

The motions **SRD 218/24 and 219/24** represent the formal Board-level authorization to resolve a long-standing "regulatory gap" that has left Electoral Area D residents vulnerable to chronic flooding. By moving to undertake a **\$100,000 feasibility study**, the Regional Board has officially transitioned the **Area 'D' Stormwater Management Plan** from a technical recommendation into a primary infrastructure priority.

The "Regulatory Gap" and the Need for a New Service

The primary driver for this initiative is the current lack of coordinated drainage oversight:

- **Jurisdictional Limits:** While the **Ministry of Transportation and Infrastructure (MoTI)** manages drainage within road rights-of-way, it is legally prohibited from managing the conveyance of water across **private property** 1.
- **The SRD's Role:** The Strathcona Regional District currently operates no drainage service, meaning residents have historically had no recourse when road runoff impacts their land.
- **Feasibility Goals:** The study will investigate the legal and financial framework required to establish a dedicated regional service, moving beyond mere advocacy to provide direct local intervention.

Technical and Regulatory Strategy

The management plan identifies several "Low-Impact Development" (LID) and regulatory tools to be explored during the feasibility phase:

- **Development Permit Area (DPA):** The plan recommends designating Area D as a special DPA to ensure developers include proper drainage designs that do not overwhelm downstream infrastructure.
- **Quantitative Targets:** To ensure new developments mimic natural conditions, the report sets a discharge target of **16.1 l/s/ha** for a 1-in-100 year storm event.
- **Environmental Buffers:** A mandatory **30-metre buffer** (SPEA) is recommended around wetlands and watercourses to protect the region's environmentally sensitive areas.
- **Lot-Level Controls:** The study advocates for integrated rainwater management, such as **rain gardens, permeable paving, and cisterns**, rather than relying solely on traditional "pipe and convey" engineering.

Critical Infrastructure Priorities

The feasibility study will specifically evaluate the costs for remediating several flood-prone "hot spots" identified during site inspections:

- **The Brian Road "Trapped Basin":** This area lacks a natural storm outlet, leading to severe flooding. The recommendation is to construct a **dedicated outfall** directly to the Strait of Georgia, potentially via Seabell Road.
- **Culvert Upgrades:** Infrastructure at **Mayfly Creek** (at Highway 19A) and **Emerald Acres Farm** requires replacement with larger structures that include fish-passage provisions.
- **Ditch Maintenance:** The plan calls for regular clearing of vegetation in roadside ditches on **Terrain Road, Maple Park Circle, and Regent Road** to restore flow capacity .

Governance Context for the 2026 Election

In the context of the **October 17, 2026 local election**, these motions serve as evidence of **functional, data-backed governance**:

- **Fiscal Accountability:** By commissioning a formal feasibility study, the Board is adhering to the "Accountability" principle of the **Bylaw No. 513 Code of Conduct**, ensuring that any new tax-funded service is backed by rigorous technical and financial data before implementation 8, 9.

In summary, **SRD 219/24** initiates the professional process required to protect Area D property values from water damage, providing a collaborative baseline for the regional board before the term was overtaken by the "hot mic" scandal and procedural obstructionism.