be listening to what the community says. And for the people that don't know me, I was the director here for 15 years. I was involved with the community plan revisions two or three times. It was quite clear at that time. And today, it's gone the other way because now we're spending a fortune trying to make sure that we have a better environment, which includes vehicles. And I know that the electric cars are coming and all those things. But I think that there's some really, really big services, whether we should have those or not, that would serve the community. And that's what we're trying to sell you is a sense of community. And I would hope that you would take it into consideration.

A: We've talked about this. I agree with you, and I've read those studies. Those are talking about stand-alone drive-thrus in commercial areas. The study you're talking about, you have two drive-thrus -- very similar to Tim Hortons and McDonald's. You have two drive-thrus that are stand-alone, and you have a little bit of commercial behind them. You're completely right that they have one purpose -- move people in, move people out. Our project is completely different, it is a 4.1% addition to the center providing an accessory delivery model. I would challenge you that 4.1% -- you can't even see it. It's a benefit to the community, not a negative to the community, and it's a minor component to the centre.

And with respect [name deleted], I don't think our drive-thrus are different than if I pull into a parking lot, jump out, grab a coffee, jump back in my truck and leave, I'm still not part of the community as you frame it. This is a commercial center to serve the community, people will gather and interact however it is not a community center.

I wanted to make a comment about the highway. You say it's a disaster right now. As I have said the highway is going to be improved, first because it needs it now, and with the added housing and the commercial centre. A lot of money is expected to be spent on that intersection, and also on Shawnigan Mill Bay Road, and Barry Road, so it's going to be much safer than it is now. That's what the majority of our meeting was today with MOTI and in the end the exact improvements required will be determined by MOTI.

Attendee Comment: So, just so I can make it clear, I support the project.

A: I appreciate that and I understand your comments.

Q42: To the planning person, do these drive-throughs require a change to the OCP?

A: So, these drive-throughs would require a change to the zoning by-law. The board has directed staff to also come back with some ideas for development permit guidelines that can help to better regulate drive-throughs. That's a separate item to this. The board will have to make a decision as to whether or not to allow drive-throughs as part of the zoning application.

A: And also too, Richard's just saying that there's two different aspects of the zoning. There's development permit guidelines which are being developed for drive-throughs for this site to make sure that they meet the modern standards. But the board also gave a direction to staff to make sure that when they write the by-law that it is truly accessory and it's not just two drive-throughs. They don't want another Tim Hortons in McDonalds. So the change that's being proposed is a change to the zoning by-law for the drive-throughs. The official community plan changes are about the uses near the senior centre and then down south on the site to allow for that either stand-alone commercial or stand-alone residential. Drive-throughs are strictly a matter of zoning.

A: The board has asked us to look into design guidelines to deal with general commercial uses which could include things like drive-throughs if they are allowed. And we want to make sure it's done correctly.

Q43: If we're telling you we don't like drive-throughs, how many people want drive-throughs? How many people don't want drive-throughs?

A: So, there's... it's almost 50/50. Respectfully you can't ignore everybody that put their hands up either way. I understand it is probably 50 / 50 by looking at the hands. I understand that some are against drive-thrus no matter what I say however there are advantages to many and we have done the best we can to keep them truly accessory. We want a first class commercial centre and to achieve those tenants drive-thrus are a necessary component.

Attendee Comment: I don't understand the concern with drive-thrus, the plan looks great and lets get them going, we need this in the community.

Q44: My name's [name deleted]. I'm a retired reporter from there. You're very brave to undertake this. I've seen many, many developments and proposals come across CVRD. You're in a rock and a hard place because the Premier has said to build, but he didn't say what, where, for whom, nothing. That brings that onus onto CVRD. Now, keep in mind, folks, you're not a municipality down here, so the rules are different. Right now, when I retired from the Cowichan News Leader, there was a huge study that came up. I don't know what happened to it. That was a CVRD study that said every single water and sewage utility in the CVRD except the lagoons in Duncan and up in Saltaire, North Oyster, were in emergency water. You've got two licenses. What happens if those go dry?

A: Again let me confirm that the topic of water isn't relevant to the zoning amendment as we aren't creating new density or uses, we have zoning to proceed and the amendments only improve the development in terms of commercial opportunities and most importantly increasing the housing spectrum. In terms of your question, as I was saying earlier, is that the wells have been through years of testing and approval by the province, and in addition they're a staged license. I'm not going to try to be a hydrological engineer. I have to go by what the professionals tell us. We've talked a lot with our professionals and government professionals and based on the well results they are not

worried about things drying up. My layman's understanding is it is a matter of using the all the wells proportionately as needed as one monitoring and operational model. We leave this to professionals. I drink water and use water but I am not a hydrogeologist.

Q45: I don't see any amenities outside of the commercial area. There's no amenities like stores within the residential areas. So you still have to drive or walk using the trails to the commercial. Have you thought about amenities within the residential areas so they don't have to drive at all? They can walk to those amenities. And by the way, how about speed calming? Humps, bumps, chicanes on the roads to reduce the speed like you wanted.

A: You are preaching to the choir regarding traffic calming. Like I said though, Highways doesn't accept those kind of concepts. I would include many of those examples but we have never had any success with MOTI to do any traffic calming, they are focused on maintenance and moving vehicles. We actually put speed humps in at one point on a development even though it was a highways road and they said no. It took them about two weeks to order them taken out.

But in relation to the commercial, quite honestly, the distance from the residential to the commercial is considered walkable. It's considered walkable so it would cause more harm to the community to put commercial within the residential and it would be difficult for a commercial use to survive. Who knows, maybe you might see things like ice cream trucks or food trucks on community events in a Central Park.

Anybody who hasn't asked a question yet?

Q46: I have one more question. Could you tell us already what happens to the sewage?

A: Yeah, Stonebridge is part of the new Mill Bay sewer system, the new one that's being expanded. All the collection mains are going in right now. Stonebridge is the largest funding partner for the sewer system, I believe we are funding around 55% of the total cost, almost two million dollars. The new sewer system means no inground disposal system at Stonebridge, which in our opinion is a substantial benefit.

Q47: Is that beside the school in that field? Is that what that digging is?

A: No that is nothing related to the sewer. I don't know what that is.

Q48: Will it cross the creek?

A: It'll cross the creek where the stone bridge is. It comes up Barry Road, follows along over the bridge, and up this section of Barry Road.

Q49: So it doesn't have to cross the creek by itself?

A: No it doesn't.

Q50: Just as a comment that those two piles are, the sewer is coming down that way. They're starting to, okay, we live in Sunset Hill, and our sewer is coming down to Barry Road. They've started that? And they've started that, and they've moved on. Everything's there where that started, and that's why that doesn't grow.

A: Okay, I didn't realize they started on Barry Road yet.

Attendee Comment: They brought a lot of dirt in there, and they were out there today, or yesterday, and they've marked all of our streets, and where they're going to connect. That's all done.

A: Thank you for letting me know, and I'll go by there tomorrow.

Q51: At one point, there was a concept of a high-rise building, and I wondered if you have fire flow, could you relate the building, the litres to gallons, because I can't relate to it.

A: First of all, there is no high-rise. Well, there was. I mean, there might have been. There was a weird height thing on the original seniors parcel that was based on geodetic. It was really, really weird. Have we taken that out in the amendment. I've never seen that approach in all my years. We've taking that out and going down to normal height.

The zoning amendments will let it go up to six story's, with the highest balcony being no more than 18 meters from the top of the highest balcony to the lowest point, and that 18 meters is based on firefighting capability of ladders and fire trucks. The reservoir is partially there to provide firefighting capabilities as well for fire sprinklers in multi-family buildings.

Q52: The other question is, you're talking about 50 years down the road when we're all driving, or we're all dead, but we're all driving electric vehicles, what permission do you have for charging vehicles?

A: I just talked to the architect yesterday about that. There are five electric vehicle charging stations in the commercial centre, the ones that are really quick. I'm not really familiar with it, but they're a fast charger, and they recommend that they put in conduit for a bunch more. You just put the conduit in the ground for now, and as things progress, if more are required, then they can add more.

Each house as well will include conduits for chargers and any of the multi-family buildings will also have EV chargers and the ability to expand as demand increases.

Q53: Yes, I am [name deleted] with the Mill Bay and District Conservation Society. Unfortunately, we didn't get to connect over the last little bit, but our concern with this creek is, or this project along the creek is that we run the Coho Enhancement Project on Shawnigan Creek, which has been running since 1978. We have become the number one coho project in all of BC now. And so it's running through our back door. We have a proposal, a project proposal within your project proposal that has been 46 years in the making. And as, I don't know if you're aware of how we move our fish.

A: I am. Actually, my dad was part of a salmon enhancement program for years, so I participated, sometimes against my will.

Q54: So you're aware of that. Our project proposal now, the engineers will be on-site in the next little bit, that there will be fishways and fish ladders to get past the impassable waterfalls in Shawnigan Creek. Saying that, there's only one outside of Stonebridge property downstream. There's one above Stonebridge property. There'll be three fishways proposed to be built within Stonebridge property. So, our concern, because if this comes to pass, we will change the way that these fish move. We won't have to catch them. They'll move by freely. Any runoff in major rainfall events come in the fall. It's going to influence migration of fish. We just did a study, and I'm sure you're aware of it, on 6P PDQ. It's the chemical that comes off of tires from the road. And so, any development, as far as roadways around Shawnigan Creek, has potential to deposit 6P PDQ into Shawnigan Creek. Coho are especially susceptible to it. The highest concentration of 6P PDQ now on Shawnigan Creek is the discharge off the Highway Bridge. So our fish aren't there really long enough. In the fall, they're moving very quickly. But if they have to move through an area of an elongated time through potential project development, the risk is really quite real that there would be an influence there from roadways and also commercial development and housing development. Construction could be the worst because it's sometimes not monitored as well.

A: Do you know [name deleted]? He was big into sand enhancements for years. He would often come on board with us during our storm water management planning and provide comments and this and that. You're welcome to do the same. That's why I think Kate Segall connected us to talk about that. You can tell we are thinking of the environment. We are making sure that things are protected. The creek's incredibly important. Our track record up in Cowichan speaks for itself. We've protected and we've created wetlands as part of our stormwater management plan. So yes, we are aware of it. I know you and I are going to be talking some more. The more information, the better, and getting you in front of our engineers. They are at the top of their field. They recognize we like enhanced natural stormwater management. We don't like mechanical stormwater management because that's the stuff that breaks down and puts pollutants into the water.

Q55: The potential of this secondary road down the road, of another bridge crossing the creek, any construction, same thing, any construction around the creek, any dirt, debris, so on and so forth, flowing into the creek is going to influence salmon on a very instantaneous basis.

A: Like I said, it's important to us. It's something that my company and I believe Limona is very similar. It's integral to what we do. We don't want to be the ones that allow damage to the creek riparian areas and the watercourses. Now, specific to salmon and what you're doing, it will be good to get together. Most definitely.

Q56: Like I said, we are the number one coho project. We've been doubling our production 100%, over 100% every year. Actually, one of

our meetings with Malahat Nation, they mentioned that. So, you know, we're head and shoulders above most projects.

A: So you're telling us not to screw it up? Let's talk after we are done tonight and we can exchange contact information so we can meet and discuss bringing you into some of the storm water design meetings.

Q57: I assume that the vast majority of the trees for the commercial site are coming down?

A: I want to be clear so I don't provide an unrealistic expectation, many of the trees will be coming out, however it is early in the process and if we don't need to take a tree out and it can survive and thrive we always choose to retain what we can.

Q58: We're curious. Are you using the pioneer square name?

A: We don't know yet. I refer to it as Stonebridge Village. Stonebridge Center, Stonebridge Village. What do you think? What should we do?

Attendee Comment: Pioneer Square? I don't like it, need something new and fresh.

Q59: You were going to give us your email?

A: It's on the screen here, and its on the comment sheets by the entrance. As well you can pop up and I can give you my card.

Are we all done? Thank you very much, everybody, for coming out today. Once again, if you have questions, email us. We're always available.

Attendee Comment: It was a great presentation, thank you for taking the time and being clear.

Transcription Notes

- a) Names deleted for privacy other than the presenters Wayne Hopkins and Mike Baier for Stonebridge, and CVRD representative Richard Buchan.
- b) Inaudible not included in transcript.
- c) Voice tracking not including.