

**JAMES BAY NEIGHBOURHOOD ASSOCIATION
MINUTES - General Meeting August 8, 2018**

1. Welcome 7:00 pm 43 in attendance

Linda Carlson meeting chair. Laura Neil recorded minutes
City of Victoria Liaison; Margaret Lucas, regrets, and City Staff Liaison Kimberley Stratford in attendance.

2. Approval of Agenda:

m/s/c

3. Correspondence and Announcements:

Correspondence accepted as circulated m/s/c

Announcements –

- LAP planning at James Bay Library Sept 8 from 10:00 to 2:00, focus on Large Urban Village
- Interest in forming community sub committees – please contact JBNA
- Reading of CoV Human Rights policy
- Plant sale and swap in Irving Park – Saturday September 8 from 10:00 to 12:00
- September's agenda not yet confirmed.

4. Minutes of July 11, 2018 general meeting:

M/S/C

5. Presentation: Brad Klaver and Eric Crawford, Transport Canada. Laurel Point remediation project. Laurel Point was formerly an industrial site, used for the manufacturing of paint. An earlier analysis found several toxic substances on the site. Transport Canada, in conjunction with the City of Victoria, have allocated funds to clean up the site by removing contaminated soil and replacing it with clean soil using barges to move soil to and from the site. Partners on project CoV and Laurel Point Inn and Songhees First Nation. Project will improve overall health of the harbour. Laurel Point was originally a native burial ground. There are no longer any remains of the burial ground. From 1906 to 1975 it was the site of the Bapco Paint Factory. Metals and PBC's are the major contaminants at the harbour sediment site.

Phase 1 was sediment remediation which was completed in Feb 2018.

- Approx 2200 m² of sediment was removed during this project.
- There was backfill replacement of the harbour floor using clean sand.

Phase 2 soil remediation;

- Objectives;
 - Clean up of the soil of the Laurel Pint Park.
 - Improve the harbour's health by removing persistent contaminants from the environment.

Work for phase 2 will begin September 2018 and will continue until late 2019. Work will be conducted Monday to Friday from 7am to 7pm Saturday 10am to 7pm. Project workers will:

- Remove Contaminated soil
- Take it off-site for treatment
- Backfill the area with clean soil

This will require:

- the closure of the entire Park including the David Foster pathway;
- removal and storage of current site features;
- removal of trees and vegetation;
- temporary lighting to extend seasonal working hours;
- soil disposal and importing of by barge; and
- basic reinstatement of the pathway, landscaping, & RIP/RAP post-construction.

Traffic Control:

- There will be a temporary fencing erected during the project work.
- There will be pedestrian detours and rerouting
- Signage will be erected to indicate the closure, reason, and detour info

Environmental Management:

- Environmental monitoring
- Archeological monitoring
- Noise monitoring
- Air quality and nuisance odor monitoring
- Erosion and siltation monitoring
- Geotechnical monitoring

Project partners include Transport Canada, including the Victoria Harbour Master, Public Service and Procurement Canada, City of Victoria, Inn at Laurel Point, Songhees Nation and Esquimalt Nation

Contact:

TC.LaurelPoint.TC@tc.gc.ca

604-666-3528

Q & A

Q - What is in soil?

A - Main Contaminant – PBC's

Q – Is the entire area contaminated?

A - not all of the area is contaminants – however will require a depth of 7 meters to reach the hot spot contaminants.

Q – what is cost?

A – Between 20 and 25 M

Q – Why is it taking so long do this work?

A – The issue didn't come to the forefront until the 1990's. The fix-at programs started in 2005 with a requirement to remediate old federal sites. A lot of prep works goes into the determination to do the remediation and risk assessment

C – Concerns about the amount of work being done in JB area why no coordination with other gov't bodies?

A – Unfortunately our timelines are not aligned with other gov't agencies

Q – What about rain water and run off? Contaminates?

A – Contractor will be responsible for water testing and treatment and this will be monitoring by federal government during course of project

Q – When is anticipated project completion?

A – We will start Sept 2018, hopeful ending late 2019

Q – What about the rest of the inner harbour?

A – It is one of the more contaminated harbours in Canada. We have done some soil removal earlier and continue to monitor other areas and address the worst areas first. The harbour floor is now a relative low risk and any additional removal may do more harm than good as it stirs up the sediment.

Q – What about seismic risk?

A – There is a possibility of recontamination with the soil but that is why the soils are being removed from Laurel Point. Can't speak to other private areas.

Q – What is Bapco contributing?

A – Doesn't know. Transport Canada is focusing on remediating the area – does know that Transport Canada is looking at pursuing Bapco.

Q – Will area be re-turfed and will sidewalks be restored.

A – Yes

Q – What about trees? City has recently stated there are no funds for replanting trees.

A – CoV Active Transportation Project Manager Specialist, Sarah Webb stated there will be a review of the capital improvement projects and new trees and vegetation and park improvement will be reviewed upon completion of the remediation work done by Transport Canada. The City will be returning to the neighbourhood to update and hear neighbourhood interests in the renewal of the park.

Q - Did testing extend to hotel property?

A – No – bulk of contamination on Transport Canada property extends zero to 7 meters in-depth.

Q – What about when hotel was built and the site was excavated?

A – Can't speak that, however, would expect that provincial regs would have been applied

C – Laurel Point was built in 1975.

A - We know generally speaking that Laurel Point as done own testing and soils on their property are not a concern of Transport Canada

Q – You mentioned up to 10 trucks a day. What kind of trucks and how many trips to and from?

A – Standard pick up truck – up to 10 trucks a day return. When equipment needs to be brought in it will be on flatbed.

Q – What is number of workers on site and where will they park?

A – Workers will be under same parking restrictions and regs as others

C – Residents at Laurel point have been in conversation with Transport Canada and CoV about the green space and feel confident will respect the green space.

6. Community Association Land Use Committee (CALUC) Rezoning application for 589 Toronto Street to regulate current use.

The property at 589 Toronto Street was built in 1903 and is a designated heritage property. The owners plan to raise the house and construct a proper foundation for the building. In order to obtain a building permit, the owners are required to rezone to bring the use into compliance and to legalize 3rd suite that has been in operation for more than 20 years. The owners hold two city parking permits with the property.

Currently duplex zoned. The rezoning sought is to make the building a triplex. Current owners purchased home in 2015. Home foundation is in deteriorated state and needs to be replaced. There are 2 suites on main floor and 2nd floor with a 3rd suite on upper floor

which is currently the illegal suite. There is no parking on site. Owners did request a 3rd parking permit however CoV states there are none available. The current tenants do not own cars. No bike parking at present but 6 stalls are being built in redevelopment of basement and house foundation. The building height will remain as it is now. Set backs will remain the same with the exception of the set back facing the James Bay Inn which is to allow for the access to the basement for the bike parking stalls. The house will be lifted to complete the new basement and foundations.

Q – A letter was submitted regarding noise concerns due to construction.

A – Contractor will be bound by CoV noise policy for building contractors and construction.

Q – What is expected duration of construction?

A – 5 to 6 months

Q – What about the tenants living there now. Will they be able to reapply for tenancy?

A – The tenants will be displaced, however, they will have the option to return. The rents will be higher as the cost of the work will have to be factored into the new rents

Q – Why not parking under building?

A – Not an option. Parking hasn't been an issue as 2 parking permits exist. In addition there have been 3 suites in the house for more than 20 years so rezoning does not add to parking.

Q – Are there brick chimneys.

A – There are 3 in house. 2 will be reconstructed from the roof up to retain appearance. The 3rd will be dismantled entirely due to safety issues.

Q – Landscaping is very nice. Will it be retained?

A – Can't address at this time, however, owners have every intention to retain the landscaping that exists now.

Q – What kind of environmental applications are you planning, such as insulation?

A – Will be adding insulation to walls, ceilings, and upgrade lighting. Baseboard heating will be main source of heating.

C – Very much support the efforts of the owners to retain the heritage building. They are not asking for anything that doesn't currently exist.

C – Another speaker echoes the previous speaker. Is pleased house is being brought up to current standards.

7. Community voices: none

8. Adjournment m/s/c at 8:33 pm