CITY OF LANGFORD

REGULAR MEETING OF COUNCIL

Monday, February 6th, 2017 @ 5:30 p.m.

Council Chambers, 3rd Floor, 877 Goldstream Avenue

AGENDA

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1.	**CALL TO ORDER**	
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"Langford Zoning Bylaw, Amendment No. 458, (967A Isabell Ave), 2016".
(ADOPTION)

b) BYLAW NO. 1669 70
"Subdivision and Development Servicing Bylaw, Amendment No. 15, 2017 (Ominbus), Bylaw No. 1669"
(FIRST, SECOND AND THIRD READING)

c) BYLAW NO. 1670 100
"Langford Zoning Bylaw, Amendment No. 469, (3344 & 3370 Luxton Rd and 2869 Sooke Rd), 2017".
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"City of Langford Development Cost Charge Bylaw No. 1700, 2017."
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CITY OF LANGFORD

MIINUTES OF THE REGULAR MEETING OF COUNCIL

Monday, January 16th, 2017 @ 5:30 p.m.

Council Chambers, 3rd Floor, 877 Goldstream Avenue

PRESENT

Mayor S. Young, Councillors: D. Blackwell, M. Sahlstrom, L. Seaton, W. Sifert, L. Szpak and R. Wade.

ATTENDING

Chief Administrative Officer, J. Bowden, Administrative Assistant, J. Coneybeer, Deputy Director of Finance, A. Kryklywyj, Director of Engineering, M. Mahovlich and Deputy Director of Planning, L. Stohmann.

1. CALL TO ORDER

The Chair called the meeting to order at 5:30 pm.

2. APPROVAL OF THE AGENDA

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR SIFERT

That Council Approve the Agenda as presented.

CARRIED.

3. PUBLIC HEARING

a) BYLAW NO. 1580
"Langford Zoning Bylaw, Amendment No. 433, (2326 and 2350 Millstream Rd), 2016".

The Mayor opened the Public Hearing for Bylaw No. 1580 at 5:30 p.m.

Mayor Young advised members of the audience that any person present who believes that his or her interest is affected by the proposed bylaws shall be given an opportunity to be heard on the matters contained in the proposed bylaw. Those who wish to speak concerning this proposed bylaw should give their name, address and views concerning the proposed bylaw. Mayor Young advised that after everyone has expressed their views, he shall state three times "Is there anyone else who wishes to be heard", and if no further views are forthcoming, the Public Hearing shall be declared closed.

The City Planner advised that Seymour Pacific Developments have applied on behalf of 0737011 BC Ltd. to amend the text of the C6B Zone for the properties located at 2326 & 2350 Millstream Rd. as follows:

- to permit the construction of a wholly residential building in a zone which currently only permits mixed use buildings with residential units located above the first storey
- to increase the maximum permitted height of a mixed-use or residential building from 6 stories to 7 stories;
- to increase the maximum permitted height of a commercial building from two stories to 3 stories;
- to insert a floor area ratio of 1.7 for residential or mixed use buildings; and
- to amend the amenity contributions to match current Council Policy.

As part of this application, a public hearing is required in accordance with the regulations of the Local Government Act.

In support of this application, the applicant has agreed to provide the following:

- $3,660 per unit toward the General Amenity Reserve Fund and $610 per unit towards the Affordable Housing Reserve Fund prior building permit
- Road dedication along the Millstream Road and Treanor Ave frontages;
- Full frontage improvements to Bylaw 1000 standards as well as any off-site traffic improvements required;
- And to complete and implement a stormwater management plan

Council requested the applicant to provide the following items prior to public hearing:

- The number of two bedroom units proposed for each building: 84
- A new traffic study
- A parking study

All have been provided and have been reviewed and approved for inclusion into the application file by staff.

This proposal is consistent with the Official Community Plan Mixed-Use Employment Centre and Neighbourhood Centre designations. Notifications and advertisements have been placed as required by Council policy.

The Mayor called a first time for presentations.

Mayor Young called a second time for presentations.

Mr. Kris Mailman, Chief Operating Officer, Seymour Pacific Developments Ltd. addressed Council to provide information on the project.

The Mayor called a third and final time for presentation, there being none, the Mayor officially declared the Public Hearing for Bylaw No. 1580 closed at 5:35 p.m.

b) BYLAW NO. 1664
"Langford Zoning Bylaw, Amendment No. 467, (694 Hoylake Ave), 2016".

The Mayor opened the Public Hearing for Bylaw No. 1664 at 5:35 p.m.

Mayor Young advised members of the audience that any person present who believes that his or her interest is affected by the proposed bylaws shall be given an opportunity to be heard on the matters contained in the proposed bylaw. Those who wish to speak concerning this proposed bylaw should give their name, address and views concerning the proposed bylaw. Mayor Young advised that after everyone has expressed their views, he shall state three times "Is there anyone else who wishes to be heard", and if no further views are forthcoming, the Public Hearing shall be declared closed.

The City Planner advised that Brant Hoff has applied on behalf of Nicholas Salvador to amend the zoning of 694 Hoylake Ave from the R2 (One- and Two-Family Residential) Zone to the RM7A (Medium Density Apartment A) Zone.

This is being proposed in order to allow for the development of approximately 10 townhouses units.

As part of this application, a public hearing is required in accordance with the regulations of the Local Government Act.

In support of this application, the applicant has agreed to provide the following:

i. $3660 per unit towards the General Amenity Reserve Fund;
ii. $610 per unit towards the Affordable Housing Reserve Fund;
iii. A boulevard tree planting plan;
iv. Full frontage improvements to Bylaw No. 1000 standards;

This proposal is consistent with the Official Community Plan Neighbourhood and Neighbourhood Centre designation. Notifications and advertisements have been placed as required by Council policy.

The Mayor called a first time for presentations.

Mayor Young called a second time for presentations.

The Mayor called a third and final time for presentation, there being none, the Mayor officially declared the Public Hearing for Bylaw No. 1664 closed at 5:36 p.m.

c) BYLAW NO. 1667
"Langford Zoning Bylaw, Amendment No. 468, (2780 Veterans Memorial Pkwy), 2016".

The Mayor opened the Public Hearing for Bylaw No. 1667 at 5:36 p.m.

Mayor Young advised members of the audience that any person present who believes that his or her interest is affected by the proposed bylaws shall be given an opportunity to be heard on the matters contained in the proposed bylaw. Those who wish to speak concerning this proposed bylaw should give their name, address and views concerning the proposed bylaw. Mayor Young advised that after everyone

has expressed their views, he shall state three times "Is there anyone else who wishes to be heard", and if no further views are forthcoming, the Public Hearing shall be declared closed.

The City Planner advised that Doug Wong of Wensley Architecture has applied on behalf of First Capital (Millstream) Corporation to amend the text of the C3 (District Commercial 3) Zone at 2780 Veterans Memorial Pkwy to allow for a 90 child group day care.

As part of this application, a public hearing is required in accordance with the regulations of the Local Government Act.

In support of this application, the applicant has agreed to complete full frontage improvements to Bylaw 1000 standards.

This proposal is consistent with the Official Community Plan City Centre designation. Notifications and advertisements have been placed as required by Council policy.

The Mayor called a first time for presentations.

Mayor Young called a second time for presentations.

The Mayor called a third and final time for presentation, there being none, the Mayor officially declared the Public Hearing for Bylaw No. 1667 closed at 5:37 pm.

4. ADOPTION OF MINUTES

a) Minutes of the Regular Meeting of Council – December 19th, 2016

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR SIFERT

That Council approve the Minutes of the Regular Meeting of Council held on December 19th, 2016.

CARRIED.

5. PUBLIC PARTICIPATION

Mr. Jeff Gauthier of 2137 Quails Run – addressed Council with his concerns in regard to Agenda Item 6(a), TUP16-0005 – 976 Capella Drive.

Mr Don Croft of 3412 Hazelwood –addressed Council with his parking concerns in regard to Agenda Item 7 (b), DVP16-0016, 3416 Hazelwood (1003 Foxwood Place). Mayor Young requested CAO Bowden conduct a site visit with Mr. Croft.

Mrs. Margaret Stevens of 2133 Quails Road addressed Council with her concerns in regard to Agenda Item 6(a), TUP16-0005 – 976 Capella Drive.

6. TEMPORARY USE PERMIT

a) TUP16-0005 – 976 Capella Drive

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council issue Temporary Use Permit No. TUP16-0005 be issued by the Council for the City of Langford to Alex Doucette of IWCD (Island West Coast Developments) Ltd. on behalf of Ecoasis Developments LLP for a construction management office with accessory outdoor storage in the CD6 Zone at 976 Capella Drive for a period of three years subject to the following terms and conditions:

1. Conditions

   The following requirements are imposed under Section 493 of the *Local Government Act*:

   a) That TUP16-0005 expires three years after the issuance date;

   b) That all areas of the site used for the outdoor storage of construction materials and equipment be screened by a solid 1.8 metre (6.0 foot) high fence; and that the construction materials and equipment be related only to construction activities within Bear Mountain; and

   c) That the movement of construction materials and equipment on the site be limited to between the hours of 7:00 a.m. and 7:00 p.m., or sunset, in accordance with City of Langford Bylaw No. 961 "A Bylaw to Provide for the Abatement and Control of Objectionable Noise in the Electoral Areas of the Capital Regional District".

CARRIED.

Mayor Young requested that staff meet with the applicant and neighbourhood prior to the commencement of any activities on-site to determine if the issue of concern raised by residents can be addressed.

7. DEVELOPMENT VARIANCE PERMIT

a) DVP16-0009 – 892 Klahanie Drive

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council issue Development Variance Permit No. DVP16-0009 for the City of Langford to Denise Kors of Kors Development Services Ltd on behalf of Debra and Richard Carter to vary the interior side yard setback from 3m to 1.5m for Lot 5 and to exempt the 10% minimum frontage

requirement (as per the *Local Government Act*) for Lots 5 and 6 for 892 Klahanie Drive subject to the following terms and conditions:

1. Appendix

   The site shall be developed in accordance with the site plan attached (Appendix A).

2. Variances

   The following regulations of Zoning Bylaw No. 300 are varied under Section 498 of the *Local Government Act*:

   a) That Section 6.17.06 (2) of Zoning Bylaw No. 300 be varied to permit the distance of a building or structure to be reduced from the required 3m to 1.5m for the interior side yard setback for Lot 5.

3. Exemption

   a) Exempt Lots 5 and 6 as shown in Subdivision File No. SUB16-0018 from the 10% frontage requirement and direct the Approving Officer to accept the proposal at the time of subdivision.

CARRIED.

b) DVP16-0016 – 3416 Hazelwood (1003 Foxwood Place)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council issue Development Variance Permit No. DVP16-0016 be issued by the Council for the City of Langford to Paul King on behalf of Luxbury Development Corporation to vary the distance of a building to the exterior side yard lot line from the required 3.5m to 1.2m to allow for the construction of a one-family dwelling at 3416 Hazelwood Road (soon to be addressed as 1003 Foxwood Place) subject to the following terms and conditions:

1. Appendix

   The site shall be developed in accordance with the site plan attached (Appendix A).

2. Variances

   The following regulations of Zoning Bylaw No. 300 are varied under Section 498 of the *Local Government Act*:

   a) That Section 6.27.06 (1)(c) of Zoning Bylaw No. 300 be varied to permit the distance of a building or structure to be reduced from the required 3.5m to 1.2m for the exterior side yard lot line for the one-family dwelling to be addressed as 1003 Foxwood Place.

CARRIED.

8. COMMITTEE RESOLUTIONS

a) Planning, Zoning and Affordable Housing Committee –January 9th, 2017

1. Application to Rezone 3370, 3344 Luxton Road and 2869 Sooke Road from RR2 (Rural Residential 2) Zone to Business Park 2A – Sooke Road West (BP2A) Zone to accommodate additional onsite uses (Planning Z16-0024)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council

1. Direct staff to prepare a bylaw to amend the zoning designation of the property located at 3344 Luxton Road, 3370 Luxton Road, and 2869 Sooke Road from Rural Residential 2 (RR2) to Business Park 2A – Sooke Road West (BP2A) with the following text amendments, and subject to the following terms and conditions:
    a. That the following uses be added to those permitted within the Business Park – Sooke Road West (BP2A) Zone on lands legally described as Lot 1, Sections 87 and 88, Metchosin District, Plan 18854 (3370 Luxton Road); Lot A, Section 87, Metchosin District, Plan 17666 (3344 Luxton Road); Amended Lot 1 (DD 319289-I) of Block B, Section 87, Metchosin District, Plan 1139 (2869 Sooke Road):
        i. Schools;
        ii. Retail stores;

    b. That the following uses be prohibited within the Business Park – Sooke Road West (BP2A) Zone, on the lands legally described as Lot 1, Sections 87 and 88, Metchosin District, Plan 18854 (3370 Luxton Road); Lot A, Section 87, Metchosin District, Plan 17666 (3344 Luxton Road); Amended Lot 1 (DD 319289-I) of Block B, Section 87, Metchosin District, Plan 1139 (2869 Sooke Road):
        i. Gravel and aggregate processing and sale; and
        ii. Retail sale, rental and repair of motorcycles, automobiles, trucks, boats, recreational vehicles, manufactured homes, farm machinery, and small industrial equipment such as skid steer loaders and heavy industrial equipment and heavy trucks (ie. Greater than 2700 gf GVW) and parts and accessories thereof.

    c. That the applicant provides, prior to Public Hearing, a Traffic Study to the satisfaction of the Director of Engineering.

    d. That the applicant provides, prior to Bylaw Adoption, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
        i. That the applicant will implement recommendations within the Traffic Study prior to subdivision or the issuance of a building permit, whichever is first;
        ii. That as a condition of building permit, frontage improvements be provided to Subdivision and Servicing Bylaw No.1000 standards, to the satisfaction of the Director of Engineering;

iii. That any uses permitted in the BP2A Zone or proposed by this rezoning application that are deemed inappropriate from a traffic management perspective by the Traffic Study be prohibited on the subject properties, if applicable;

e. That the applicant provides the following, prior to Bylaw Adoption:
   i. Road dedication to the satisfaction of the Director of Engineering and to the standards of Bylaw No. 1000.

CARRIED.

2. Application for Development Variance Permit to allow for a parking variance and rear yard setback variance at 884 Attree Avenue (Planning DVP16-0020)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council:

1. Direct staff to proceed with consideration of the following variances for 884 Attree Avenue:
   a) That Section 6.41.06(1)(d) of Zoning Bylaw No. 300 be varied from the required 3 m rear lot line setback to a rear lot line setback of 0 m;
   b) That Section 4.01.01 of Zoning Bylaw No. 300 be varied from the required 19 parking spaces to 18 parking spaces.

CARRIED.

3. Planning Department – Five year Financial Plan for 2017-2021 (Planning)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council:

1. Approve in principle the Planning and Development Services Five Year Financial Plan as presented with the following priorities on projects:

Item	Estimated Cost	Priority
Townfolio Web-Based Data Service	$10,000	1
Zoning Bylaw Re-Write	$15,000	2
Official Community Plan (OCP) review	$15,000	3
Community Energy and Emissions Reduction	$20,000	4
Film Commission Funding	$2,500	5

2. Direct Staff to prepare a bylaw to amend the City's Development Procedures Bylaw (Bylaw No. 209) to include a 2%, cost-of-living increase to planning related fees.

CARRIED.

b) Administration and Finance Committee –January 10th, 2017

1. 2017 Land Development Budget and Five Year Financial Plan2017-2021 (Land Dev)

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR SZPAK

That Council approve in principle the 2017 figures in the Land Development 5-year financial plan for 2017-2021 as presented in Schedule A of the staff report dated January 10, 2017 and refer them to the City Treasurer.

CARRIED.

2. Monthly Approval of Accounts Payable – December 2016 (Finance)

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR SZPAK

That Council approve the City of Langford disbursements from December, 2016 as outlined in the Accounts Payable Report dated January 10th, 2017.

CARRIED.

3. 2017-2021 General Government Five-Year Financial Plan (Finance)

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR SZPAK

That Council approve in principle the General Government Five Year Financial Plan for 2017-2021 as presented in the staff report dated January 10, 2017 and refer it to the Treasurer for inclusion in the consolidated Financial Plan.

CARRIED.

9. REPORTS

a) Quarterly (Year End) Report – October 1st, 2016 to December 31st, 2016

- **Staff Report (Planning, Land Development and Building Department)**

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council receive the Quarterly (Year End) Report from October 1st, 2016 to December 31st, 2016 for the Planning, Land Development and Building Departments.

CARRIED.

b) Application for Temporary Use Permit to allow for Group Daycare for 24 children at 2619 Sooke Road
- **Staff Report (Planning TUP16-0006)**

MOVED BY: COUNCILLOR SIFERT
SECONDED: COUNCILLOR WADE

That Council:

1. Proceed with the consideration of this Temporary Use Permit for a group daycare on the property at 2619 Sooke Road for a period of three (3) years; AND

2. Direct staff to amend the Zoning Bylaw to allow for a group day care for 28 children in the R2 Zone at 2619 Sooke Road.

CARRIED.

c) Approval of Major Asset Maintenance Reserve Expenditures (GVPL)
- **Staff Report (Finance)**

MOVED BY: COUNCILLOR SEATON
SECONDED: COUNCILLOR BLACKWELL

That Council approve the expenditure of $214,000 from the Major Asset Maintenance Reserve in 2017.

CARRIED.

d) Strata Title Conversion – 1080 Jenkins Avenue
- **Staff Report (Land Development)**

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council:

1. Endorse the proposed strata titling of 1080 Jenkins Avenue, legally known as Lot 7, Block 1, Section 81, Esquimalt District, Plan 12500 (PID 004-771-664), and direct the Approving Officer to sign the strata plans on their behalf; AND

2. Direct staff to ensure any outstanding payments with Westshore Environmental Services (WSES) have been settled to the satisfaction of WSES prior to approving the strata title conversion; AND

3. Direct staff to ensure all referral comments received from other City Departments and outside agencies that request items to be completed are satisfactorily addressed prior to approving the strata title conversion; AND

4. Require that the recommendations in the architect's report from Jack James (dated December 18th, 2016) be completed to the satisfaction of the architect and that a completion report be submitted by the architect to the Chief Building Inspector to his satisfaction.

CARRIED.

e) Municipal Boundary Extension Application to the Minister of Community, Sport and Cultural Development
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR WADE

That Council:

THAT the City of Langford has obtained the assent of the electors to petition the Minister of Community and Rural Development to extend the boundaries of the City of Langford as it appeared in the Gazette under issue of January 3rd, 2017, and in the local newspaper, the Goldstream News Gazette, under issues of October 28th and November 2nd, 2016.

THAT all relevant legislative requirements pertaining to a municipal boundary extension in the Local Government Act and Community Charter have been completed.

THAT the parcels approved for inclusion within the City of Langford are as follows:
- Lot 10 Block 3 Plan VIP1817 Section 97 Land District 30; PID: 001-703-374
- Lot 8 Plan VIP54839 Section 96 & 97 Land District 30; PID: 018-034-209
- Section 92 Land District 30; PID: 001-668-374
- Lot 7 Plan VIP54839 Section 93 Land District 30; PID: 018-034-195
- Lot 6 Plan VIP54839 Section 94 Land District 30; PID: 018-034-187

That Council petition the Minister of Community, Sport and Cultural Development requesting an extension of the area of the municipality to include the lands as described above.

CARRIED.

10. CORRESPONDENCE

a) Peter Willing
Re: Langford's Annual "Music in the Park" 2017

MOVED BY: COUNCILLOR SEATON
SECONDED: COUNCILLOR SIFERT

That Council approve $10,000 to retain Mr. Peter Willing to provide Music in the Park at Veterans Memorial Park every Sunday beginning July 9th 2017 and ending on August 27th, 2017 from 2:00 pm to 4:00 pm as outlined in the proposal dated January 9th, 2017.

CARRIED.

b) City of Colwood
Re: CRD Service Review

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR SZPAK

That Council receive the letter from Mayor Carol Hamilton, City of Colwood, dated December 15, 2016 regarding CRD Service Review.

CARRIED.

MOVED BY: COUNCILLOR SIFERT
SECONDED: COUNCILLOR SEATON

That Council direct staff to compile a list of CRD services that Langford is involved in and bring it back to Council for consideration.

CARRIED.

11. BYLAWS

a) BYLAW NO. 1580
"Langford Zoning Bylaw, Amendment No. 433, (2326 and 2350 Millstream Rd), 2016". (SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give Bylaw No. 1580 Second and Third Reading.

CARRIED.

b) BYLAW NO. 1650
"Langford Zoning Bylaw, Amendment No. 462, (2555 and 2559 Millstream Rd), 2016". (ADOPTION)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR SZPAK

That Council Adopt Bylaw No. 1650

CARRIED.

c) BYLAW NO. 1664
"Langford Zoning Bylaw, Amendment No. 467, (694 Hoylake Ave), 2016".
(SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give Bylaw No. 1664 Second and Third Reading

CARRIED.

d) BYLAW NO. 1667
"Langford Zoning Bylaw, Amendment No. 468, (2780 Veterans Memorial Pkwy), 2016".
(SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give Bylaw No. 1667 Second and Third Reading.

CARRIED.

12. IN CAMERA RESOLUTION

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR SEATON

a) That it is the opinion of Council that the public interest requires that persons other than members of Council and Officers be excluded from the meeting to consider confidential information regarding Land under Section 90 (1) (e) of the Community Charter.
b) That Council continues the meeting in closed session.

CARRIED.

13. ADJOURNMENT

The Chair adjourned the meeting at 6:10 pm.

PRESIDING COUNCIL MEMBER:

CERTIFIED CORRECT
City Manager

CITY OF LANGFORD

MINUTES OF THE SPECIAL MEETING OF COUNCIL

Tuesday January 24th, 2017 at 10:00 a.m.

Council Chambers, 3rd Floor, 877 Goldstream Avenue

PRESENT

Mayor S. Young, Councillors: D. Blackwell, M. Sahlstrom, L. Seaton, W. Sifert, and L. Szpak.

ATTENDING

Chief Administrative Officer, J. Bowden, Administrative Assistant, J. Coneybeer, Director of Engineering, M. Mahovlich and Deputy Director of Planning, L. Stohmann.

ABSENT

Councillor R. Wade.

1. CALL TO ORDER

The Chair called the meeting to order at 10:00 am.

2. APPROVAL OF THE AGENDA

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR BLACKWELL

That Council Approve the Agenda as presented.

CARRIED.

3. PUBLIC PARTICIPATION

There was no public participation.

4. REPORTS

a) CRD – 2016 Regional Growth Strategy Bylaw 4017 – for Municipal Acceptance
- Staff Report (Planning)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR SIFERT

That Council accept the proposed new Regional Growth Strategy as contained in Bylaw No. 4017 and recommend its adoption to the CRD Board.

CARRIED.

b) Application to Exclude 940 and 960 Latoria Road from ALR (SD No. 62 School Site)
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR SZPAK

That Council:

1. Direct staff to work in conjunction with SD62 and the property owners of 940 and 960 Latoria Rd to prepare a new ALR Exclusion application with regards to those properties, and proceed with the required public notification; and

2. Direct staff to request that the ALC consider amending their conditional approval originally issued in June 2016 for the Block ALR Exclusion application (ALR15-0002) to include 940 and 960 Latoria Rd among those properties identified as "approved for exclusion" as part of the reconsideration currently being undertaken by the ALC; and

3. Direct staff to prepare a staff report to Council with regards to this application once required notification measures are complete and the application is submitted to the City.

CARRIED.

c) Request to Allow a CRD Water Pump Station and Reservoir on Lands Designated as Open Space in the South Skirt Mountain Master Plan
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR SIFERT

That Council:

1. Agree to make available to CRD Water that portion of the property legally described as LOT 1 SECTION 114 ESQUIMALT DISTRICT PLAN VIP87674 PID 028-155-742 (2131 Bear Mountain Parkway) required to install a water pump station and reservoir; and

2. Agree that those lands required by CRD Water for the pump station and reservoir shall be counted towards the requirement to provide 40% of the lands within the CD12 Zone as open space.

CARRIED.

d) Commuter Rail

- **Verbal Update (Mayor Young)**

Mayor Young provided an update to Council on recent meetings that have taken place and that good dialogue and information has been shared.

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR SAHLSTROM

That Council express its interest in further exploring the viability of commuter train service on the E&N corridor between Langford and Victoria as an inter-municipal service, or under Victoria Regional Transit Commission as a local commuter train commission in partnership with provincial, federal, local and First Nation governments for operational and capital expenditures.

CARRIED.

5. ADJOURNMENT

The Chair adjourned the meeting at 10:20 am.

PRESIDING COUNCIL MEMBER:

CERTIFIED CORRECT
City Manager

BOARD OF DIRECTORS

Minutes of the West Shore Parks and Recreation Society
Board of Directors Meeting
Thursday, December 8, 2016 in the Lower Clubhouse

PRESENT: Directors Rob Martin (Chair), Leslie Anderson, Lilja Chong, Arnie Hamilton, Al Hood, Ron Mattson, Andy MacKinnon (Alternate for Moralea Milne) and Ed Watson

ABSENT: Directors Les Bjola, Jennifer Jakobsen, Matt Sahlstrom, Lanny Seaton, Winnie Sifert, Darren Wright and Terry Young

STAFF PRESENT:
Linda Barnes, Administrator
Sue Dickson, Manager of Finance
Wade Davies, Manager of Operations
Brian Merryweather, Manager of Human Resources
Lisa Lehive, Recorder

PUBLIC PRESENT: Mayor Carol Hamilton, City of Colwood
Janet Hood
Brad Wilkerson
Cherry Merryweather

Adopted January 19, 2017

CALL TO ORDER

1. The Chair called the meeting to order at 7:02 PM.

APPROVAL OF AGENDA

2. ***MOVED/SECONDED*** *BY DIRECTORS HOOD AND WATSON THAT THE AMENDED AGENDA BE APPROVED WITH THE ADDITION OF 7 (a) JDF ELECTORAL DISTRICT UPDATE, 8 (a) INFORMATION REGARDING THE FIELDHOUSE AND 7 (b) SKATEPARK UPDATE.*
CARRIED

APPROVAL OF MINUTES

3. ***MOVED/SECONDED*** *BY DIRECTORS MACKINNON AND CHONG THAT THE MINUTES OF THE REGULAR MEETING HELD NOVEMBER 17, 2016 BE ADOPTED.*
NO ERRORS, NO OMMISIONS
CARRIED

PUBLIC PARTICIPATION

4. N/A

CHAIRS REMARKS

5. The Chair gave the following remarks:
   - The Chair met with the Goldstream Gazette and discussed some highlights from the last 4 years:
     - Sara Beckett's funeral – Staff did an amazing job.
     - Innovative partnerships such as the NLCs at Belmont School and Royal Bay School.
     - Vellox moved from UVic to WSPR and is now West Shore Rugby Club.
     - Supported and fostered environmental stewardship of the WSPR property.
     - 10 year naming rights with the Q.
     - 5 year contracts with both the Shamrocks and Grizzlies.
     - Events such as Rock the Shores and Alice Cooper.
     - International events in archery, curling and lawn bowling.
     - Raven Hockey Club for children with developmental delays.
     - WSPR support of Syrian Refugees.
   - The Chair thanked WSPR staff.
   - The Chair thanked Linda Barnes for walking him through being Chair, and thanked Sue Dickson, Brian Merryweather, Wade Davies, Sandy Clarke and Lisa Lehive for their efforts and relationship.
   - The Chair also thanked the Board for the respect he was given and the respect given to other Board Members.

STANDING COMMITTEES

6. **a) Finance**
   - N/A

   b) Strategic Planning
   - N/A

   c) Policy
   - N/A

OLD BUSINESS

7. a) JDF Electoral District Update
   - Linda Barnes provided the following update:
     - Mike Hicks sent an email that the JDF Electoral District was withdrawing from WSPR.
     - Last year at this time, the JDF Electoral District went to the CRD and asked for permission to withdraw from WSPR; a letter was supposed to be sent to the Owners Group.
     - WSPR did not know that had been endorsed at the CRD.
     - The Owners have not received official notice of the withdrawal nor has WSPRS.
     - Meeting with Bob Lapham (CAO of the CRD) next week.
     - WSPR has budgeted for 2017 with JDF Electoral District; they need to be held accountable for 2017 requisition which is approximately $25,000.
   - Mayor Carol Hamilton, City of Colwood validated everything Linda Barnes noted above.
     - The JDF Electoral District did not follow the correct process to give notice.

FOR INFORMATION ONLY

Adopted January 19, 2017

b) Skatepark Update

- Linda Barnes gave the following update:
    - A staff group met to look at options of where the Skatepark could go on site as there is not a lot of interest from municipalities to have it on their land.
    - The Skatepark Coalition has been notified that WSPR may have land available on site and they are extremely excited about this prospect.
    - Preliminary costing and designs will be completed and then this report will be taken to the Board. From here it can then go to municipalities.
    - The Board had requested that a letter be sent to the municipalities, however this will wait until the preliminary costing and designs are complete and the Board has approved the plans.

Further Discussion

- Director Mattson noted that the View Royal council wants the Skatepark onsite at WSPR as they don't think anyone will come off site to maintain it regularly.

FOR INFORMATION ONLY

NEW BUSINESS

8. a) Information regarding the Fieldhouse
    - The ceiling in Fieldhouse came loose and fell including about 1000 lbs of panel.
    - An engineer was in today to assess the situation and has advised Wade Davies to remove and replace all 12 panels.
    - An insurance claim call has been placed.
    - It was most likely a design flaw and the way the bulk heads were fastened 25 years ago. Staff could not have anticipated this in a maintenance plan.
    - There is no structural damage as only a bulk head was affected.
    - Staff have been able to move around some events. However WSPR may loose some business if people do not want to be in a different room.
    - Linda Barnes thanked the staff for being so accommodating including Food and Beverage staff who were cheerful and professional during this incident.

    Questions:
    - Was there anyone inside the building at the time the ceiling collapsed?
        - No, it happened at night.
    - Will this affect the Pro Shop?
        - No, the Pro Shop is separate and was not affected.
    - How does this affect the West Shore Rugby Club?
        - They are off because of the snow and then for Christmas Holidays.
    - How long will the Fieldhouse be closed for?
        - Rough estimate – until the end of January.

    FOR INFORMATION ONLY

Adopted January 19, 2017

FOR INFORMATION

9. **a) Administrator's Report**

Highlights from the report:

- The Parks Department has turned the lawn bowls grass into mini pitches to accommodate more soccer usage on site. This also could be lit in the evenings as needed.
    - What does this do to the lawn bowls grass?
        - This will not drastically affect the grass. A little more seed and punching will be needed in the spring.
    - Is WSPR maxed out on property usage? Could we build another field?
        - No, WSPR is already encroaching onto DND property. WSPR rents some of the DND's land.
- Linda Barnes thanked Rob Martin, Board Chair, for all the enthusiastic work he has done as Chair. Chair Martin has been a wonderful media representative for WSPR and we are glad Chair Martin will continue on with the WSPRS Board.

FOR INFORMATION ONLY

b) Human Resources Report

FOR INFORMATION ONLY

IN CAMERA

10. N/A

ADJOURNMENT

11. ***MOVED/SECONDED*** *BY DIRECTORS HAMILTON AND MATTSON THAT THE MEETING BE ADJOURNED AT 7:22 PM.*

CARRIED

Adopted January 19, 2017

CITY OF LANGFORD
TEMPORARY USE PERMIT

TUP16-0006 – 2619 Sooke Rd

That Temporary Use Permit No. TUP16-0006 be issued by the Council for the City of Langford to Marianne Whitaker on behalf of Normand Waiter to allow a group day care for 28 children at 2619 Sooke Rd subject to the following terms and conditions:

1. Conditions

The following requirements are imposed under Section 493 of the *Local Government Act*:

a) That TUP16-0005 expires thirty six months (3 years) after the issuance date; and

b) Direct Staff to amend the Zoning Bylaw to allow for a group day care for 28 children in the R2 (One- and Two-Family Residential) Zone.

City of Langford
www.cityoflangford.ca

Notice of Intention to Consider Issuance of a Temporary Use Permit

NOTICE is hereby given that the City of Langford will consider issuance of a TEMPORARY USE PERMIT in the CITY OF LANGFORD COUNCIL CHAMBERS, Third Floor, 877 Goldstream Avenue, Langford, BC, on Monday, 6 February 2017, at 5:30 pm.

File	Temporary Use Permit No. TUP16-0006
Purpose	The purpose of the proposed Temporary Use Permit is to allow a group day care for 28 children at 2619 Sooke Rd
Applicant	Marianne Whitaker
Location	The lands that are the subject of TEMPORARY USE PERMIT NO. TUP16-0006 are 2619 Sooke Rd.

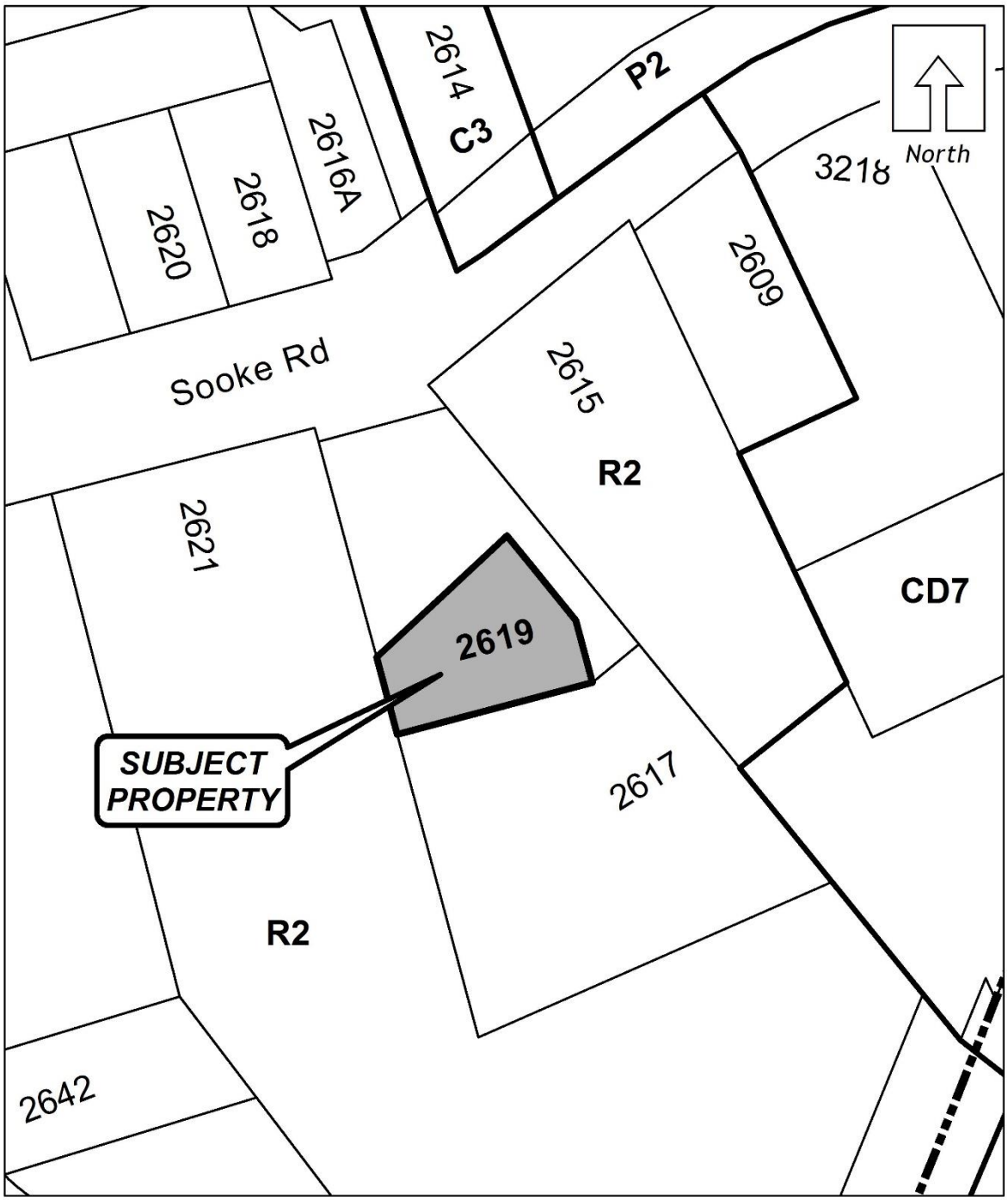
COPIES of the complete proposed TEMPORARY USE PERMIT and other related material may be viewed during normal working hours, 8:30 am to 4:30 pm, Monday to Friday (holidays excluded), from Monday, 23 January 2017 to Monday, 6 February 2017 , inclusive, at the Langford City Hall, Second Floor, 877 Goldstream Avenue, Langford, BC, V9B 2X8. Please contact Lauren Morhart in the Planning Department with any questions on this Temporary Use Permit.

Jim Bowden
Administrator

TEMPORARY USE PERMIT

(TUP16-0006)

2619 Sooke Rd



Document Name: TUP_16-0006_Site_Map

Scale: N.T.S.

Last Revised: 12/6/2016

Mayor concerned that police largely playing 'referees' role

Continued from Page A1

While previous arrangements with the municipality have been informal, the Town has informed Our Place it will need a formal temporary use permit to continue at the site. That means going through a public process and securing fresh council approval.

"I think we allowed it because clearly the region was dealing with a crisis with tent city," Screech said. "We saw that and recognized that and homelessness is a regional issue, so we allowed the temporary use. But now with their request, they're going to be into two full years. That's going a little bit beyond temporary, so we think that they should go through a formal process where the residents get a proper say."

Consultation with B.C. Housing for residents will also take place in advance of council's decision, which is slated for late March.

While there have been concerns raised by area residents with regards to Choices occupants, Screech said he hasn't fielded too many complaints and that some neighbours have had positive things to say about the facility.

McKenzie also feels residents have been supportive. "We really noticed that the neighbourhood has come to rally behind Choices now. I think that says a lot about how Our Place has tried to be a good neighbour and really address the concerns," he said.

One of Screech's primary concerns is the number of police calls that have originated from Choices. As of Jan. 10, police had been called to the facility 62 times since it opened in February last year. "They've been calling the police to sort of act as referees … that's a real drain on police resources and we have to be really careful of that," he said.

McKenzie said many calls are the result of mental health and addictions problems among residents and that if they weren't having those conflicts and issues at Choices, they'd be having them on the street.

"It's not any threat to the neighbourhood. … One of the reasons a lot of these people are on the streets in the first place is because they've slipped through those health-care cracks," he said.

Screech and council must weigh several factors when deciding whether or not to allow the facility to stay open for another year.

"I think the impact on the surrounding neighbourhood is number one," the mayor said. He also needs assurances that police and emergency personnel are comfortable with what's happening there, while being mindful of the bigger regional picture of homelessness.

Screech has been assured that Choices remains a temporary solution while B.C. Housing works towards establishing more permanent facilities around the region.

"The long-term future (of that site) will not be a homeless camp," he said. "I don't blame people for being skeptical at this point, because they were told six months … it is not the intention nor will the Town support that being a permanent homeless facility."

joel.tansey@goldstreamgazette.com

Further delay for accused in Beckett crash death

The lawyer for Kenneth Jacob Fenton said his client won't be entering a plea until an Independent Investigation Office's report is complete and they have full disclosure.

Fenton, facing five charges in relation to the crash that killed West Shore RCMP Const. Sarah Beckett in April, was due to appear in Western Communities Court last Thursday, but has had his arraignment date pushed back to Feb. 9.

It's the fourth time that the arraignment has been delayed.

Dale Marshall, Fenton's lawyer, said he appreciates these delays are tough to take for those involved in the case.

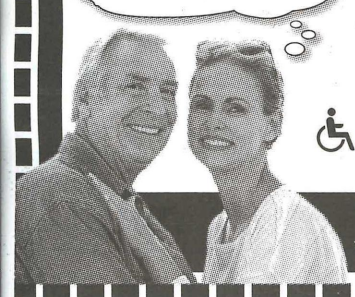
"I'm sure it's very difficult for everybody involved in this matter. You can imagine how difficult it is to get through the material. It took six months to investigate. There's a lot of material to get through," he said. "As you can imagine, everybody that's touched by this is struggling."

Beckett's police cruiser was struck April 5 at about 3:30 a.m. while travelling through the intersection at Goldstream Avenue and Peatt Road in Langford.

Fenton faces charges including impaired driving causing death, failing to stop while being pursued by a peace officer and operating a motor vehicle in a manner dangerous to the public causing death.

joel.tansey@goldstreamgazette.com

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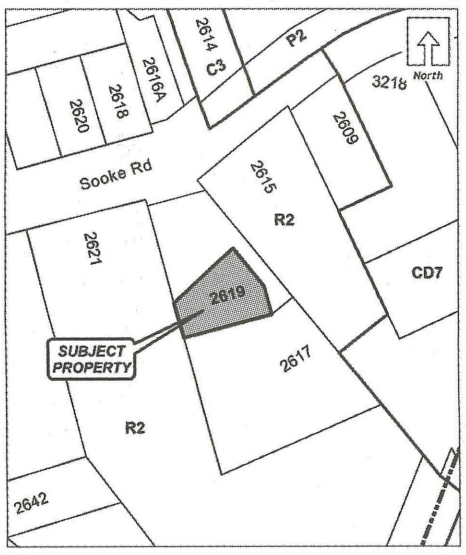
Notice of Intention to Consider Issuance of a Temporary Use Permit

NOTICE is hereby given that the City of Langford will consider issuance of a TEMPORARY USE PERMIT in the **CITY OF LANGFORD COUNCIL CHAMBERS, Third Floor, 877 Goldstream Avenue, Langford, BC, on Monday, 6 February 2017, at 5:30 pm.**

File: **Temporary Use Permit No. TUP16-0006**
Purpose: **The purpose of the proposed Temporary Use Permit is to allow a group day care for 28 children at 2619 Sooke Rd.**
Applicant: **Marianne Whitaker**
Location: **The land that is the subject of TEMPORARY USE PERMIT NO. TUP16-0006 is 2619 Sooke Rd.**

COPIES of the complete proposed **TEMPORARY USE PERMIT** and other related material may be viewed during normal working hours, 8:30 am to 4:30 pm, Monday to Friday (holidays excluded), from Monday, 23 January 2017 to Monday, 6 February 2017, inclusive, at the Langford City Hall, Second Floor, 877 Goldstream Avenue, Langford, BC, V9B 2X8. Please contact Lauren Morhart in the Planning Department with any questions on this Temporary Use Permit.

Jim Bowden
Administrator



TOWN OF VIEW ROYAL

NOTICE IS HEREBY GIVEN pursuant to the Local Government Act that a Public Hearing will be held at **Town of View Royal Town Hall, 45 View Royal Avenue, Victoria, B.C. at 7:00 p.m. on Tuesday, February 7, 2017** for the purpose of hearing representations concerning the following proposed amendments to Official Community Plan No. 811, 2011 and Zoning Bylaw No. 900, 2014 in regard to lands shown below and legally described as:

Address	Legal Description
1266 Burnside Road West	Block 27, Section 9m Esquimalt District, Plan 1407

1. Official Community Plan No. 811, 2011, Amendment Bylaw No. 963, 2017 proposes to amend the land use designation of the Subject Property from **Community Facility (CF)** to **Residential (R).**

2. Zoning Bylaw No. 900, 2014, Amendment Bylaw No. 964, 2017 proposes to amend the zoning designation of the Subject Property from **P-2: Local Institutional** to **R-1: Detached Residential (Large Lot).**

If approved, the bylaws would change the use of the Subject Property from institutional to residential.

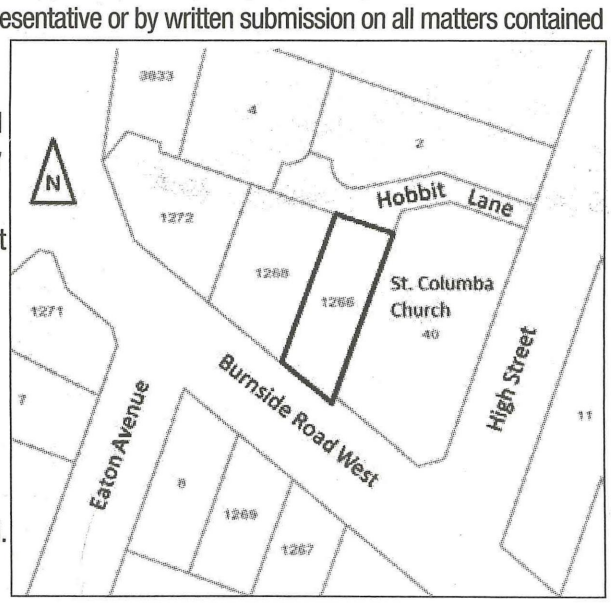
TAKE NOTICE that more detailed information concerning the subject bylaw and any other reports, studies or other documents that may be considered by Council can be obtained at the Town of View Royal Municipal Office, Development Services Department, 45 View Royal Avenue, Victoria, B.C. (Telephone: 250-479-6800) between the hours of 8:30am and 4:30pm Monday to Friday, January 25, 2017 to February 7, 2017.

All persons who believe that their interest in property is affected by the proposed Bylaw shall be afforded an opportunity to be heard in person, by a representative or by written submission on all matters contained therein at the above-noted time and place. If you are unable to attend the Hearing, written comments may be mailed, facsimiled, emailed or hand delivered to the Town of View Royal by no later than 3:30pm on February 7, 2017.

Mail: Development Services Department
Town of View Royal
45 View Royal Ave,
Victoria, BC. V9B 1A6
Facsimile: 250-727-9551
Email: info@viewroyal.ca

Please note that Council may not receive any further submissions concerning the subject Bylaws after the Public Hearing has concluded.

Dated January 25, 2017



CITY OF LANGFORD
DEVELOPMENT VARIANCE PERMIT

DVP16-0020 – 884 Attree Ave

That Development Variance Permit No. DVP16-0020 be issued by the Council for the City of Langford to Doran Musgrove on behalf of Raymond Yan to allow for a parking variance from 19 spaces to 18 spaces and a rear yard setback variance from 3m to 0 m at 884 Attree Ave subject to the following terms and conditions:

1. Appendix

The site shall be developed in accordance with the site plan attached (Appendix A).

2. Variances

The following regulations of Zoning Bylaw No. 300 are varied under Section 498 of the *Local Government Act*:

a) That Section 6.41.06(1)(d) of Zoning Bylaw No. 300 be varied from the required 3 m rear lot line setback to a rear lot line setback of 0 m;

b) That Section 4.01.01 of Zoning Bylaw No. 300 be varied from the required 19 parking spaces to 18 parking spaces.

City of Langford
www.cityoflangford.ca

Notice of Intention to Consider Issuance of a Development Variance Permit

Council for the City of Langford hereby gives Notice of Intention to consider issuance of a Development Variance Permit at its Regular Meeting scheduled for 5:30 pm, Monday, 6 February 2017, in the City Hall Council Chamber on the Third Floor of 877 Goldstream Avenue.

File	Development Variance Permit No. DVP16-0020
Applicant	Doran Musgrove
Location	884 Attree Ave
Proposal	1. That Section 6.41.06(1)(d) of Zoning Bylaw No. 300 be varied from the required 3 m rear lot line setback to a rear lot line setback of **0 m** **(Amended)**; 2. That Section 4.01.01 of Zoning Bylaw No. 300 be varied from the required 19 parking spaces to 18 parking spaces.
Purpose	To allow for a parking variance from 19 spaces to 18 spaces and a rear yard setback variance from 3m to 1.22m at 844 Attree Avenue.

The purpose of this Notice is to acquaint the property owners and residents in the area with the specifics of the proposed variance. We request that the Administrator receive any written submissions by Wednesday, 1 February 2017. The submissions will then be distributed for Council's consideration. You may also speak at the Council Meeting of 6 February 2017 during the Public Participation Section at the beginning of the meeting.

Relevant background information and a draft of the permit are available in the Planning Department for perusal Monday through Friday, except Statutory Holidays, during office hours (8:30 am to 4:30 pm). If you have any questions, please call Julia Buckingham in the Planning Department.

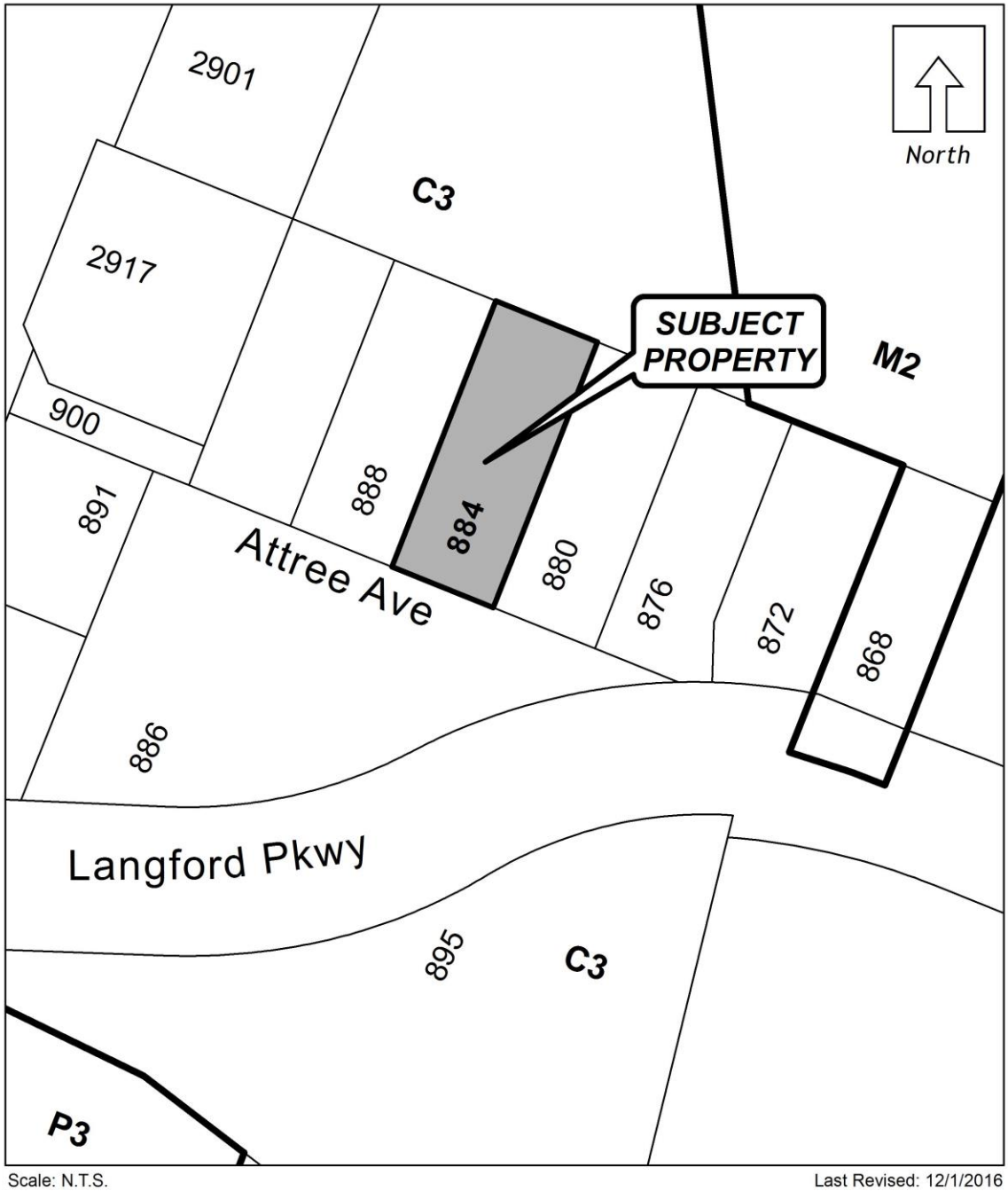
Jim Bowden
Administrator

Amended Proposal Item #1

DEVELOPMENT VARIANCE PERMIT

(DVP16-0020)

884 Attree Ave



Document Name: DVP16-0020_Site_Map

Scale: N.T.S.

Last Revised: 12/1/2016

CITY OF LANGFORD
DEVELOPMENT VARIANCE PERMIT
DVP16-0014 – 2559 Millstream Rd

That Development Variance Permit No. DVP16-0014 be issued by the Council for the City of Langford to Jesse Friest on behalf of Green Corr. Properties Inc. to allow the subdivision of one new lot at 2559 Millstream Rd subject to the following terms and conditions:

1. Appendix

The site shall be developed in accordance with the site plan attached (Appendix A).

2. Variances

The following regulations of Zoning Bylaw No. 300 are varied under Section 498 of the *Local Government Act*:

a) That Section 6.27.06(1)(a) of Zoning Bylaw No. 300 be varied by reducing the front lot line setback from the required 3m to nil for the principal building, and from 5.5m to 1.6m for the garage portion;
b) That Section 6.27.06(1)(b) of Zoning Bylaw No. 300 be varied by reducing the rear lot line setback from the required 5.5m to 3m;
c) That Section 6.27.06(1)(e) of Zoning Bylaw No. 300 be varied by reducing the interior side lot line setback from the required 1.2m to nil.

City of Langford
www.cityoflangford.ca

Notice of Intention to Consider Issuance of a Development Variance Permit

Council for the City of Langford hereby gives Notice of Intention to consider issuance of a Development Variance Permit at its Regular Meeting scheduled for 5:30 pm, Monday, 6 February 2017, in the City Hall Council Chamber on the Third Floor of 877 Goldstream Avenue.

File	Development Variance Permit No. DVP16-0014
Applicant	Jesse Friest, Green Corr. Properties Inc.
Location	2559 Millstream Rd
Proposal	1. That Section 6.27.06(1)(a) of Zoning Bylaw No. 300 be varied by reducing the front lot line setback from the required 3m to nil for the principal building, and from 5.5m to 1.6m for the garage portion; 2. That Section 6.27.06(1)(b) of Zoning Bylaw No. 300 be varied by reducing the rear lot line setback from the required 5.5m to 3m; 3. That Section 6.27.06(1)(e) of Zoning Bylaw No. 300 be varied by reducing the interior side lot line setback from the required 1.2m to nil.
Purpose	To allow the subdivision of one new lot.

The purpose of this Notice is to acquaint the property owners and residents in the area with the specifics of the proposed variance. We request that the Administrator receive any written submissions by Wednesday, 1 February 2017. The submissions will then be distributed for Council's consideration. You may also speak at the Council Meeting of 6 February 2017 during the Public Participation Section at the beginning of the meeting.

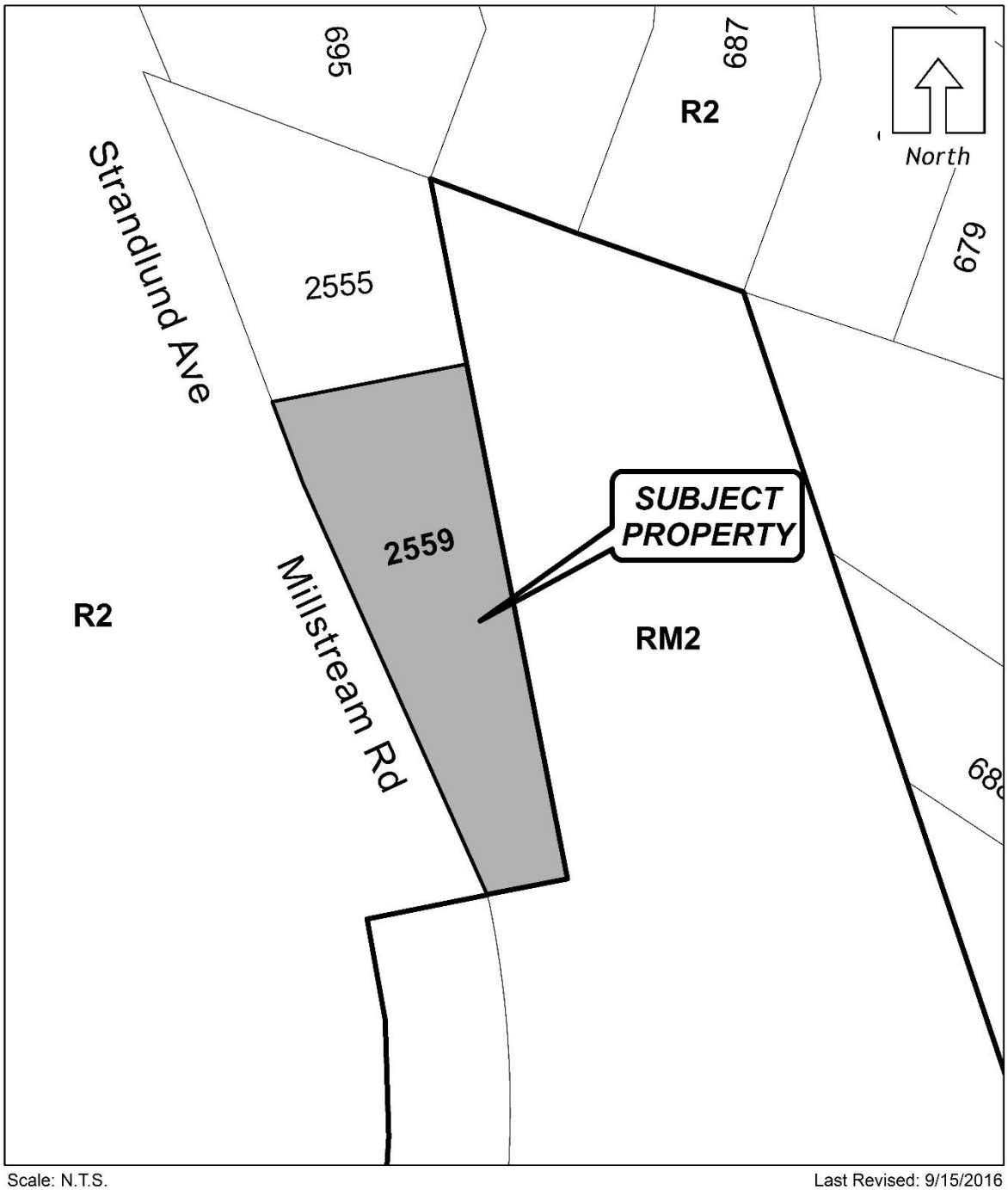
Relevant background information and a draft of the permit are available in the Planning Department for perusal Monday through Friday, except Statutory Holidays, during office hours (8:30 am to 4:30 pm). If you have any questions, please call Leah Stohmann in the Planning Department.

Jim Bowden
Administrator

DEVELOPMENT VARIANCE PERMIT

(DVP16-0014)

2559 Millstream Rd



Document Name: DVP16-0014_Site_Map_new

Scale: N.T.S.

Last Revised: 9/15/2016

CITY OF LANGFORD

RESOLUTIONS OF THE PARKS, RECREATION, CULTURE AND BEAUTIFICATION COMMITTEE

Thursday, January 26th, 2017

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1. Victoria International Buskers Festival 2017 – Proposal to City of Langford

- **John Vickers, Executive Director**

That the Parks, Recreation, Culture and Beautification Committee receive the presentation by John Vickers and recommend to Council that staff arrange preliminary meetings with Ecoasis/Bear Mountain and the Metchosin Farmers Institute/Luxton Fairgrounds to determine whether these organizations would be interested in partnering with Mr. Vickers in hosting a buskers festival.

2. Use of Artificial Turf on Roads and Right-of-Way (Parks and Recreation)

That Council:

1. Amend the Subdivision and Development Servicing Bylaw No. 1000 to require the installation of artificial turf for all separated boulevards and centre medians under three (3) metres in width.
2. Where the roads are within the Road DCC Program the developer will be required to install the Artificial Turf utilizing Road DCC Credits.
3. Where the roads are not within the Road DCC Program, the developer will be responsible for forty (40) percent of the costs associated with the installation of the Artificial Turf and the City will pay sixty (60) percent of the costs.

3. Tree Planting Fund (Parks and Recreation)

That Council:

1. Approve a revision to Schedule 14 of the Subdivision and Development Servicing Bylaw No. 1000: "If, in the assessment of the Manager of Parks, the density of one tree per 15 metres of frontage cannot be accommodated without compromising sound arboricultural practices, due to the size or other characteristics of the frontage, the owner/developer shall be required to pay cash-in-lieu to the City in the amount of $1100.00 for each required boulevard tree that cannot be accommodated."
2. Approve the delegation of authority to the Manager of Parks and Recreation to vary Schedule 14 of the Subdivision and Development Servicing Bylaw No. 1000 to vary the requirement to plant a tree.
3. Approve the establishment of a Tree Planting Fund to receive the cash in lieu contributions from development.
4. Provide direction to staff to develop a process for tracking the funds within the Tree Planting Fund and report out to Mayor and Council on a yearly basis.

City of Langford
www.cityoflangford.ca

Staff Report to Council

Date:	**February 6, 2017**
Department:	**Planning**
Application No.:	**TUP17-0001**
Subject:	**Application for a Temporary Use Permit to allow an Orthodontics Office at 721 Station Avenue**

PURPOSE

Duncan Magee of 644297 B.C. Ltd. has applied for a Temporary Use Permit to allow an orthodontics office at 721 Station Avenue.

BACKGROUND

PREVIOUS APPLICATIONS

The property at 721 Station Avenue has been the subject of a variety of previous planning applications, including:

- TUP10-0002 to allow a learning centre/private tutoring school for a period of three years;
- DP02-0023A to amend DP02-0023 to include the installation of two exterior doors on the southerly elevation of the existing commercial building;
- DP02-0023 for the construction of a 563 m^2 (6,058 ft^2) addition to a commercial building and improvements to the existing commercial building;
- DVP02-0019 to vary the interior side lot line and landscaping requirements for a second storey addition over a portion of the existing commercial building; and
- Z96-0013 to allow offices on the land legally described as Lot 1, Section 72, Esquimalt District, Plan 9354 (721 Station Avenue). This text amendment was adopted on December 16th, 1996 but was later rescinded.

Table 1: Site Data

Applicant	644297 B.C. Ltd. (Duncan Magee)
Owner	644297 B.C. Ltd.
Civic Address	721 Station Avenue
Legal Description	Strata Lot 1, Section 72, Esquimalt District, Strata Plan VIS5806, together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form V
Size of Property	3,958 m^2
DP Areas	Commercial Development
Zoning Designation	Service Commercial (CS1)
OCP Designation	City Centre

SITE AND SURROUNDING AREA

The subject site is located at the corner of Station Avenue and Millstream Road, west of Veterans Memorial Parkway and south of Goldstream Avenue. The site contains a 1,268 m^2 (13,650 ft^2) multi-unit commercial building with a variety of service commercial business, including Van Isle Auto Glass, Langford Nail Art Spa, Dragonfly Books, Parkway Physiotherapy (which will be replaced by the proposed orthodontics office), Everything Games, K9HQ Doggy Daycare, and Floyd's Diner. The associated parking area contains 66 marked parking spaces shared between the uses.

The surrounding area contains a mixture of commercial, service commercial, single and multi-family residential development and institutional uses.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North	C3 and C8	Multi-unit commercial buildings
	P2	Westshore RCMP
East	P2	Veterans Memorial Park
	CS1	Westshore Chamber of Commerce
	R1	One-family dwellings
	RM9	Four storey apartment
South	CS1	Commercial/light industrial development and residential dwellings
	MU1A	Residential dwellings
West	RM3	Townhouses

COMMENTS

LOCAL GOVERNMENT ACT

Pursuant to Section 497 of the *Local Government Act*, the City may issue a Temporary Use Permit for a period of up to three years. The *Local Government Act* also allows a Temporary Use Permit to be extended for a maximum of an additional three years. If the holder of a Temporary Use Permit wishes to conduct the temporary use beyond this six year period, they are required to make an application to Council for a new Temporary Use Permit or apply for rezoning.

COUNCIL POLICY

Langford's Official Community Plan (OCP) describes the City Centre as a major employment area for institutional, office, commercial and light industrial uses, as well as a major regional growth centre that supports a wide range of high density housing, including affordable and rental housing. The OCP also includes the following general objectives and policies with respect to office and commercial uses in the City Centre:

Objective 3.2 Maintain a regional focus.

Policy 3.2.1 Commercial and institutional land uses, services and amenities in the City Centre will balance regional services with amenities for local residents.

Objective 10.1 Retain and encourage the growth of existing businesses and attract targeted new businesses to locate in the planning area.

Policy 10.1.1 Work with local business associations to support expansion of local and regional serving businesses located in the community.

Council has no specific policies regarding Temporary Use Permits, and each application for a Temporary Use Permit is considered based on its individual merit. However, Section 3.27 of Zoning Bylaw No. 300 provides guidance on where Temporary Use Permits may be issued, provides Council the authority to require conformity with the City's Development Permit Areas, and the authority to require additional information for Temporary use Permit applications, including:

- Geotechnical evaluation;
- Environmental impact assessment;
- Wildfire hazard assessment;
- Stormwater management and drainage plans;
- Groundwater management plans;
- Soil removal plans;
- Acoustical analysis and sound attenuation plans;
- Traffic analysis and traffic impact mitigation plans;
- Parking studies and parking plans;
- Site lighting plans; and
- Visual impact analysis.

DEVELOPMENT PROPOSAL

The proposed orthodontics office intends to occupy 335.6 m^2 (3,612 ft^2) of space in the existing multi-unit commercial building at 721 Station Avenue. The Service Commercial (CS1) Zone does not include offices as a permitted use, except on three specific properties located at the corner of Millstream Road and Meaford Avenue, just south of the subject site.

The applicant has indicated that the proposed orthodontics office is a new practice which may grow over time, but it is anticipated to operate three to four days per week between the hours of 8:30 a.m. and 5:00 p.m. with five employees, and potentially up to 30 clients per day.

The proposed use will be located in a long-standing existing building, and a Building Permit for tenant improvements will be required prior to any internal renovations or change in tenancy. As a result, it is not expected that a geotechnical evaluation, environmental analysis, stormwater management plan, groundwater management plan or soil removal plan will be required.

Council could request a Parking Study or Traffic Impact Analysis; however, as previously noted, the parking area at 721 Station Avenue contains 66 marked parking spaces which are shared between the various tenants. The proposed orthodontics office, classified as a medical or dental office for the purposes of Part 4 of the Zoning Bylaw, would require one parking space for 25 m^2 of gross floor area, or a total of 13 parking spaces. For comparison, the following similar parking spaces would be required for other uses permitted in the CS1 Zone which could be established in this space without a Temporary Use or Development Permit:

- An animal hospital would require one space per 28 m^2 of gross floor area (a total of 12 spaces) ;
- An auction room would require one space per 20 m^2 of gross floor area (a total of 17 spaces);
- A gymnasium or health club would require one space per 25 m^2 of gross floor area (a total of 13 spaces);
- A restaurant would require one space for every four seats; and
- A retail store (limited to a maximum of 200 m^2 in this zone) would require one space per 20 m^2 of gross floor area (a total of 17 spaces).

In addition, the previously noted Building Permit for tenant improvements will also include a review of the proposed use by City Departments, and the Chief Building Inspector/Business License Inspector will determine whether the proposed change of use and occupancy warrants a revised parking plan.

Other than new signage, which will be addressed through a future Sign Permit, the proposed orthodontics office will not include any alterations to the exterior of the existing building at 721 Station Avenue. As a result, it is not anticipated that a site lighting plan or visual impact analysis will be necessary.

In addition to this Temporary Use Permit, and in recognition that offices are permitted on several CS1 properties just south of the subject site, Council may wish to amend the text of the CS1 Zone to allow offices as a permitted use on this site, or in the Zone as a whole. Given the innocuous nature of the

proposed orthodontics office, the range of other uses currently established and permitted in the building, and the long-standing establishment of this commercial area, additional conditions are not recommended for this Temporary Use Permit.

OPTIONS

That Council:

Option 1

1. Direct staff to prepare a Temporary Use Permit to allow an office at 721 Station Avenue, subject to the following terms and conditions:

    a) That the Temporary Use Permit be issued for a period of three years.

AND EITHER

2. Direct staff to prepare a Bylaw to amend the Service Commercial (CS1) Zone to include "offices" as a permitted use only on the subject property; OR

3. Direct staff to prepare a Bylaw to amend the Service Commercial (CS1) Zone to include "offices" as a permitted use throughout the Zone; OR

4. Take no action at this time with respect to amending the Service Commercial (CS1) Zone to include "offices" as a permitted use.

OR Option 2

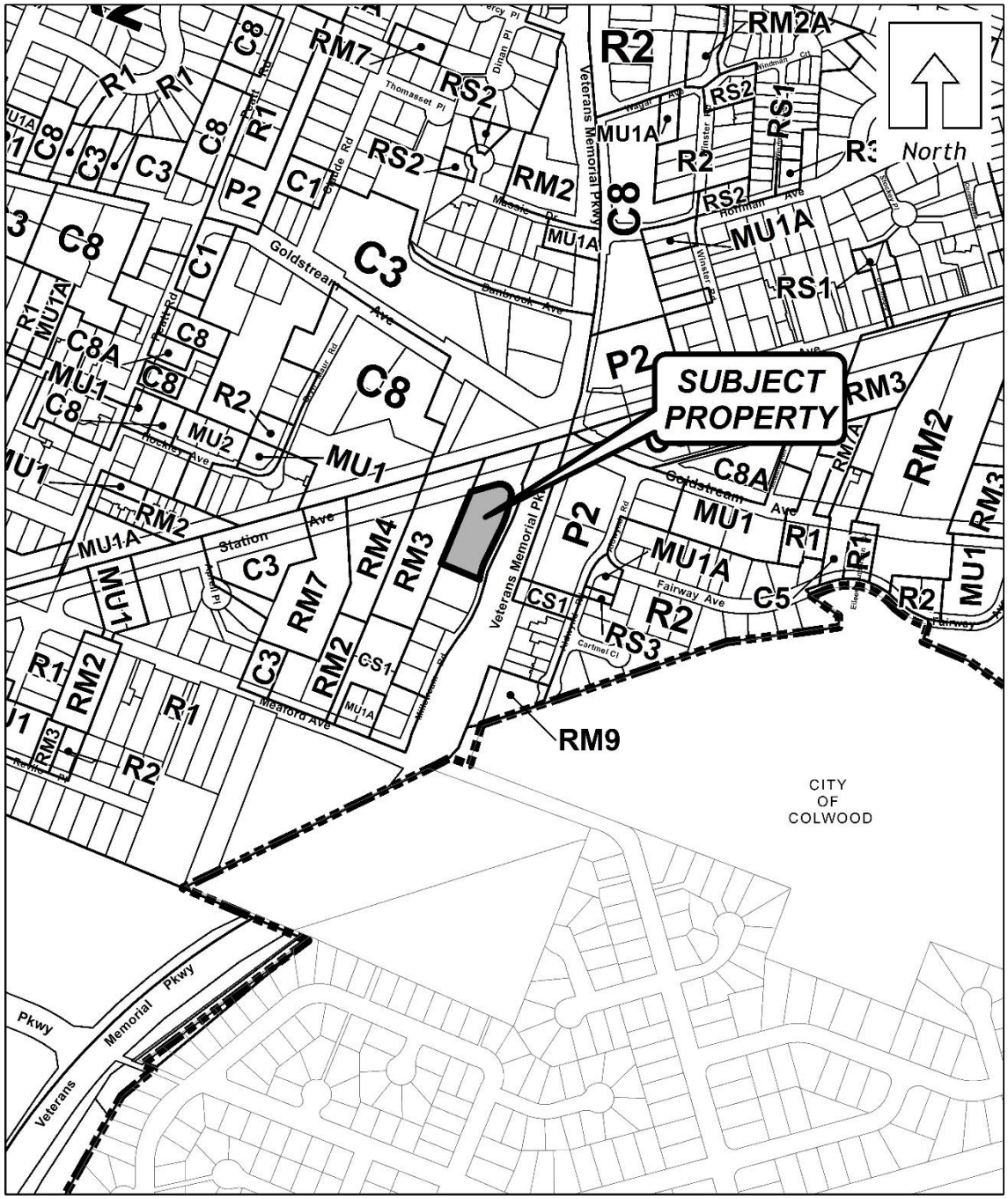
5. Reject this application for a Temporary Use Permit.

Submitted by:	Sarah Herring, MCIP, RPP, Planner
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning
Concurrence:	Brent Molnar, Approving Officer
Concurrence:	Bob Beckett, Fire Chief
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Steve Ternent, Director of Finance
Concurrence:	Jim Bowden, Chief Administrative Officer

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Appendix A

TEMPORARY USE PERMIT
(TUP17-0001)
721 Station Ave



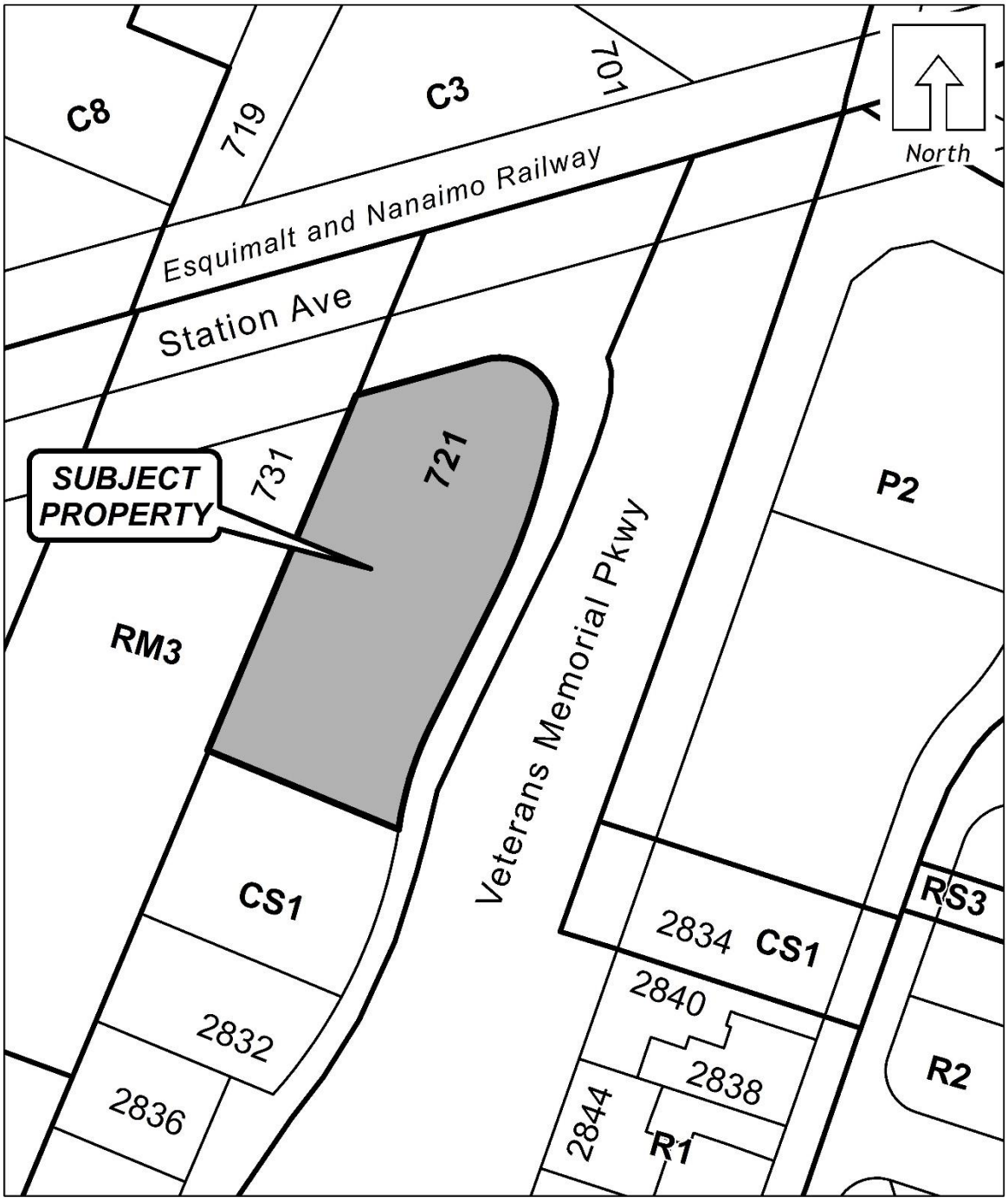
Document Name: TUP_17-0001_Location_Map

Scale: N.T.S.

Last Revised: 1/20/2017

Appendix B

TEMPORARY USE PERMIT
(TUP17-0001)
721 Station Ave



Document Name: TUP_17-0001_Site_Map

Scale: N.T.S.

Last Revised: 1/20/2017

City of Langford
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Staff Report to Council

Date: **February 6, 2017**

Department: **Planning**

Application No.: **DVP16-0004**

Subject: **Application for Development Variance Permit to allow for a two-point turn around, a reduction in on-street parking requirements, and a rear yard setback reduction for a future lot at 2639 Millstream Road.**

PURPOSE

George Banning has applied on behalf of Ernie Skinner for a development variance permit to allow for a two-point turnaround on Winster Road instead of a cul-de-sac, a reduction of the on-street parking requirement from 1 space to 0, and a reduction of the rear lot line setback from 6 m to 1.5 m for a future lot proposed by subdivision at 2639 Millstream Road.

BACKGROUND

The applicant is concurrently applying to subdivide the property located at 2639 Millstream road to create two new lots, both of which would have access off of Winster Road (SUB16-0004). The proposed subdivision is attached as Appendix A.

Table 1: Site Data

Applicant	George Banning
Owner	Ernie Skinner
Civic Address	2639 Millstream Road
Legal Description	LOT A, SECTIONS 72 AND 108, ESQUIMALT DISTRICT, PLAN 10020
Size of Property	2575.9m^2
DP Areas	None
Zoning Designation	R2 (One- and Two-Family Residential)
OCP Designation	City Centre

SITE AND SURROUNDING AREA

The site is a large panhandle lot with access off of Millstream Road with an existing single family dwelling. The subdivision proposal would allow the existing home to stay in place while maintaining adequate setbacks. The remainder of the lot has been left in its natural state with many trees growing on site. The rear of the property backs onto the end of Winster Road.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North	R2 (One- and Two-Family Residential)	Single family dwellings
East	R2 (One- and Two-Family Residential	Single family dwellings
South	RM3 (Apartment) and RS1 (Residential Small Lots)	Townhouses and Single family dwellings
West	R2 (One- and Two-Family Residential)	Single family dwellings

COMMENTS

DEVELOPMENT PROPOSAL

The applicant is proposing to subdivide 2639 Millstream Road to create two additional lots. As part of his subdivision application, the two newly proposed lots are designed to have their accesses off of Winster Road. The applicant is applying to vary the cul de sac requirement for Winster Road and install a two-point turn around instead. The applicants have demonstrated that the proposed two-point turn around can accommodate Langford's fire vehicles.

The applicant's proposal will also require a variance to the on-street parking requirements. Currently the Subdivision and Development Servicing Bylaw requires one on-street parking space provided for every two lots in residential developments. The applicants will need to vary this requirement to nil as there won't be enough room to create a parking space due to the irregular configuration of the road and requirement to maintain an emergency vehicle turn-around area.

The applicant is also applying to vary the rear lot line setback of proposed Lot 3 from the required 6 m to 1.5 m in order to create a useable building envelope.

Table 3: Proposal Data

	Permitted by R2 (Current Zoning)	**Proposed by DVP Application**
Rear Yard Setback	6 m	**1.5 m**

The applicant will be required to meet FUS in regards to water supply. A calculation will be required at the time of subdivision.

OPTIONS

Option 1

That Council:

1. Direct staff to proceed with consideration of the following variances for 2639 Millstream Road:

    a) That Section 6.21.06 (1)(a) of Zoning Bylaw No. 300 be varied to reduce the required rear lot line setback from 6 m to 1.5 m;
    b) That Section 4.11.4 of Subdivision and Development Servicing Bylaw No. 1000 be varied from the required one on-street parking stall provided for every two lots in a residential development to nil;
    c) That Section 4.12 of Subdivision and Development Servicing Bylaw No. 1000 be varied to allow for a permanent two-point turnaround instead of the required cul de sac;

Subject to the following terms and conditions:

    i) That the applicant install "No Parking" signage as part of the required frontage improvements to ensure the road remains usable for emergency vehicles.

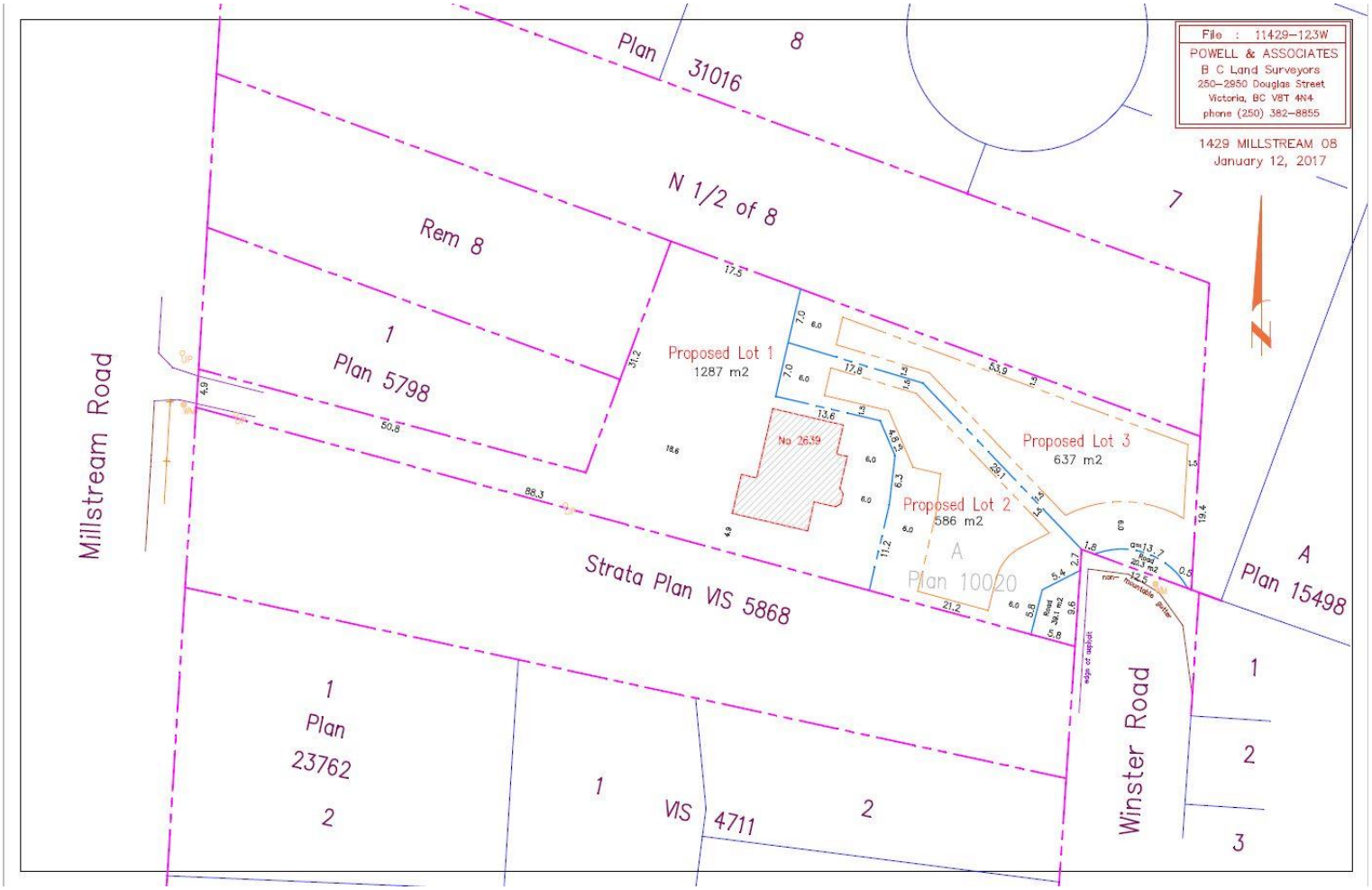
OR Option 2

2. Reject this application for development variance permit.

Submitted by:	Julia Buckingham, Planning Technician
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Brent Molnar, Manager of Land Development
Concurrence:	Steve Ternent, Director of Finance
Concurrence:	Jim Bowden, Chief Administrative Officer

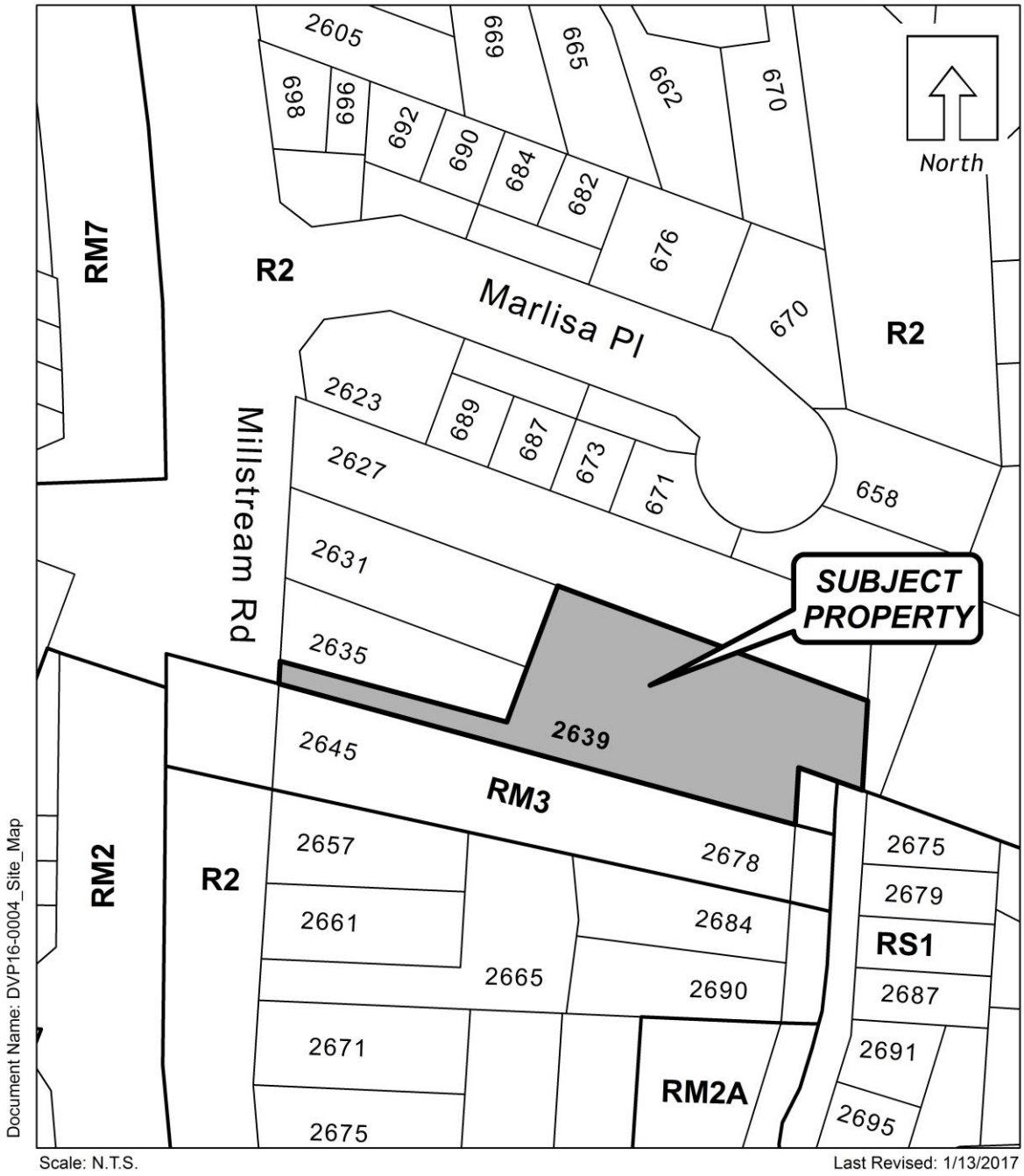
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Appendix A


Plan 31016
8
7
N 1/2 of 8
Rem 8
1
Plan 5798
Millstream Road
Proposed Lot 1
1287 m2
No 2639
Proposed Lot 2
586 m2
Proposed Lot 3
637 m2
A
Plan 10020
Strata Plan VIS 5868
A
Plan 15498
Winster Road
1
Plan
23762
2
1
VIS 4711
2
1
2
3
File : 11429-123W
POWELL & ASSOCIATES
B C Land Surveyors
250-2950 Douglas Street
Victoria, BC V8T 4N4
phone (250) 382-8855
1429 MILLSTREAM 08
January 12, 2017

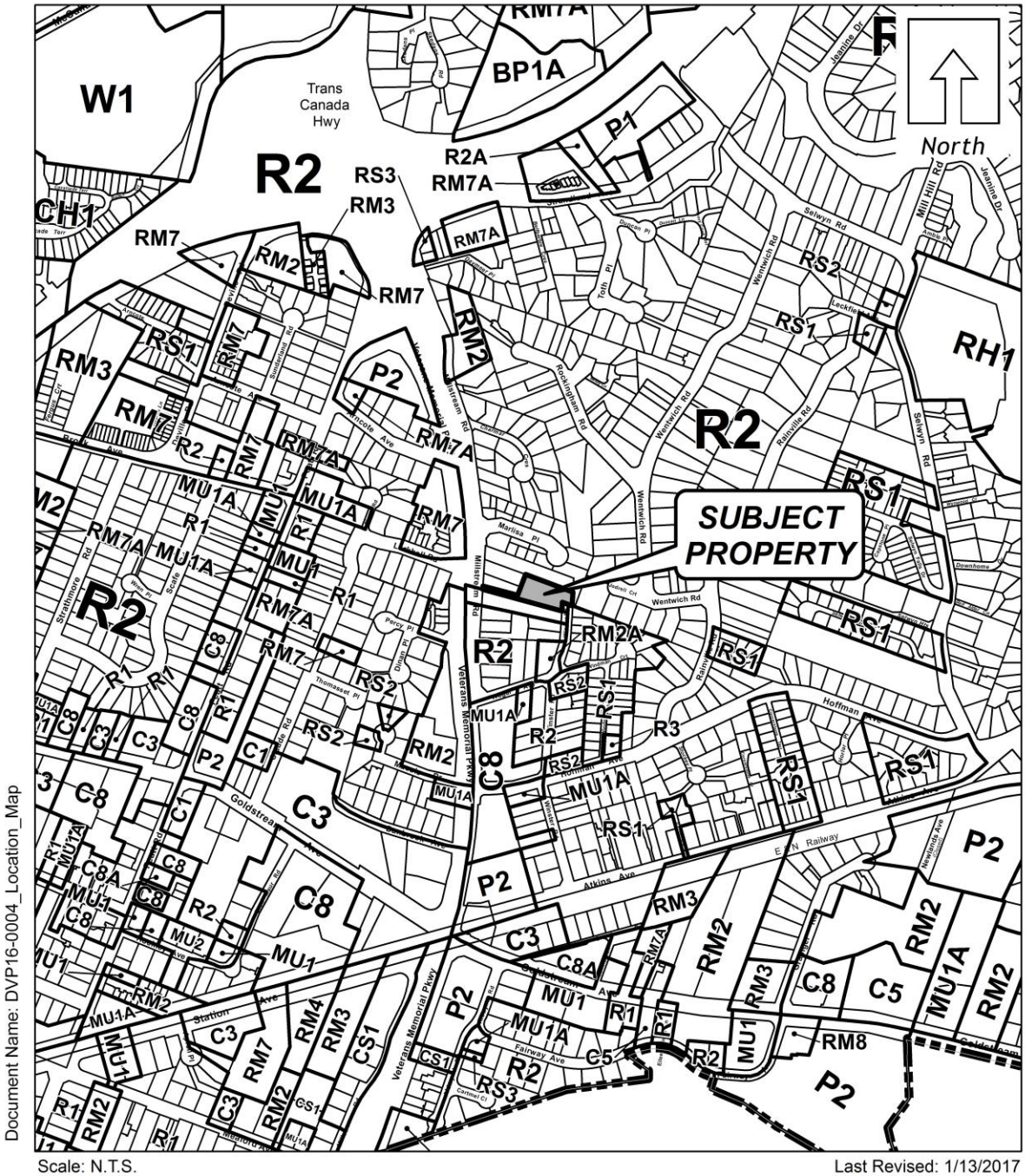
Appendix B

DEVELOPMENT VARIANCE PERMIT
(DVP16-0004)
2639 Millstream Rd



Appendix C

DEVELOPMENT VARIANCE PERMIT
(DVP16-0004)
2639 Millstream Rd



Document Name: DVP16-0004_Location_Map

Scale: N.T.S.

Last Revised: 1/13/2017

City of Langford
www.cityoflangford.ca

Staff Report

to

Council

Date: **February 6, 2017**

Department: **Engineering**

Subject: **Development Cost Charge Bylaw 1700 – Update to Roads DCCs**

Background

Development Cost Charge (DCC) bylaws require refreshment from time to time in order to review the relevance of the project list with respect to shifting development patterns, completed DCC projects and to reflect current construction costs. A revised Roads DCC Bylaw for 2017 has been prepared for Council review, comment and approval.

Development Cost Charges (DCC's) are a way for the City to collect funds to improve infrastructure that will support projected development over a specified time horizon, under the provisions of the *Local Government Act*. The concept of "Benefiter pays" is the key component of this legislation: Infrastructure costs should be paid by those who will use and benefit from the construction of the works.

Development Cost Charges may be collected by the City for improvements to roads, storm drainage, parkland acquisition, and park improvements. DCC's may be collected as a condition of subdivision for single family and duplex development, and at building permit for multifamily, commercial, institutional and industrial development. Similarly, the Capital Regional District (CRD) also has DCC's and the School District applies School Site Acquisition charges, permitted under a different section of the Act.

The City can use the funds collected through a DCC program to pay for improvements identified in the same DCC program, alternatively the works can be constructed by others as part of their development process in return for credit toward DCCs payable.

The last time a full review was completed of the City's DCC program was in 2012, however three small amendments occurred to the 2012 bylaw since that time. The DCC program should be refreshed every 5 years to ensure that the projects are still relevant and that costs are appropriate.

DETERMINING ROAD DEVELOPMENT COST CHARGES

In January 2016 WATT Consulting Group completed the "City of Langford Transportation Model Update". This was the first comprehensive computer model update since 2006. The work completed to support the 2012 Road DCC bylaw update did not include such a comprehensive computer model update as this 2016 model update did.

The 2016 Transportation Model included a review of 2015 Existing Road Network, 2015 Modified Road Network and a projection out to the year 2040 (25 year timeframe). The 2016 model update included completion of several major road network projects in the City of Langford and therefore is considered to be the most accurate current projection of road network requirements for the City. The 2016 computer model update included the following projects which are new from the last time the model was generated:

1. **Leigh Road Interchange (LRI)** – the LRI was opened as a three-legged interchange in June 2013 and the last off-ramp was opened in December 2015. The LRI project included closure of the Goldstream Avenue exit from the TCH and closure of Spencer Road at the TCH;
2. Re-Alignment of the **Goldstream Avenue at Leigh Road intersection** – this was completed in September 2016;
3. **West Shore Parkway** – the West Shore Parkway completion project is 3.3km of collector road connecting the Trans Canada Highway (Highway 1) south across the railway tracks past Langford Parkway and ending at Sooke Road (Highway 14). The West Shore Parkway began construction in November 2015 and will be completed by September 2017;
4. **Bear Mountain Parkway** – the final 3.3km of the Bear Mountain Parkway began construction in October 2016 and will be completed in late summer/early Fall of 2017;
5. **McCallum Road Connector** – the McCallum Road connector was opened in March 2016 connecting the Millstream Interchange to the Leigh Road Interchange in an east/west direction on the north side of the TCH; and
6. **Leigh Road to Langford Parkway** – the 2016 transportation model update assumed that Leigh Road would connect over the railway tracks to Langford Parkway. Leigh Road was extended south from Dunford Avenue to Henry Eng Place in the summer of 2016. The last remaining section, crossing over the railway tracks, is likely to be completed in the next 1 to 5 years.

The 2016 transportation model update did not include construction of an additional southbound left turn lane on the Millstream overpass, however since completion of that study in January 2016, the City has started detailed design of the southbound left turn lane and anticipates constructing the left turn lane in the Summer of 2017.

The 2016 City of Langford Transportation Model Update, prepared by WATT, also provided a review of the major transportation networks within the City and includes recommendations for upgrades and linkages to improve capacity and traffic flows. The work is proposed over a 25 year horizon to full build out in 2040 and in accordance with the Official Community Plan (OCP). The study indicated that by 2040 additional lanes are required on Leigh Road at the Goldstream Avenue intersection and on West Shore Parkway between the rail crossing and Langford Parkway. These requirements are reflected in the proposed 2017 Road Development Cost Charge project list.

In addition to the 2016 City of Langford Transportation Model Update, the City also retained WATT to provide advice on a Downtown Langford Network Assessment which was completed in May 2016. The network plan looked at the road network within the downtown core bounded within the areas:

- South of the Trans Canada Highway;
- East of Jacklin Road;
- West of Veterans Memorial Parkway; and
- North of Langford Parkway.



The results of the network study and following discussions indicated that the following road projects would be regionally benefitting when constructed:

1. **Extending Larkhall Road** from its existing location between Veterans Memorial Parkway and Claude Road to continue west to meet Peatt Road;
2. Reconstructing a proper **roundabout on Peatt Road at Brock Avenue**; and
3. Constructing a **roundabout on Peatt Road at Hockley**, leaving the signal lights in place on Peatt Road at Goldstream Avenue which was originally proposed as a roundabout location.

ROAD DCC PROJECTS 2012 VERSUS 2017

The 2012 program contained $77M in road DCC projects, netted to $67M in costs. Road projects included in a DCC bylaw must be regionally benefitting, so are typically major collector roads (eg. Langford Parkway, West Shore Parkway, Millstream Road etc.).

Several of these projects from the 2012 program are now complete and can be removed from the program cost or be amended for just remaining works, these include:

1. **Leigh Road Interchange Southwest Quadrant Ramp** – Completed in December 2015
2. **West Shore Parkway** – not completed but now funded significantly by a New Building Canada Grant so the cost to the DCC program has been corrected
3. **McCallum Road Connector** – Completed in March 2016. There is some carry over in the 2017 DCC program for funds allocated to that construction, but the cost has been reduced
4. **Leigh Road at Goldstream Avenue Intersection** – Completed in September 2016
5. **Leigh Road from Goldstream South to Dunford Avenue** – Completed in Summer 2015. There is some carry over for future frontage improvements on the west side of Leigh Road
6. **Leigh Road from Dunford to Henry Eng Place** – Completed in Fall of 2016. There is some carry over for credit allowed to Westhills for completing this project

For the proposed 2017 program staff have included all 2012 projects that have carry over work and have added in some new ***regionally benefitting roads*** for a total value of $74M netted to $66M. The new roads added to the 2017 program include:

1. **McCallum at Reddington** – The City had an operational and safety review done of this roundabout area and there are recommendations up to $500K in improvements for this area;
2. **Florence Lake Road** – with the high volumes of traffic on the north side of the TCH, Florence Lake Road has increased in volume. It is also the only other connection between the Millstream Interchange and Leigh Road interchange areas. This road requires upgrading. A cost of $739K has been assigned to lane and pedestrian/cycling upgrades.
3. **Goldstream Business Park Tech Road** - In 2012 when Council considered the 2012 program they chose to include a future Tech Park Road leading from Leigh Road (north of the Ambulance Station) up to a future business park to encourage job creation. Staff are proposing to keep this Tech Road in the 2017 program for the same reasons.
4. **Larkhall Extension** – The City retained WATT consulting in 2016 to undertake an assessment of our downtown network. One of the improvements suggested was to connect existing Larkhall which extends from Veterans Memorial Parkway to Claude Road, all the way west to Peatt Road. This has been added to the program at a value of $800K which includes some property that would be required to complete this to its ultimate configuration.
5. **Peatt Road** – Two roundabouts are included in the program and include one at Brock Avenue to replace the existing traffic button and one at Hockley Avenue. The same downtown network report prepared by WATT was used to ascertain that the signal can stay on Peatt at Goldstream and that these two roundabouts could be added.

6. **Irwin Road** – this road is being connected from its current end point just east of Creek Side Trail as part of the West Shore Parkway completion project. Irwin Road will be extended through to connect to West Shore Parkway before the railway crossing at Humpback Road closes and the new railway crossing at the West Shore Parkway is opened. In addition to the extension works, the road needs to be widened in some sections. A cost of $833,994 has been allocated to this project.
7. **Sooke Road at Glen Lake Road/Happy Valley Road** – staff have allowed for realignment of this intersection to redirect Glen Lake Road to Sooke Road to meet Sooke Road at Happy Valley Road. The cost of this project is estimated at $1.8M
8. **Salem Road** – the City has a grant application in with the government to extend sewer along a future Salem Road extension between Sooke Road and Luxton Road. Salem Road would also extend on this same corridor. This road would provide large improvements to the regional traffic flow allowing traffic to travel in an east/west direction from Sooke Road to Luxton Road and on to Happy Valley and Latoria Roads at the east and West Shore Parkway at the west. A project cost of $4.7M has been allocated to this project.

Road project construction costs were obtained from engineers estimates where available (typically the engineers of record for adjacent development sites) or were costed by the City Engineer and proofed by a consulting engineer retained by the City.

Council may wish to revisit the transportation study and refresh the DCC bylaw every 5 years to ensure that the system will meet the needs of the community.

To provide a baseline of information for the DCC program, the number of vehicular trips in the peak hour of travel for specific types of development is calculated. Coincidentally, the cost of the proposed road network improvements are calculated and tallied, then divided by the number of peak hour trips to create a "unit DCC". This Unit DCC is then multiplied by the peak trip for each category of development to determine the DCC payable. The development categories include:

- Single Family Residential with suites
- Small lot and attached residential with no suites
- Residential apartment
- Commercial
- Institutional (schools)
- Industrial

In each category listed above either the total anticipated units or total estimated building area in m^2 is used in the DCC rate calculation.

Single Family Residential >300 m^2/Small lot $\leq$300m^2 and attached residential with no suites and Residential Apartment/Condos: The total unites in each of these categories were identical to those units used in the 2016 Transportation Update Report to be consistent with the traffic report.

Commercial: The 2012 program estimated 250,000m^2 of commercial development. Staff have used the identical floor area in the 2017 program because some has been completed however new areas have also been rezoned (eg. Sobey's site on the former Belmont High School property).

Institutional: In the case of Langford based schools, the City obtained the Long Range Facilities Plan from School District 62 (Sooke) which indicates that over the next twenty (20) years Langford could see up to three more elementary schools, one middle school and an addition to the Belmont High School. The cumulative school square footage was used in the DCC calculation. The total floor area of these future schools or additions is 22,000m^2.

Industrial: For industrial development projections the City obtained input from two local developers who have the majority of industrial zoning on their lands. Staff also calculated the full maximum buildout of all zoned industrial land if all land was built to its maximum allowable floor area which is estimated to be 600,000m2. Staff did not feel that it was reasonable to think this would all be built out to 100% of the allowable floor area and have suggested the DCC program allow for 50% of that to be built out in the next 20 years or 300,000 m^2.

In the case of the proposed Road DCC program that is the subject of this report, road project construction costs were obtained from engineers estimates where available (typically the engineers of record for adjacent development sites) or were costed by the City Engineer and proofed by a consulting engineer retained by the City.

The legislation also recognizes that there are benefits to existing users in most DCC programs, therefore a "taxpayer contribution" and a municipal "assist factor" are presented to Council for consideration. The yearly tax burden and the ability of the City to meet that capital expenditure in its yearly budgets can then be determined. The proposed assist factor is 1%.

The proposed road DCC rates for each class of development are provided in Schedule A, Table 1(A). A map showing the location of the proposed projects can be found in Schedule B and a list of proposed DCC projects and preliminary cost estimates is provided in Schedule C.

Class of Development	**Existing**	**Proposed DCC Rates**	**% change**
Single Family with suite per unit	$6,949	**$6,056**	-13%
Small (<300sq m lot) lot or duplex per lot	$4,423	**$3,985**	-10%
Townhouse per unit	$4,423	**$3,985**	-10%
Multi-Family per unit	$3,917	**$3,188**	-19%
Commercial per sq m gross floor area (gfa)	$47.39	**$55.78**	18%
Industrial or Public Utility per sq m gfa	$6.32	**$7.97**	26%
Institutional per sq m gfa	$63.18	**$71.72**	14%

In summary:

1. **All residential rates** went down between 10 and 19%. The most notable being the multi-family which is also one of the most affordable styles of residences in the City;
2. The **commercial rate** increased by 18%. Using a building such as a grocery store at 52,700 sq ft or 4900m^2, this cost difference would be $232K increased to $273K or $41,000. Staff do not see

a major impact on commercial development with this rate because the bulk of such development sites already have or will have DCC credits to levy against the charges because they are constructing Road DCC projects as well.

3. The **industrial rate** is increasing 24% however buildings are typically relatively small on industrial sites. Using the recently erected AMJ Campbell building on West Shore Parkway it was 854m^2 and paid $5,397 in Road DCCs. At the proposed new rate the Road DCC costs would be $6,806. Even a building double that size would still pay under $13,000.

Note that the industrial vehicle trip rate has been set lower than a typical vehicle trip rate to keep Road DCC charges artificially lower in the commercial and industrial categories to encourage economic growth in Langford.

In closing staff feel that these proposed new rates are palatable and acceptable in all categories of charges.

ROAD DCC AREA

The 2017 Road DCC bylaw will apply to all of Langford with the exception of the Skirt Mountain and Bear Mountain properties. Skirt Mountain and Bear Mountain properties are included in a Local Service Area (LSA) and are therefore excluded from the DCC program (properties and projects cannot be included in both programs). Schedule D depicts the lands contributing to the 2017 Road DCC program.

ROAD DCC PROJECTS

The projects included in the DCC program have been recommended by the transportation study, which notes connectivity and improvements to intersections as key elements for future capacity. Staff worked extensively with the traffic consultants to experiment with road widths, configurations and levels of service at various intersections to create a plan for the future that will improve the network while keeping costs and impacts to the environment at a minimum.

One project that is not specifically mentioned in the transportation study is the “Tech Road” referred to as Project #10 on Schedule C, the Road DCC project map. This Tech Road extends west from Leigh Road and up into the plateau area of land south of the Trans Canada Highway and west of Leigh Road. This area is identified in the Official Community Plan (OCP) as an employment center. Council may wish to encourage technology based industry by providing credits for the road that will service that development. Including that project in the DCC programs provides a simple mechanism for this type of incentive at no cost to the taxpayer.

DETERMINING STORMWATER DEVELOPMENT COST CHARGES

The City has identified South Langford as an area that requires intensive storm drainage infrastructure. A report prepared by the Focus Corporation in 2007 includes preliminary design and costing for a storm drainage system that will improve flood conditions in the area. An additional assessment was undertaken by KWL to update the original 2007 study and support the proposed projects included in the 2012 Storm DCC program proposed as part of this staff report (KWL, March 2012).

The City retained KWL (KWL Technical Memorandum January 11, 2017) to review the 2012 Stormwater DCC program and produce a report that:

- Summarized the improvements to date that have resulted from completion of stormwater DCC projects;
- Review the remaining projects to see which ones might no longer be required; and
- Make any recommendations for any additional Stormwater DCC projects.

Re-zonings in the South Langford impose a storm levy based on square metres of development to be paid at the time of subdivision or building permit.

A list of proposed DCC projects is provided in Schedule E for Bylaw 1700.

Council may wish to note that storm drainage (and other) DCC funds can only be used for capacity improvement, not maintenance.

STORMWATER DCC AREA

Because no new works are recommended for North Langford, no DCC is proposed for that area at this time. Should any new works come to light as a result of new development in North Langford, those works could be required as a condition of re-zoning or a new DCC program implemented for the area at that time. Council may also wish to revisit the storm drainage plans and refresh the DCC bylaw every 5 years to ensure that the system will continue to meet the needs of the community. A Map showing contributing lands for the proposed 2017 Storm DCC program is attached in Schedule F.

STORMWATER DCC PROJECTS 2012 VERSUS 2017

The 2012 Stormwater DCC program contained thirty-two (32) ponds, stormwater drains and channel improvements. Note the 2012 program list had 33 numbers because a blank line was accidentally numbered. The addresses and locations of the ponds in the 2012 program were approximate and since then some ponds were relocated very slightly based on groundtruthing information used to situate the ponds in place. Since 2012 the following stormwater pond projects were completed:

- Project 1 – Willing Pond
- Project 3 – 815-879 Latoria (constructed at 835 Latoria)
- Project 4 – listed as 3572-3582 Latoria (should have been a Happy Valley Road address, has been constructed)
- Project 5 – Flatman Pond (constructed as Katie's Pond)
- Project 10 – 910 Latoria (constructed at 935 Latoria)
- Project 12 – 3622-3635 Happy Valley Road (constructed at 3620 Happy Valley Road)
- Project 14 – 774-760 Latoria
- Project 22 – Happy Valley at Marwood

Also completed were these channel improvements:

- Project 15 – Bilston Creek at Wild Ridge Way
- Project 16 – Bilston Creek through the Rod & Gun property

In all the City has successfully:

- Completed 40% of the original 2012 Stormwater DCC program by storage volume
- Provided 30,000 m^3 of additional stormwater storage
- Lowered the 200 Year Peak Flows (m^3/s) as much as 32.5% (Flatman Pond area) and an average of 10% in the program area or 0.1 to 0.3m
- Lowered peak flows at Bilston Creek near Wild Ridge Way by 0.53m^3/s, or 0.16m in height

In addition to the completed projects, City staff and KWL worked together to determine if any projects are no longer required or if new information had resulted in the past five years to suggest a project is not able to be built. The following projects are proposed to ***be removed from the 2012 program for the new 2017 program***:

- Project 6 (Pond) – 1021 Englewood – this project is not attainable due to ambient groundwater levels
- Project 9 (Pond) - Wendey Drive – located on private strata owned property, with limited storage
- Project 20 (Channel Improvement) – Galloping Goose north of Englewood, ditch enclosure is not recommended due to surrounding overland flows
- Project 21 (Channel Improvement) – Happy Valley (Marwood to Walfred), a portion of this has already been constructed on Happy Valley Road, the remaining drain is not needed

Of the thirty-two 2012 projects, fifteen (15) are either completed or can be removed for seventeen (17) physical projects. The #18 project is the ongoing Stormwater Management Plan upkeep. The 2012 net DCC eligible program value was $6,642,341 (the value after grant funds and benefit to existing users is removed).

The new proposed 2017 net DCC eligible program value is $4,268,816.

STAKEHOLDER INPUT

The Best Practices Guide provided by the Ministry of Community, Sport and Cultural Development recommends stakeholder input to the proposed bylaws to ensure that there will be no negative effect to development and affordable housing.

An Ad Hoc Committee comprised of staff and representatives of the West Shore Developers' Association have had the opportunity to review and comment on the proposed bylaw and has officially endorsed the program.

COLLECTION OF DCCS

Development Cost Charges are collected on a per lot basis at the time of subdivision for Single Family projects, at building permit on a per unit basis for Multi Family projects and per square metre of gross building area for Commercial, Industrial and Institutional projects such as schools.

DCC CREDIT

If a developer or land owner constructs works as a condition of development approval that form part of the DCC projects list, they may be eligible for DCC credit up to the dollar value of DCC's payable for that particular project.

The credit may be in the form of charges not payable at the time of building permit, or in the form of a rebate. The City created a Road and Storm Drainage DCC Credit Policy (POL-0003-ENG) in 2012 that provides a guide to staff and developers with respect to enabling DCC credits. The policy was recently amended to address instances of developer bankruptcy.

Financial Implications

The intent of DCC program is that improvements required to support future development are paid for by that development. Any benefit to existing users is expressed as a percentage of the cost of the works and deducted from the total cost of the projects.

The proposed Road DCC program includes maintaining the cost to existing users of 1% and for the Storm DCC program a 10% assist factor. Both factors are the same as the 2012 program

Council must approve the projected yearly taxpayer contribution and include that in the municipal budget. The DCC program as proposed will require a yearly taxpayer contribution of $33,498.98 in the Road DCC program and $32,757 in the Stormwater DCC program. This is consistent with the 5 year financial plan.

Legal Implications

The proposed DCC bylaw has been reviewed and vetted by the solicitors for the City. The bylaw requires approval by the Ministry of Community, Sport and Cultural Development prior to bylaw adoption.

Options

That Council:

1. Give the first three readings to the *City of Langford Development cost Charge Bylaw No. 1700, 2017*;

   AND

2. Repeal District of Langford Development Cost Charge Bylaw No. 26,1993;

   AND

3. Direct Staff to refresh the transportation study and Roads DCC bylaw every 5 years;

   AND

4. Support the reduced Commercial and Industrial Road DCC rates in order to encourage economic growth and job creation;

   AND

5. Include the Tech Park Road Project #10 in the list of proposed projects in order to encourage economic growth and job creation;

OR

6. That Council decline to pursue changes to the Roads and Stormwater DCC bylaw at this time.

Respectfully Submitted,

Submitted by:	Michelle Mahovlich, P.Eng. Director of Engineering
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning
Concurrence:	Mike Leskiw, Parks and Recreation Manager
Concurrence:	Steve Ternent, Director of Finance
Concurrence:	Jim Bowden, Chief Administrative Officer

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Attachment: Bylaw 1700

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Staff Report
to
Council

Date: **February 6, 2017**

Department: **Engineering**

Subject: **Omnibus Amendments to Bylaw No. 1000, Bylaw No. 1669**

Background
The purpose of this report is to provide background to the proposed Subdivision and Land Development Servicing Bylaw, Amendment No. 15, 2017 (Omnibus) Bylaw No. 1669.

Commentary
The City has a good working relationship with the Westshore Developers Association (WSDA) and have spent several weeks reviewing proposed amendments to Bylaw 1000. The following summarizes the nearly 60 proposed amendments.

Several of the edits to the bylaw are housekeeping matters related to:

- Reducing the quantity of paper copies of drawings that the City receives since we are now paperless;
- Updating references in the bylaw to current manuals (eg. Manual of Uniform Traffic Control Devices for new signs);
- Updating several road drawings in Schedule 4 that had still been referencing an old bylaw number;
- Updating the LED streetlight model numbers to the current models;
- Updating streetlight drawings and bylaw references to include banner arms and the banner sizes;

Specific amendments included the following:

- In the definitions and Schedule 1, the bylaw is being revised to align the concept of Substantial Performance which is the relationship the developer has with their own construction contractor with the City's Construction Acceptance. This concept was proposed to reduce the exposure that developers had if Substantial Performance (the start of the one-year warranty the developer has with their construction contractor) was issued several months before the City's Construction Acceptance which starts the City's warranty with the developer. Since the City could potentially be exposed in this situation where there is a gap between Construction Acceptance and Substantial Performance the bylaw has been amended to mandate that the developer provide security to the City in the amount of two times (twice) the amount estimated by the Record

Engineer as the cost of remedying defects and deficiencies and completing the Works and Services;

- Stacked rock walls permitted with approval of landscaping and aesthetics by both the Parks Manager and Director of Engineering;
- Installation of black chainlink fencing on top of retaining walls greater than 1.2m in height;
- Restricting blasting on development properties to within 18 months of the start of the first blast;
- Permitting local roads and cul-de-sacs to be designed to a 30 km/h road speed to allow construction in more challenging terrain areas;
- Service boxes located in boulevards where possible;
- Allowing local roads only that are less than 45m long to exist with no turn around as approved by the Fire Chief;
- Simplifying the stormwater management Schedule 5;
- Removing references to CRD Integrated Water construction standards in Schedule 8 since these are already covered by the CRD Integrated Water's own engineering specifications;
- Deleting the requirement to wrap all above ground service boxes with anti graffiti wrap;
- Updating Schedule 14, the Landscape Schedule, to reflect the use of artificial turf

It was proposed by the WSDA that the mitigation planning section in Schedule 2 of Bylaw 1000 be revised to remove the references to airborne particulates (dust) however staff are suggesting that this should remain in Bylaw 1000 due to the fact that the City does not have an independent dust control bylaw, therefore Bylaw 1000 serves that function.

As some of these bylaw edits are unique to the City of Langford, staff are suggesting that a report return to Council in approximately six (6) months to update Council on the effectiveness of the bylaw amendments.

Financial Implications
The WSDA feels that these proposed amendments to Bylaw 1000 better enable development in the City of Langford in an efficient and economic manner.

Legal Implications
This bylaw was reviewed by the City's solicitor.

Options
That Council:

1. Give Subdivision and Development Servicing Bylaw, Amendment No. 15, 2017 (Omnibus), Bylaw No. 1669 first three readings;

   AND

2. Direct staff to prepare an update report to Council in approximately six (6) months that outlines the effectiveness of the bylaw amendments as shown in Subdivision and Development Servicing Bylaw, Amendment No. 15, 2017 (Omnibus), Bylaw No. 1669;

   OR

3. Do nothing at this time with respect to any amendments to Subdivision and Development Servicing Bylaw Bylaw 1000.

Respectfully Submitted,

Submitted by:	Michelle Mahovlich, P.Eng. P.Geo, Director of Engineering
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning
Concurrence:	Bob Beckett, Fire Chief
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Mike Leskiw, Parks and Recreation Manager
Concurrence:	Brent Molnar, Manager of Land Development
Concurrence:	Steve Ternent, Director of Finance
Concurrence:	Jim Bowden, Chief Administrative Officer

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Staff Report to Council

Date: **February 6, 2017**

Department: **Administration**

Subject: **Bear Mountain / Skirt Mountain Water Servicing**

Background

As Council is aware, staff have been working cooperatively with Southpoint, Bear Mountain and the CRD to ensure water services are provided to these developments as soon as possible. The CRD Water has been very helpful in working with the City and developers to this end. To provide clarity to the CRD Water that the City sees this water project as a priority, staff are recommending that Council pass the following resolution.

> "That Staff be directed to advise the CRD that of the CRD Water DCC projects included within the City of Langford, water servicing up the Bear Mountain Parkway, which includes the McCallum Road Pump station, as well as the reservoir and pump station at the 228M mark of the Parkway is the highest priority water project for the City and that the City strongly encourages the CRD to build the McCallum Road pump station as soon as CRD water DCC funds are available."

Options

That Council:

1. Pass the above noted resolution and advise the CRD; OR

2. Not provide the CRD with our water project priorities at this time.

Respectfully Submitted,

Submitted by:	Jim Bowden, CAO
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Steve Ternent, Director of Finance

GOLDSTREAM FOOD BANK SOCIETY

Westshore P.O. Box 28122
Victoria, BC V9B 6K8

Phone (250)474-4443

January 13, 2017

City of Langford
2nd Floor - 877 Goldstream Avenue
Victoria, BC V9B 2X8

Please accept the heartfelt thanks of the Goldstream Food Bank Society for your generous donation in the amount of $477.12 raised through your Langford light up.

In 2016, the food bank provided 3,708 hampers to 9,309 people in the Western Communities. Included in that total are 2,874 children under the age of 17 years. The hampers we provide are nutritionally compliant and are tailored to the size and nature of each family. Your generosity is greatly appreciated and is key to the continued provision of this support.

The number of people who need our services fluctuates each month, and our numbers for 2016 were a little higher than in 2015. There has been a gradual increase in the number of new people in need of our food bank services. Thank you again.

Sincerely yours,

Sandy Prette

Secretary

Belmont Secondary School

3041 Langford Lake Road Victoria, BC V9B 0L9 Tel(250)478-5501 Fax(250)478-2879

Please accept our formal Request for an exemption to the Noise Abatement Bylaw

Belmont Secondary Prom Committee

Contacts:

Parent Chair: Darlene Younger, youngerandyounger@gmail.com

250-888-1595

Principal: Ray Miller, rmiller@sd62.bc.ca

250-478-5501

We are hoping to have our Prom and Safegrad on June 3d from 5pm to 5am June 4th. Because we have hosted at the City Center very close to our school we are hoping that having it in our school will also be acceptable to our community. We have moved the location so we can be cost effective with our funds but want to also stay in Langford. Our dance would go until 11:00pm and we do not anticipate a lot of loud noise at safegrad after 11pm as the activities will be inside the school. We would like council to deliberate to provide guidance.

Thank-you

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Staff Report to Council

Date:	**06/02/2017**
Department:	**Planning**
Application No.:	**Z16-0004**
Subject:	**Bylaw No. 1646 - Application to Rezone 967A Isabell Avenue from R2 to RS3 to allow for the development of five single-family fee simple lots**

At their Regular Meeting of June 20th, 2016, Council passed the following resolution with respect to the property at 967A Isabell Avenue:

That Council:

1. *Direct staff to prepare a bylaw to amend the zoning designation of the property located at 967A Isabell Avenue from R2 (One- and Two-Family Residential) to RS3 (Residential Small Lot 3), subject to the following terms and conditions:*

    a) *That the owner agrees to provide, as a bonus for increased density, the following contributions per new lot created, prior to subdivision approval:* ***(SECURED IN BYLAW NO. 1646)***
        i. *$3,960 towards the General Amenity Reserve Fund;*
        ii. *$660 towards the Affordable Housing Reserve Fund;*

    b) *That the applicant provides, prior to Public Hearing, an FUS report prepared by a professional Engineer that demonstrates adequate water pressure is available to the site.* ***(DONE)***

    c) *That the applicant provides, prior to Bylaw Adoption, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:* ***(INCLUDED IN COVENANT)***

        i. *That full frontage improvements be completed as per the Subdivision and Development Servicing Bylaw No. 1000 as a condition of subdivision approval, to the satisfaction of the Director of Engineering; and*

ii. That a Stormwater Management Plan shall be provided and all required measures recommended shall be implemented by the owner as a condition of Subdivision approval, to the satisfaction of the Director of Engineering; and

iii. That a Construction Parking Management Plan be provided prior to any alteration of the land.

2. That Section 4.12 of Subdivision and Development Servicing Bylaw No. 1000 be varied to allow for a permanent two-point turnaround rather than the required cul de sac. ***(TO BE DEALT WITH VIA DVP APPLICATION)***

COMMENTS

The applicant has registered a Sec. 219 covenant against the title of the subject property that agrees to items 1 (c) of Council's above-noted resolution. The variances noted in item 2 above will be further considered by Council following the completion of this rezoning application.

Bylaw No. 1646 was signed by the Minister of Transportation on August 16th, 2016.

OPTIONS

That Council:

1. Adopt Bylaw No. 1646;

2. Take no action at this time with respect to Bylaw No. 1646;

Respectfully Submitted,

Submitted by:	Julia Buckingham, Planning Technician
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Brent Molnar, Manager of Land Development
Concurrence:	Steve Ternent, Director of Finance
Concurrence:	Jim Bowden, Chief Administrative Officer

:jb

CITY OF LANGFORD
BYLAW NO. 1646

A BYLAW TO AMEND BYLAW NO. 300,
"LANGFORD ZONING BYLAW, 1999"

The Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

A. Langford Zoning Bylaw No. 300, 1999 is amended as follows:

1. By deleting from the **R2 (One- and Two-Family Residential)** Zone and adding to the **RS3 (Residential Small Lot 3) Zone** the property legally described as LOT 9, SECTION 84, ESQUIMALT DISTRICT, PLAN 22027 PID No.: 003-290-727 (967A Isabell Ave) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

2. By adding the following line to Table 1 of Schedule AD:

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
RS3	1646	LOT 9, SECTION 84, ESQUIMALT DISTRICT, PLAN 22027 (967A Isabell Ave)	a) $3,960 per new lot created towards the General Amenity Reserve Fun; and b) $660 per new lot created towards the Affordable Housing Reserve Fund	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 458, (967A Isabell Ave), 2016".

READ A FIRST TIME this 18th day of July, 2016.

PUBLIC HEARING held this 15th day of August, 2016.

READ A SECOND TIME this 15th day of August, 2016.

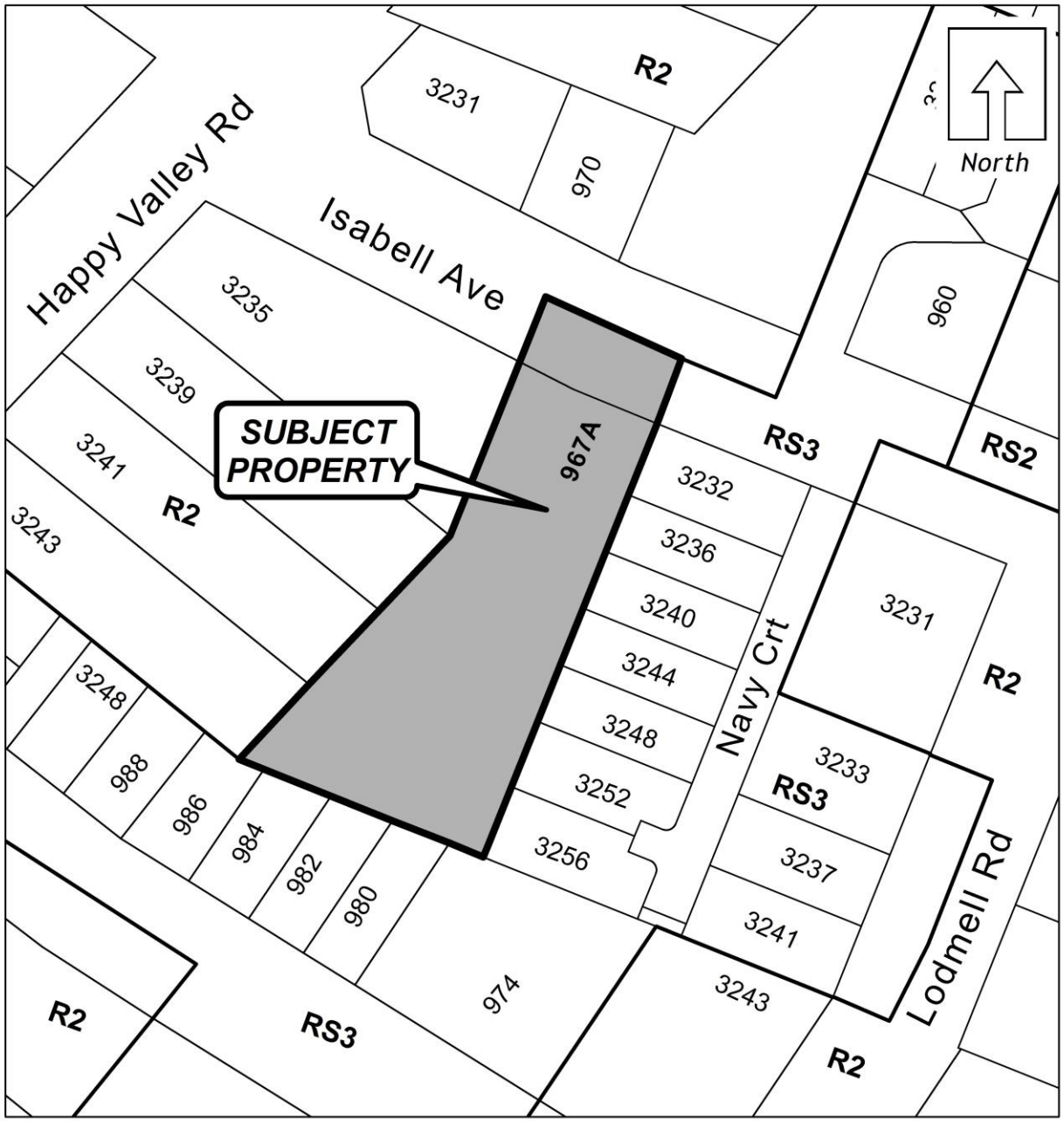
READ A THIRD TIME this 15th day of August, 2016.

APPROVED BY THE MINISTRY OF TRANSPORTATION this 16th day of August, 2016.

ADOPTED this day of , 2016.

MAYOR

(Certified Correct)
CORPORATE OFFICER



Document Name: Bylaw_1646_

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1646

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 6/21/2016

CITY OF LANGFORD
BYLAW NO. 1669

A BYLAW TO AMEND THE SUBDIVISION AND DEVELOPMENT SERVICING BYLAW

The Council of the City of Langford, in open meeting assembled, enacts as follows:

A. City of Langford Subdivision and Development Servicing Bylaw No. 1000 is amended as follows:

1. In Definitions by amending the following definitions to read:

   i) "City Engineer" means the company, person or persons appointed from time to time by the Council as City Engineer or Director of Engineering, or any employee authorized to act on their behalf.

   ii) "Final Approval" means the Approving Officer's signature on the final plan of subdivision.

   iii) "Warranty Period" means a period of one year starting from the date of Substantial Performance, unless a greater period is specified in this Bylaw in relation to particular Works or Services, during which the Developer must remedy any defects in materials or workmanship and other deficiencies that become apparent in the Works and Services.

2. In Definitions by adding the following definitions:

   i) "Substantial Performance" means the stage of construction completion when all Works and Services as certified by the Engineer of Record, are capable of completion or correction and are ready for use or being used for the purpose intended.

   ii) "Acceptance of Substantial Performance" means the Director of Engineering's acceptance in writing of the Engineer of Record's issuance of Substantial Performance of the approved Works and Services as defined by the Master Municipal Construction Documents (MMCD) (latest edition).

3. By replacing Section 1.1.2.3 in Schedule 1 with the following:
   1.1.2.3 One (1) paper copy and a digital PDF drawing of the proposed subdivision

4. By replacing Section 1.9.2 in Schedule 1 with the following:
   1.9.2 The applicant shall submit one (1) copy of drawings for those Works and Services prepared by a Professional Engineer for approval by the City Engineer. See Schedule 12 for Drafting Requirements.

5. By replacing Section 1.9.3.1 in Schedule 1with the following:

   1.9.3.1 The Professional Engineer's scope of engagement shall include, but is not limited to, assurance of the completeness of the design, certification and submission of construction drawings, coordination of engineering sub-consultants and Record drawings and certification that the design and construction of all Works and Services substantially meet Bylaw 1000 requirements.

6. By replacing Section 1.9.3.2 in Schedule 1 with the following:

   1.9.3.2 States the following:

   "I _____ a Professional Engineer qualified and eligible to practice in the Province of British Columbia, hereby certify that the following works _____ as set out on the drawings submitted currently with this letter have been designed to good engineering standards and in substantial accordance with the latest edition of Subdivision and Development Servicing Bylaw No. 1000, and the Master Municipal Construction Documents (MMCD – latest edition), adopted by the City of Langford."
   (Signature)

7. By replacing Section 1.9.3.4 in Schedule 1 with the following:

   1.9.3.4 sets out construction cost estimates for the Works and Services, certified by the Record Engineer

8. By replacing Section 1.10 in Schedule 1 with the following:

   1.10 Acceptance of Civil Works and Services by the City

   1.10.1 The City will not issue Construction Acceptance of Civil Works and Services that are to be owned and maintained by the City until the Works and Services have been approved and installed, and:

      1.10.1.1 The Record Engineer has certified Substantial Performance and concurrently identifies all defects and deficiencies in the Works and Services and any outstanding items; and

      1.10.1.2 An application is made by the Record Engineer to the Director of Engineering to acknowledge Substantial Performance.

   1.10.2 Upon being satisfied with the application and certifications of the Record Engineer, the Director of Engineering will issue, in writing, an Acknowledgement of Substantial Performance.

   1.10.3 Upon Acknowledgement of Substantial Performance the City will add the Works and Services to the City's maintenance contract.

   1.10.4 The developer shall remedy any defects or deficiencies and complete all uncompleted work identified at time of Acknowledgement of Substantial Performance and shall provide to the City, in addition to the security required by Section 1.14.1,

security in the amount of 2 times the amount estimated by the Record Engineer as the cost of remedying defects and deficiencies and completing the Works and Services. The return of this security is conditional upon correction of defects and deficiencies and completion of the Works and Services. Security may be in the form of cash or a letter of credit.

1.10.5 Any defects or uncompleted work identified at time of Acknowledgement of Substantial Performance shall be completed within 2 months (or other period as agreed with the Director of Engineering), failing which the City may perform the work and recover its cost from the security. Construction Acceptance by the City will not be issued until all deficient matters are addressed to the satisfaction of the Director of Engineering.

1.10.6 Geotechnical certification required by Schedule 3 of this bylaw shall be submitted prior to Acknowledgement of Substantial Performance.

1.10.7 The developer shall provide to the Director of Engineering within 2 months of Acknowledgement of Substantial Performance:

1.10.7.1 One AutoCAD and one PDF copy of the Record drawings.

1.10.7.2 As-constructed inventory sheet, supplied by the City, to be completed and submitted to the City as a signed and sealed document by a Professional Engineer.

1.10.7.3 Acceptance by the appropriate utility of all utilities installed within road rights of way.

1.10.7.4 Electrical declaration from the provincial safety authority.

9. In Section 1.11.2.1 of Section 1 by deleting the third bullet that reads:
    - Two (2) paper copies of the subdivision plan

10. By removing Sections 1.13, 1.13.1 and 1.13.2

11. By replacing Section 1.14.1 in Schedule 1 as follows:

    1.14.1 During the Warranty Period, the developer shall remedy all defects and deficiencies becoming apparent in the Works and Services, and shall provide upon Acknowledgement of Substantial Performance by way of cash or a letter of credit, security in the amount of 10% of the actual cost of the Works and Services as certified by the Record Engineer, to ensure performance of the Developer's obligations during the Warranty Period, which shall be returned to the Developer upon Final Acceptance.

12. By replacing Section 2.2.3 of Schedule 2 as follows:

    2.2.3 Rights of way for storm or sanitary services, where permitted, shall have a width equal to twice the depth of the service, unless certified for trench stability and

construction safety by the geotechnical engineer of record or a different width is approved or required by the Director of Engineering. Rights of way shall be unobstructed and be reasonably accessible for maintenance as approved by the Director of Engineering.

13. By replacing Section 3.1.4 of Schedule 3 as follows:

    3.1.4 Stacked rock (non-face mortared) walls are not permitted adjacent to collector roads unless part of a comprehensive landscape design and as approved by the Director of Engineering and Parks Manager.

14. By replacing Section 3.1.5 of Schedule 3 as follows:

    3.1.5 All retaining walls within the existing or future road rights of way must be approved by the Director of Engineering and Parks Manager on a case by case basis with regard to the effect on surrounding uses, maintenance, and visual impact.

15. By adding in new Section 3.1.10 of Schedule 3 as follows:

    3.1.10 Any retaining wall, cut or fill slope greater than 45 degrees from the horizontal and greater than 1.2m in height finished grade to finished grade, must be fenced with 1.2m high black chain link at the top of the wall of slope. Alternative fence types may be approved by the Director of Engineering, with s.219 covenants in place to ensure maintenance over time.

16. By deleting Section 3.2.7 of Schedule 3

17. By adding Section 3.2.9 to Schedule 3 as follows:

    3.2.9 Blasting for the purposes of Development is not allowed on any subdivision or single property after 18 months following the first blast on the site.

18. By deleting Section 4.3.1.7 of Schedule 4

19. By adding Section 4.3.1.8 to Schedule 4 as follows:

    4.3.1.8 A design speed of 30 km/h is permitted for local roads and cul-de-sacs subject to approval by the Director of Engineering. Cautionary speed signs must be posted on all roads with a design speed 30 km/h.

20. By replacing Section 4.6.1of Schedule 4 as follows:

    4.6.1 Cut and fill slopes, including ditch slopes, within four metres of the road edge shall be a maximum grade of 6 horizontal to 1 vertical. These slopes shall be planted with grass or trees and shall be made stable under all conditions up to the predicted 1 in 200-year weather or earth movement events. The Director of Engineering may approve alternate cut and fill slopes on a case by case basis and as certified by the Geotechnical Engineer of Record.

21. By replacing Section 4.13.2 of Schedule 4 as follows:

    4.13.2 Concrete sidewalks shall be 150mm thick at driveway crossings and where mountable curbs are specified, 100mm thick where non-mountable curbs are specified, and shall be 200mm thick at industrial and large format (greater than 10,000 sq m building area) commercial driveway crossings.

22. By replacing Section 4.13.6 of Schedule 4 as follows:

    4.13.6 The crossfall of the sidewalk grade shall be no less than 2% and no more than 5% sloped toward the roadway.

23. By replacing Section 4.13.8 of Schedule 4 as follows:

    4.13.8 Tactile warning strips in accordance with CSA B651-12 must be provided on each side of all driveway drops and on all driveways serving commercial, industrial and multi-family residential developments. Tactile warning strips shall be exposed aggregate for brick sidewalks and shall be a two brick wide stamped pattern if the sidewalk is concrete, adjacent to driveways, drops in grade and crosswalks.

24. By replacing Section 4.13.11 of Schedule 4 as follows:

    4.13.11 Service boxes shall be located in boulevards where possible. Where inadequate boulevard exists or there are utility conflicts, services boxes may be located in sidewalk if utility lids are non-slip. Where grades exceed 4% the Director of Engineering may approve utility lids within the sidewalk on a case by case basis as part of the comprehensive design. Service boxes may be located within drive ways in accordance with the specifications of the individual utility provider.

25. By replacing Section 4.14.5 of Schedule 4 as follows:

    4.14.5 All new or replacement signs are to be in accordance with the standards and specifications of the Manual of Uniform Traffic Control Devices

26. By replacing Section 4.15.1.3 of Schedule 4 as follows:

    4.15.1.3The maximum driveway width is the greater of:

    a) The relevant width indicated in Drawing C15, or
    b) 50% of the lot frontage if the frontage exceeds 12.0m, or
    c) 7.5m for dwellings with suites or on lots whose zoning permits suites, if all off street parking requirements can be met and as approved by Development Permit, to a maximum driveway width of 8.0m at the property line.

27. By adding Section 4.16.8 to Schedule 4 as follows:

    4.16.8 Local road and access lanes are permitted to a maximum of 45m in length with no turn around when accessed via a local road only and approved by the Fire Chief.

28. By replacing Section 4.17.6 of Schedule 4 as follows:

    4.17.6 If fire staging areas are required as part of the overall emergency access plan approved by the Fire Chief for the development, they shall be a minimum of 8 metres long (measured in the direction of travel) by a minimum of 6 metres wide and have a maximum grade of 6% in any direction. The staging area must have drive-in access for a fire truck from the adjacent road.

29. By replacing Section 4.18.1.11 of Schedule 4 as follows:

    4.18.1.11 Davit ('cobra') overhead street lighting shall use GE Evolve light-emitting diode (LED) lighting fixtures of the following model numbers:

    ERW101C130D-5013-ILR
    ERL1006A130D-5013-ILR

    This requirement may be waived by the City Engineer should the lighting be installed in an area of existing high-pressure sodium (HPS) lighting. In areas where HPS lighting is required, designs are to use Philips Lumec Helios Series fixtures. (Bylaw No. 1618)

30. By replacing Section 4.18.6 of Schedule 4 as follows:

    4.18.6 Where traffic signals, electrical outlets, irrigation timers, signage or other forms of infrastructure other than a streetlight require electrical power, then a BC Hydro approved metered service is required. In instances where the estimated power consumption is very minor and a separate BC Hydro meter is not economically warranted, the City may approve an alternate solution, for example battery power or sub-meters from adjoining private services.

31. By replacing Section 4.18.11 of Schedule 4 as follows:

    4.18.11 All streetlights requiring banner arms shall have the banners supplied and installed at the tie of streetlight installation. Banner arms are to be installed as per detail E10 and banner material is to match specifications in B1.

32. By deleting Section 4.20.3 of Schedule 4.

33. By substituting Drawings BM1, BM2, BM3, BM4, BM5, BM6, BM7, BM8, BM9, BM10, and R6 in Schedule 4 with the Drawings BM1, BM2, BM3, BM4, BM5, BM6, BM7, BM8, BM9, BM10, and R6 in this bylaw.

34. In Section 5.1.7 of Schedule 5 by deleting "For subdivisions of areas greater than 1.0 hectares (ha) in size (Large Sites)" and replace with "a stormwater management plan prepared by a Professional Engineer is required which will show:"

35. In Section 5.5.1 of Schedule 5 by substituting as follows:

5.5.1 Specifications

Roughness coefficients	Concrete 0.013, PVC 0.013
Minimum diameter	200 mm
Minimum velocity	0.61 m/sec (flowing full or half full)
Maximum velocity	6.1 m/sec

Above this maximum velocity, special consideration must be given by the Professional Engineer to incorporate pipe materials and construction methods, including pipe anchorage, scour protection and energy dissipation to the satisfaction of the City Engineer.

The choice of pipe material shall be in accordance with the current edition of MMCD.

36. By replacing Section 5.11.2 of Schedule 5 as follows:

5.11.2 Headwalls other than those described in Sections 5.11.1.1 and 5.11.1.2 must be mortared rock or precast concrete. Sandbag inlet headwalls are permitted for repairs to existing sandbag headwalls only.

37. By replacing Section 5.14.1 of Schedule 5 as follows:

5.14.2.1 An applicant for subdivision or building permit may be required to submit a storm water management report by a professional engineer. The report must make reference to Land Development Guidelines for the Protection of Aquatic Habitat and Stream Stewardship: A Guide for Planners and Developers, available from BC Environment, and must indicate how the development conforms to those guidelines. The engineer designing this system may have the proposal assessed with the City of Langford's watershed computer model.

38. Delete Section 5.14.2

5.14.2 The following statement by the design engineer for the stormwater management system is required in the report as described above in Section 5.14.1:

"I confirm that the Storm Water works and services have been designed in accordance with the Subdivision and Development Servicing Bylaw No. 1000 (and as amended from time to time), and to meet normal standards of safety for the public and the occupant of the land and surroundings.

To the best of my knowledge, no nuisance or increase in flood levels are expected resulting from the project for the design storm events in the

bylaw. Overland flow routes for the major event have been accommodated in the design."

39. By deleting Section 5.14.4 of Schedule 5.

40. By deleting Section 5.14.5 of Schedule 5.

41. By deleting Sections 8.3, 8.5, 8.6, 8.7, 8.8, 8.10, 8.12, 8.13, 8.14 of Schedule 8.

42. By replacing Section 8.15.5 of Schedule 8 with the following:

    8.15.5 For residential applications only, If FUS recommended fire flows are not available, or the subject property is outside the Capital Regional City Water Services service area, a reduction to the prescribed fire flows may be permitted providing the property is charged with a s.219 of the *Land Title Act* covenant that requires all buildings over 300 square feet in floor area to be provided with residential fire sprinklers in accordance with NFPA 13D.

43. By deleting Section 9.9 of Schedule 9

44. In Schedule 11 - the Supplements to MMCD by:

    Adding in new Drawing B1 Banner Sizes to Schedule 11
    Substituting for Drawing E8 in Schedule 11, Drawing E8 attached to this bylaw
    Substituting for Drawing E10 in Schedule 11, Drawing E10 attached to this bylaw
    Substituting for Drawing G4 in Schedule 11, Drawing G4 attached to this bylaw
    Adding in new Drawings L2(f) Boulevard Tree Installation at Artificial Turf
    Adding in new Drawing L2(g) Artificial Turf at Concrete
    Substituting for Drawing R6 in Schedule 11, Drawing R6 attached to this bylaw
    Substituting for Drawing SD7 in Schedule 11, Drawing SD7 attached to this bylaw
    Substituting for Drawing S11 in Schedule 11, Drawing S11 attached to this bylaw

45. By adding the following record of amendments to Schedule 11 – Supplements to MMCD table as follows:

DRAWING NO.	TITLE	SUPPLEMENT
B1	Banner Sizes	Add this drawing (Bylaw 1669)
E8	Langford Post Top Luminaire	Amend this drawing (Bylaw 1669)
E10	Cobra Street Lighting	Amend this drawing (Bylaw 1669)
G4	Utility Trench	Amend this drawing (Bylaw 1669)
L2(f)	Boulevard Tree Installation at Turf	Add this drawings (Bylaw 1669)
L2(g)	Artificial Turf at Concrete	Add this drawing (Bylaw 1669)
R6	Urban Collector 4 Lanes – 26.0m ROW	Amend this drawing (Bylaw 1669)
SD7	Vertical Seepage Pit Detail	Amend this drawing (Bylaw 1669)
S11	Top Inlet Catch Basin	Amend this drawing (Bylaw 1699)

46. By amending Section 14.1.4 in Schedule 14 to add in new section 14.1.4.6 Artificial Turf, and renumber subsections thereafter

47. By replacing Section 14.1.5 of Schedule 14 with the following, and renumbering Section 14.1.6 as 14.1.8:

> 14.1.5 If there is inadequate space within the road right of way, the Director of Engineering and Parks Manager may require a 2 metre wide statutory right of way on either side of the dedicated road for the purposes of planting and maintaining trees, irrigation and ancillary fittings.
> 14.1.6 Street trees should be installed when their survival is most likely, usually after construction on abutting lots has been completed. The developer is responsible for replacing any tree that dies or does not thrive during the Warranty Period.
> 14.1.7 If in the assessment of the Manager of Parks, the density of one tree per 15 metres of frontage cannot be accomplished without compromising sound arboricultural practices, due to the size or other characteristics of the frontage, the developer shall pay cash-in-lieu to the City in the amount of $1100.00 for each required boulevard tree that cannot be accommodated, to be used by the City to provide boulevard trees in other locations.

48. By replacing Section 14.2.1.1 of Schedule 14 as follows:

    14.2.1.1 Should be a minimum of 5cm caliper, measured 15cm rom ground level or as approved by the Parks Manager.

49. By replacing Section 14.2.2of Schedule 14 as follows:

    14.2.2 Shall be planed I accordance with drawings L1, L2a, L2b, L2c, L2e, L2f and L2g. For recommended species approved by the Parks Manager.

50. By replacing Section 14.2.6 of Schedule 14 as follows:

    14.2.6 Turf Grass Seeding/Sodding and Artificial Turf

51. By replacing Section 14.2.6.1 of Schedule 14 as follows:

    14.2.6.1 New turf grass whether seeded or sodded shall be inspected by the Parks Manager for acceptance after three mows for seed, and immediately for sod. Please refer to L5.

52. By adding new Section 14.2.6.2 of Schedule 14 as follows:

    14.2.6.2 All Separated boulevards or centre medians under three (3) metres in width shall require the installation of artificial turf.

53. By adding new Section 14.2.6.3 of Schedule 14 as follows:

    14.2.6.3 New artificial turf shall be inspected by the Parks Manager for acceptance.

54. By replacing Section 14.3 of Schedule 14 as follows:

    14.3 Landscape Acceptance

55. By replacing Section 14.3.1 of Schedule 14 as follows:

    14.3.1 Landscape Acceptance may be issued by the Parks Manager once all the following conditions have been met.

56. By replacing Section 14.5 of Schedule 14 as follows:

    14.5 Final Landscape Acceptance

57. By replacing Section 14.5.1 of Schedule 14 as follows:

    14.5.1 Final Landscape Acceptance will be issued by the Parks Manager once a Final Landscape Inspection has occurred at the end of the applicable Warranty Period and there are no outstanding deficiencies to be rectified or repaired. The Parks Manager may extend the Warranty Period on items that require replacement or repair at the final inspection, and defer Final Landscape Acceptance of those items until the end of the Warranty Period as extended.

B This Bylaw may be cited as “Subdivision and Development Servicing Bylaw, Amendment No. 15, 2017 (Omnibus), Bylaw No. 1669”.

READ A FIRST TIME this day of ,2017.

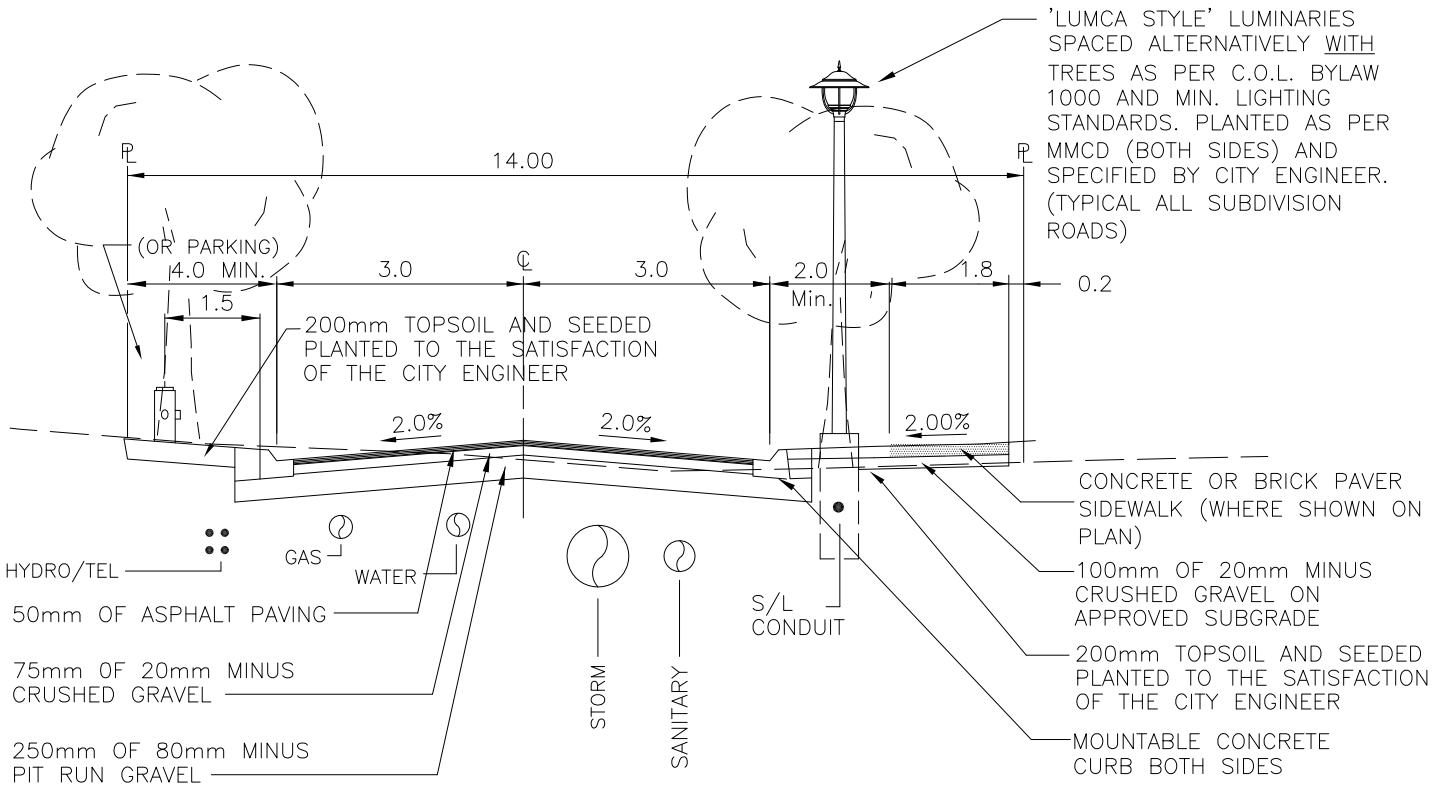
READ A SECOND TIME this day of ,2017.

READ A THIRD TIME this day of ,2017.

ADOPTED this day of ,2017.

MAYOR

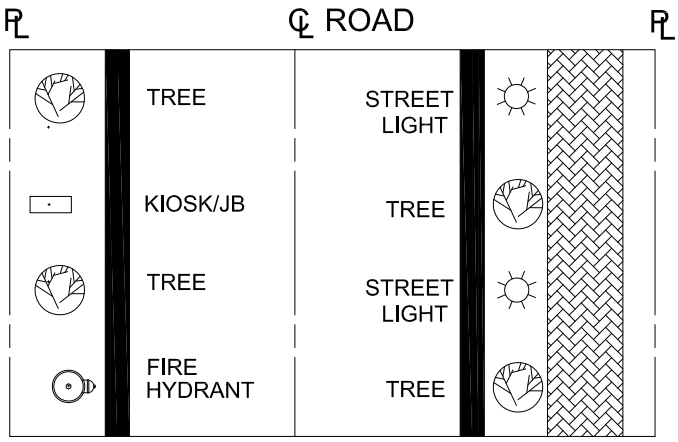
(Certified Correct)
CORPORATE OFFICER



* PLACED ON A SUBGRADE APPROVED BY A GEOTECHNICAL ENGINEER

LOCAL ROAD CROSS SECTION

NTS



PLAN VIEW

NTS

NOTES:

* SPECIAL DESIGN FOR TRAFFIC CALMING AS REQUIRED BY CITY ENGINEER

* SERVICES TO BE LOCATED AS SHOWN IN DRAWING.

WATER

- MUST BE 1.5m CLEAR OF UNDERGROUND HYDRO.
- MUST BE 3.0m CLEAR OF SANITARY & STORM SEWERS.
- MUST BE 1.0m CLEAR OF LAMP STANDARD BASES.

HYDRANTS

- MUST BE 3.0m CLEAR OF ANY ABOVE GROUND STRUCTURES AND LAMP STANDARDS.
- LOCATION OF FIRE HYDRANT IN ACCORDANCE WITH FIRE PLAN.

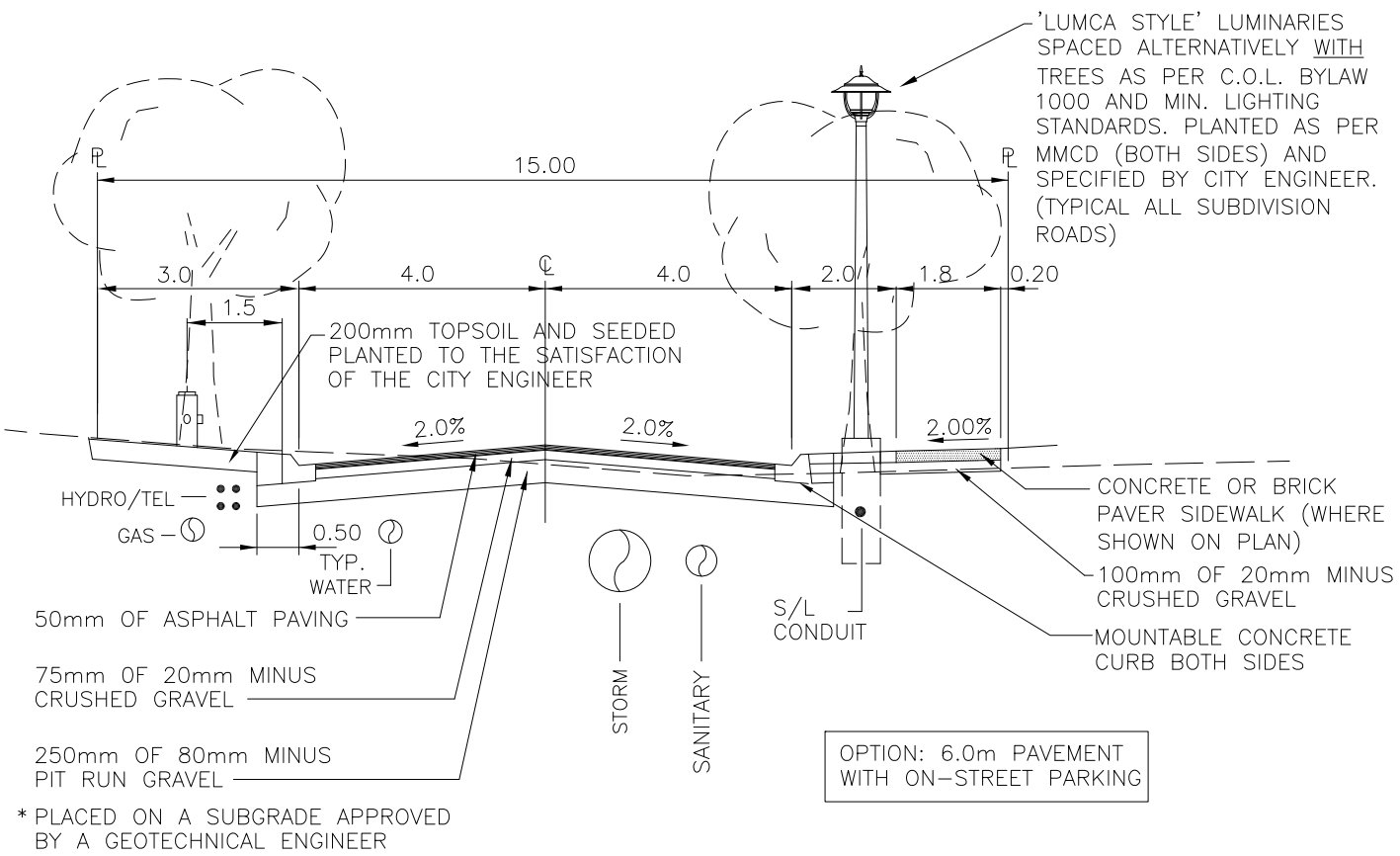
BEAR MOUNTAIN ESTATES

14m R/W - 6m ROAD

CITY OF LANGFORD
ENGINEERING DEPARTMENT

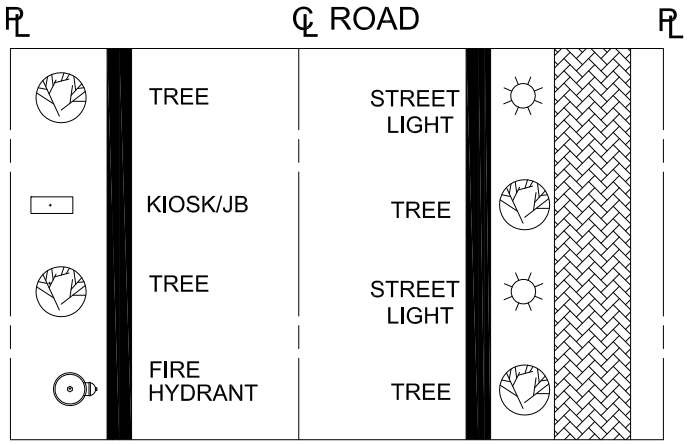
DATE: FEB 2004	DRAWN: ID	DWG No. BM1
SCALE: NTS	APPROVED: MM	

Last Revised: Bylaw 1669, February 2017



LOCAL ROAD CROSS SECTION

NTS



PLAN VIEW

NTS

NOTES:

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WATER

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- MUST BE 3.0m CLEAR OF SANITARY & STORM SEWERS.
- MUST BE 1.0m CLEAR OF LAMP STANDARD BASES.

HYDRANTS

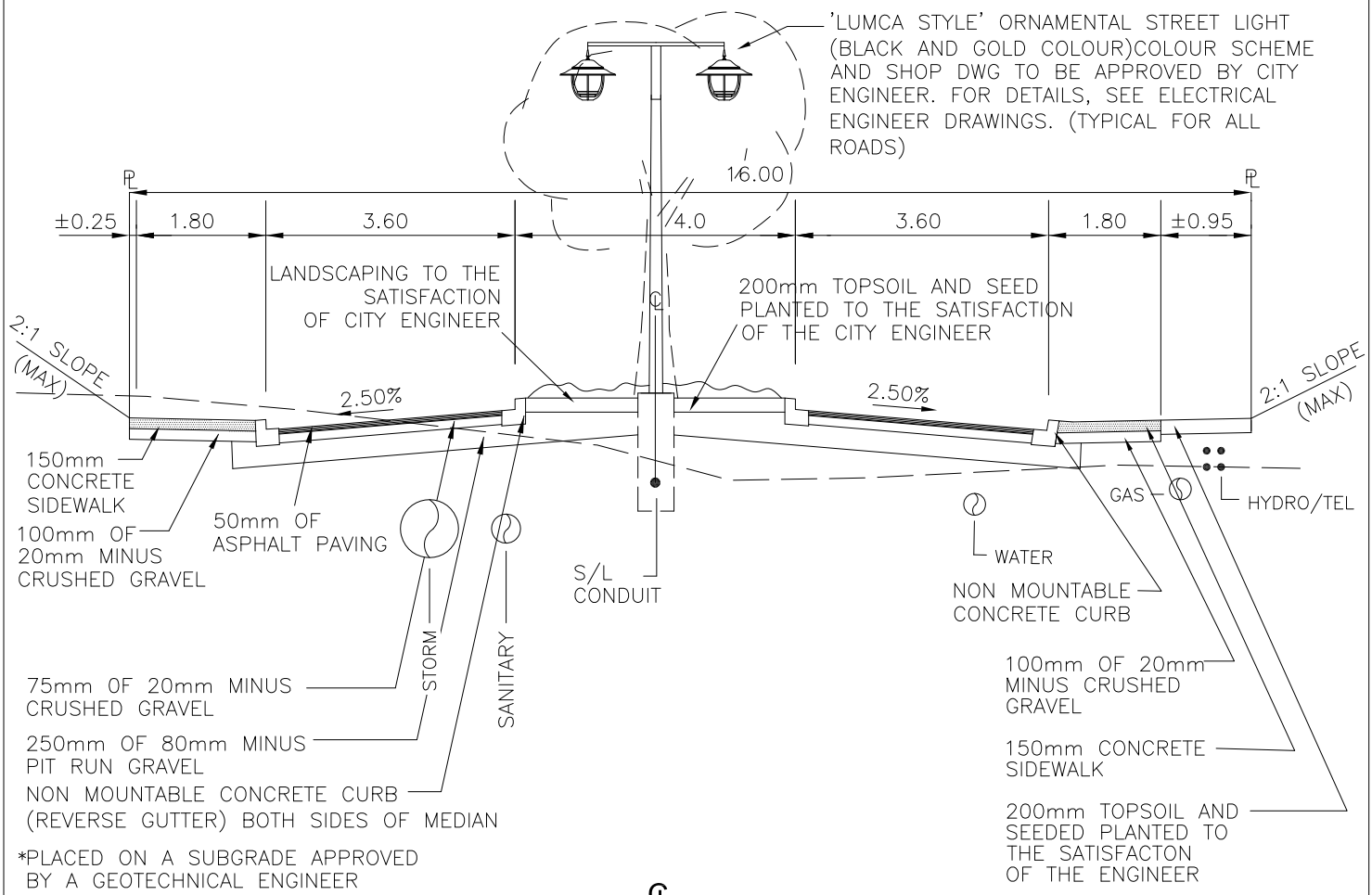
- MUST BE 3.0m CLEAR OF ANY ABOVE GROUND STRUCTURES AND LAMP STANDARDS.
- LOCATION OF FIRE HYDRANT IN ACCORDANCE WITH FIRE PLAN.

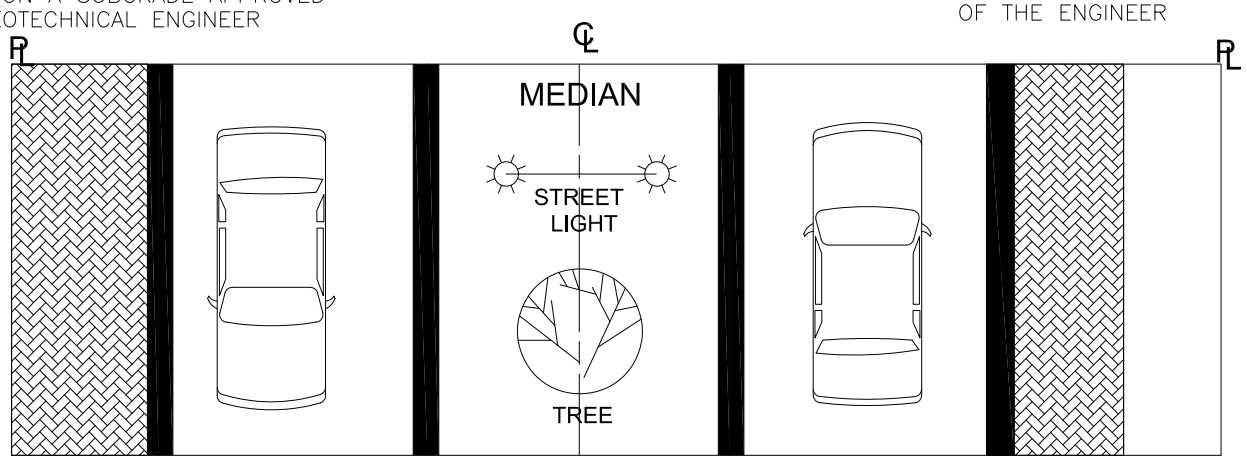
BEAR MOUNTAIN ESTATES

15m R/W - 8m ROAD

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: FEB 2004	DRAWN: ID	DWG No. BM2
SCALE: NTS	APPROVED: MM	





PLAN VIEW
NTS

NOTES:

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* SERVICES TO BE LOCATED AS SHOWN IN DRAWING.

WATER

- MUST BE 1.5m CLEAR OF UNDERGROUND HYDRO.
- MUST BE 3.0m CLEAR OF SANITARY & STORM SEWERS.
- MUST BE 1.0m CLEAR OF LAMP STANDARD BASES.

HYDRANTS

- MUST BE 3.0m CLEAR OF ANY ABOVE GROUND STRUCTURES AND LAMP STANDARDS.
- LOCATION OF FIRE HYDRANT IN ACCORDANCE WITH FIRE PLAN.

BEAR MOUNTAIN ESTATES

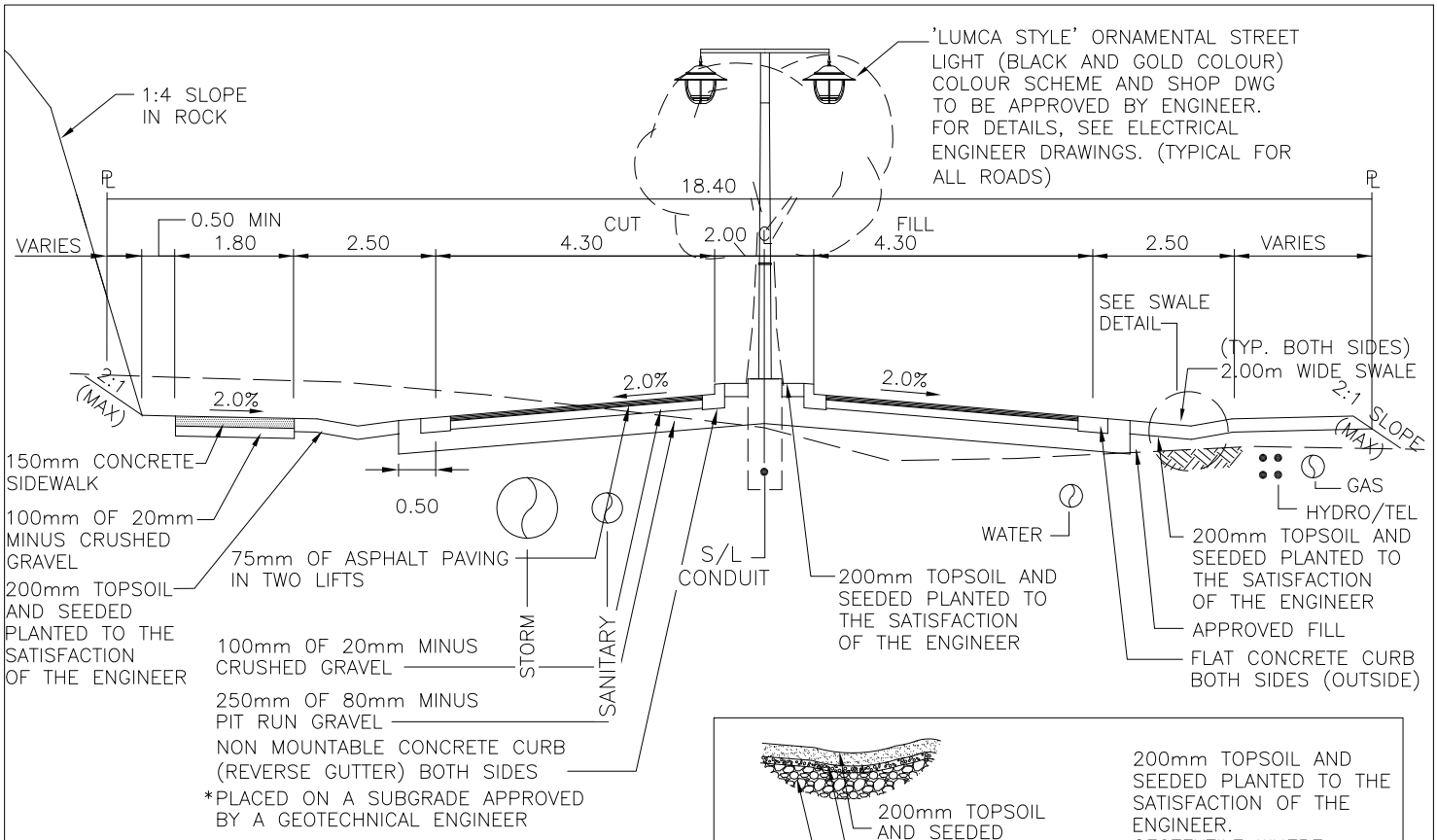
16m R/W

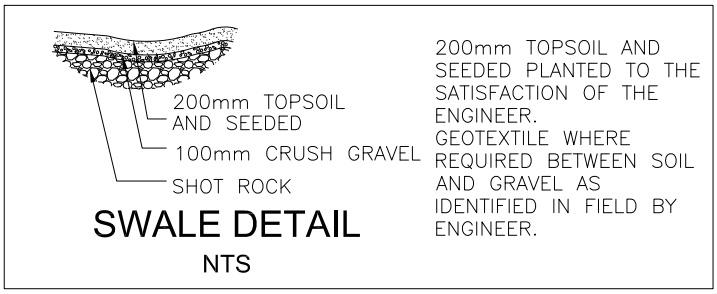
ENTRANCE

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: FEB 2004	DRAWN: ID	DWG No. BM3
SCALE: NTS	APPROVED: MM	

Last Revised: Bylaw 1669, February 2017





SWALE DETAIL

NTS

NOTES:

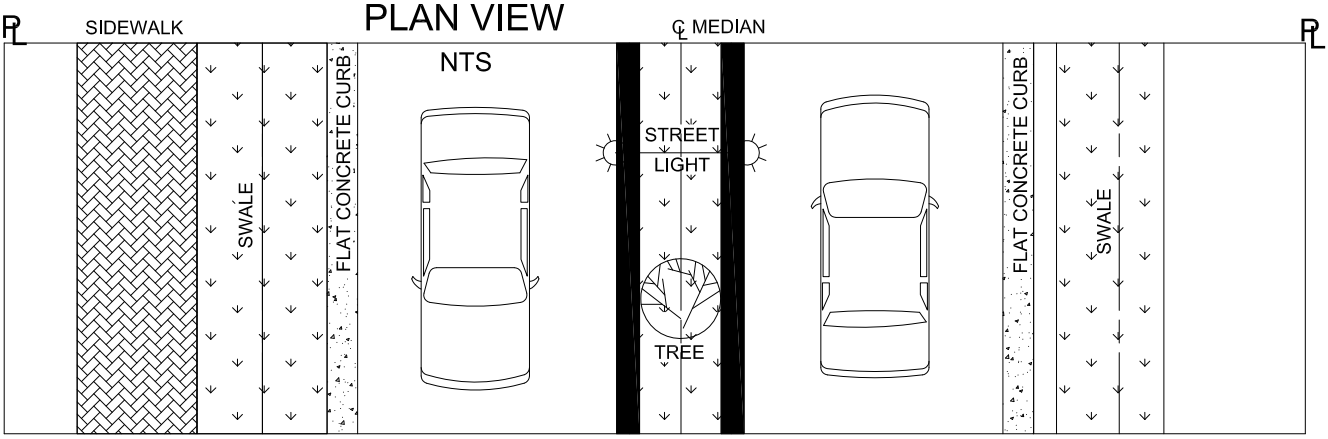
* SPECIAL DESIGN FOR TRAFFIC CALMING AS REQUIRED BY CITY ENGINEER
* SERVICES TO BE LOCATED AS SHOWN IN DRAWING.

WATER
- MUST BE 1.5m CLEAR OF UNDERGROUND HYDRO.
- MUST BE 3.0m CLEAR OF SANITARY & STORM SEWERS.
- MUST BE 1.0m CLEAR OF LAMP STANDARD BASES.

HYDRANTS
- MUST BE 3.0m CLEAR OF ANY ABOVE GROUND STRUCTURES AND LAMP STANDARDS.
- LOCATION OF FIRE HYDRANT IN ACCORDANCE WITH FIRE PLAN.

PLAN VIEW

NTS



BEAR MOUNTAIN ESTATES

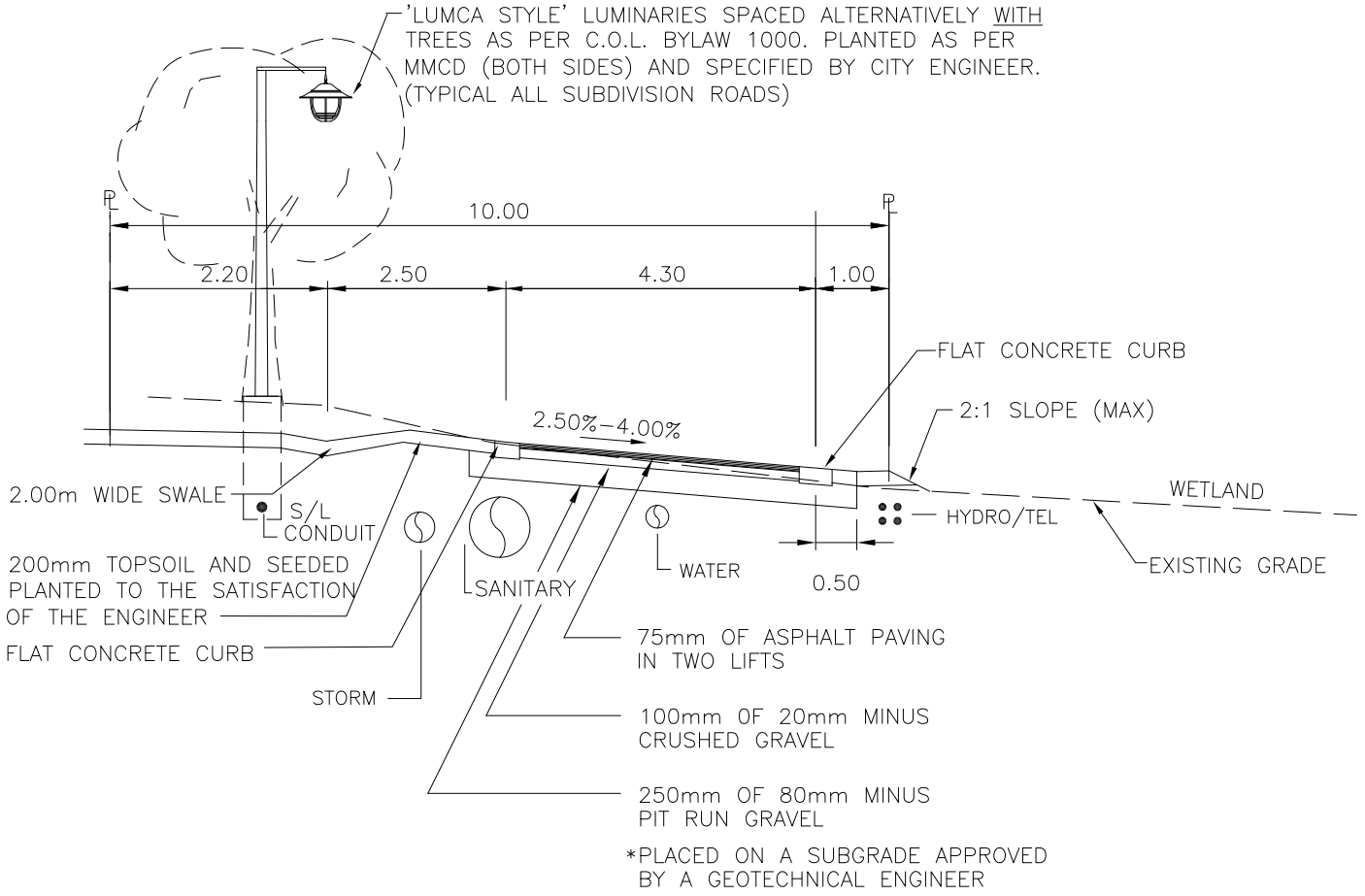
18.4m R/W

WITH MEDIAN

CITY OF LANGFORD
ENGINEERING DEPARTMENT

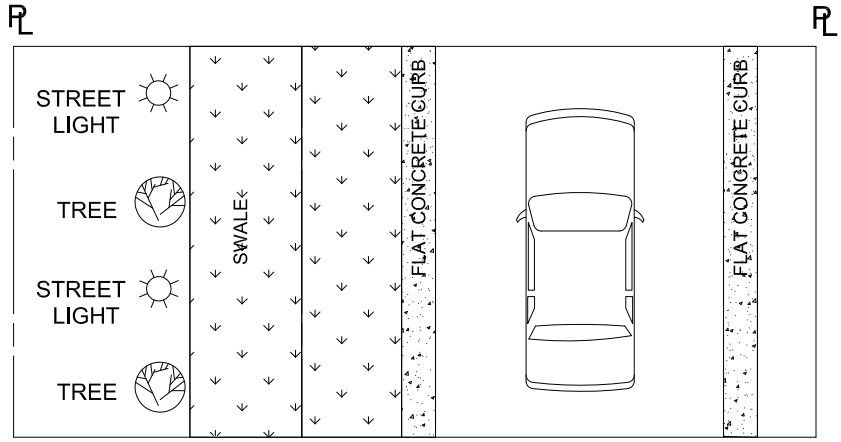
DATE: FEB 2004	DRAWN: ID	DWG No. BM4
SCALE: NTS	APPROVED: MM	

Last Revised: Bylaw 1669, February 2017



ROAD CROSS SECTION BEAR MOUNTAIN PARKWAY

NTS



PLAN VIEW

NTS

NOTES:

* SPECIAL DESIGN FOR TRAFFIC CALMING AS REQUIRED BY CITY ENGINEER
* SERVICES TO BE LOCATED AS SHOWN IN DRAWING.

WATER
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- MUST BE 3.0m CLEAR OF SANITARY & STORM SEWERS.
- MUST BE 1.0m CLEAR OF LAMP STANDARD BASES.

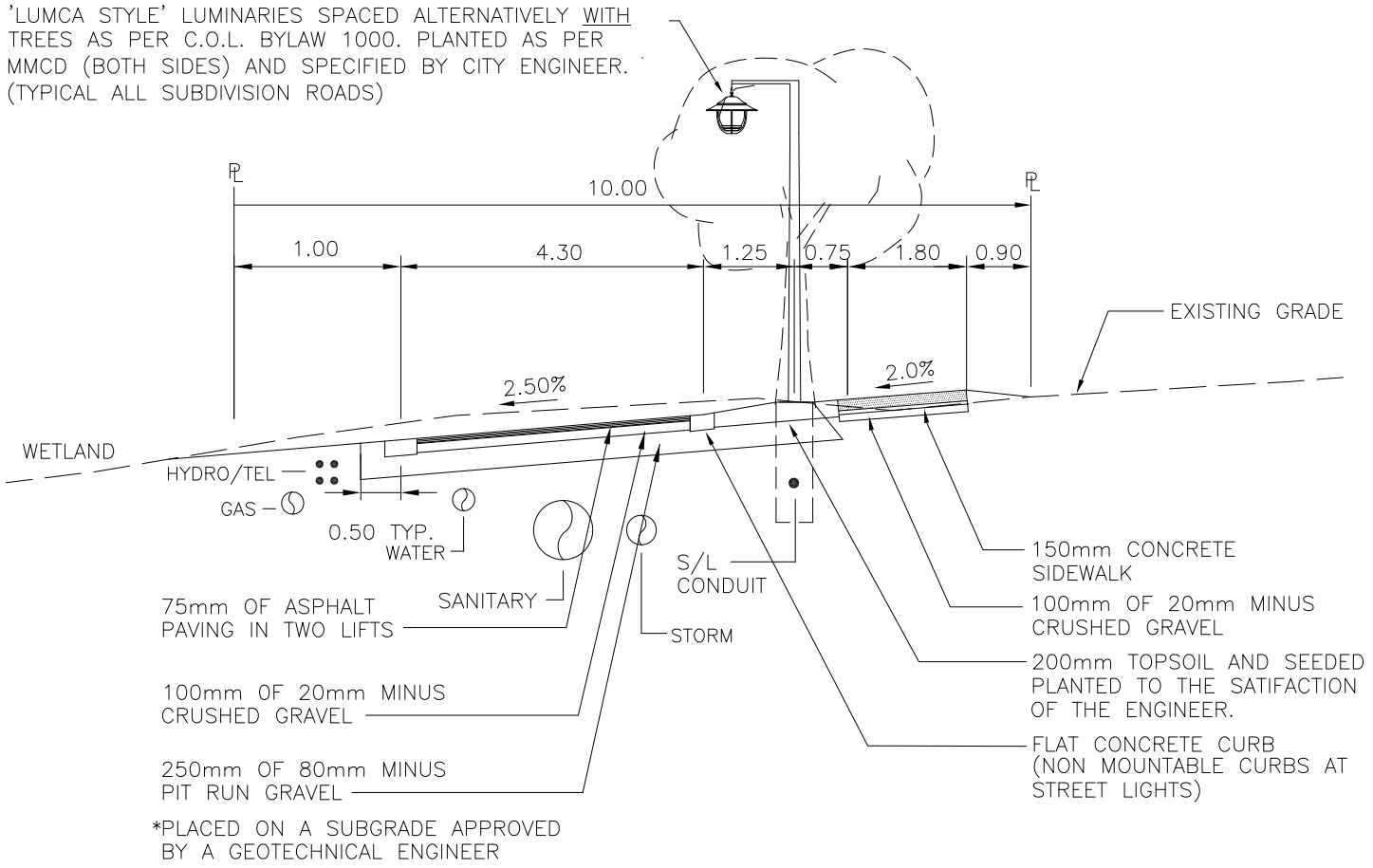
HYDRANTS
- MUST BE 3.0m CLEAR OF ANY ABOVE GROUND STRUCTURES AND LAMP STANDARDS.
- LOCATION OF FIRE HYDRANT IN ACCORDANCE WITH FIRE PLAN.

BEAR MOUNTAIN ESTATES

10m R/W

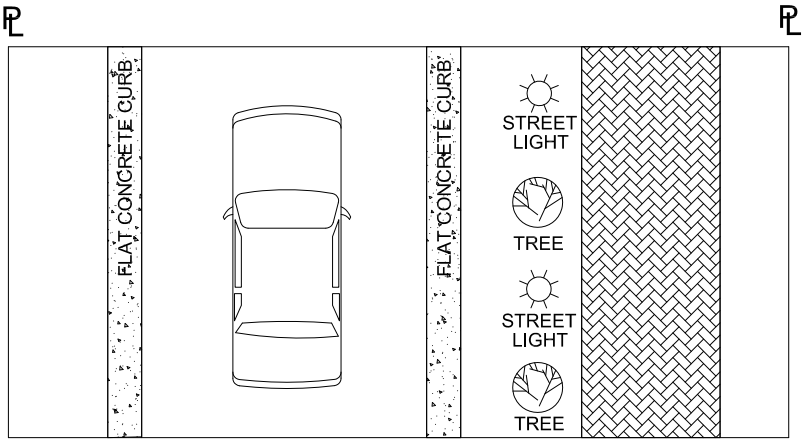
CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: FEB 2004	DRAWN: ID	DWG No. BM5
SCALE: NTS	APPROVED: MM	



ROAD CROSS SECTION BEAR MOUNTAIN PARKWAY

NTS



PLAN VIEW

NTS

NOTES:

* SPECIAL DESIGN FOR TRAFFIC CALMING AS REQUIRED BY CITY ENGINEER
* SERVICES TO BE LOCATED AS SHOWN IN DRAWING.

WATER

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- MUST BE 3.0m CLEAR OF SANITARY & STORM SEWERS.
- MUST BE 1.0m CLEAR OF LAMP STANDARD BASES.

HYDRANTS

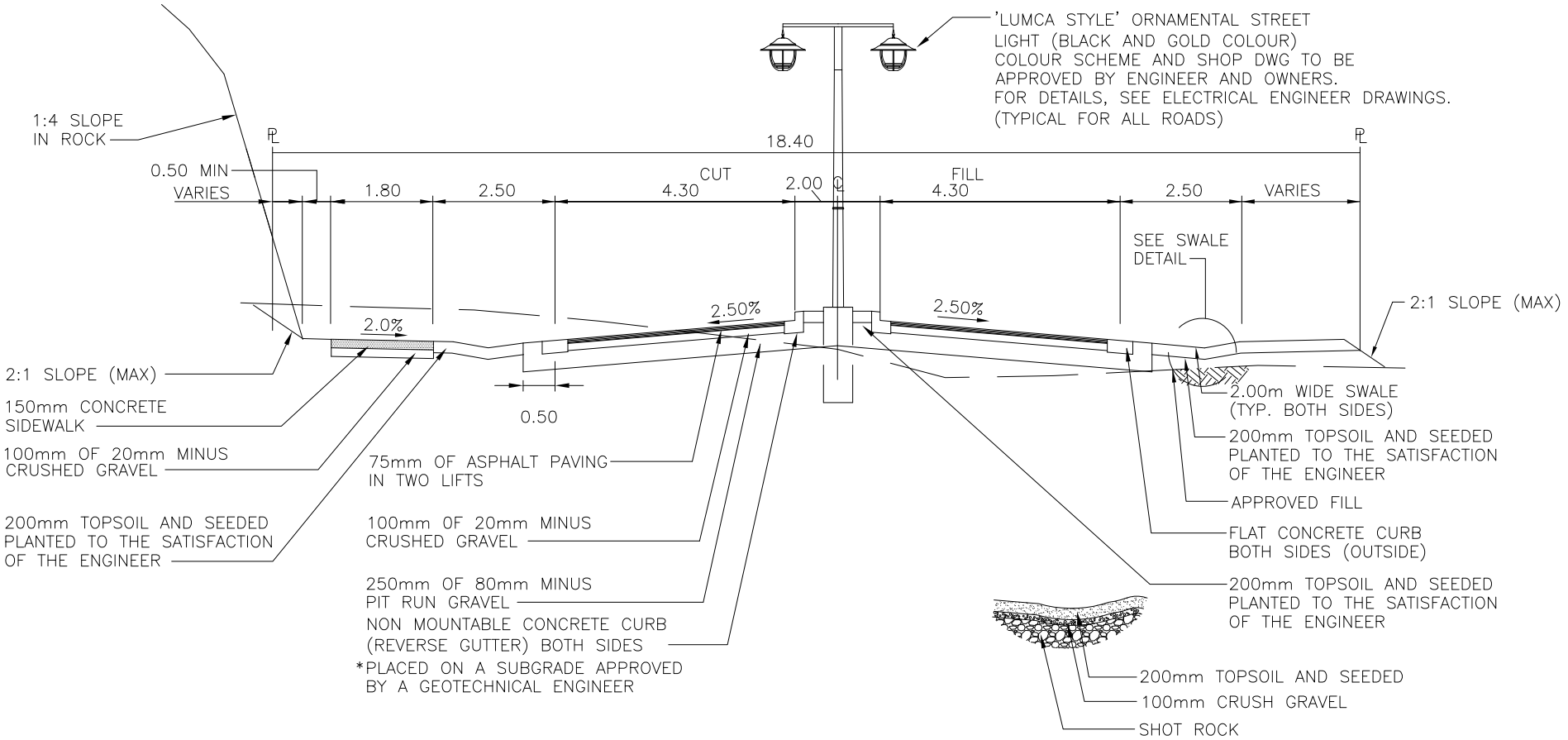
- MUST BE 3.0m CLEAR OF ANY ABOVE GROUND STRUCTURES AND LAMP STANDARDS.
- LOCATION OF FIRE HYDRANT IN ACCORDANCE WITH FIRE PLAN.

BEAR MOUNTAIN ESTATES

10m R/W

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: FEB 2004	DRAWN: ID	DWG No. BM6
SCALE: NTS	APPROVED: MM	



TYPICAL ROAD CROSS SECTION BEAR MOUNTAIN PARKWAY
WITH CENTRE MEDIAN
(STA. 13+76.5 to STA. 32+00.0)
NTS

BEAR MOUNTAIN ESTATES

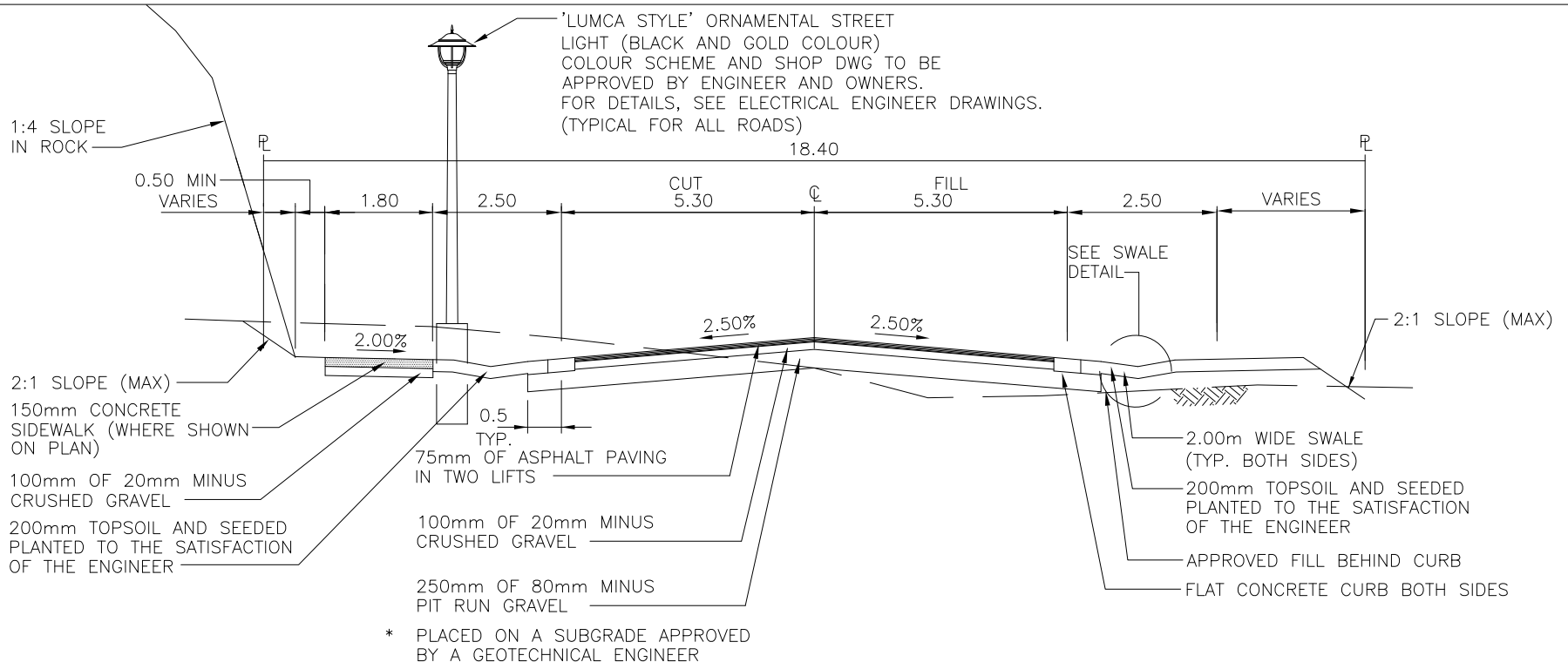
18.4m R/W

WITH MEDIAN

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: FEB 2003	DRAWN: ID	DWG No. BM7
SCALE: NTS	APPROVED: MM	

Last Revised: Bylaw 1669, February 2017



TYPICAL ROAD CROSS SECTION BEAR MOUNTAIN PARKWAY
WITHOUT CENTRE MEDIAN
(STA. 10+00 TO 11+00)
NTS



200mm TOPSOIL AND SEEDED PLANTED TO THE SATISFACTION OF THE ENGINEER. GEOTEXTILE WHERE REQUIRED BETWEEN SOIL AND GRAVEL AS IDENTIFIED IN FIELD BY ENGINEER.

SWALE DETAIL
NTS

BEAR MOUNTAIN ESTATES

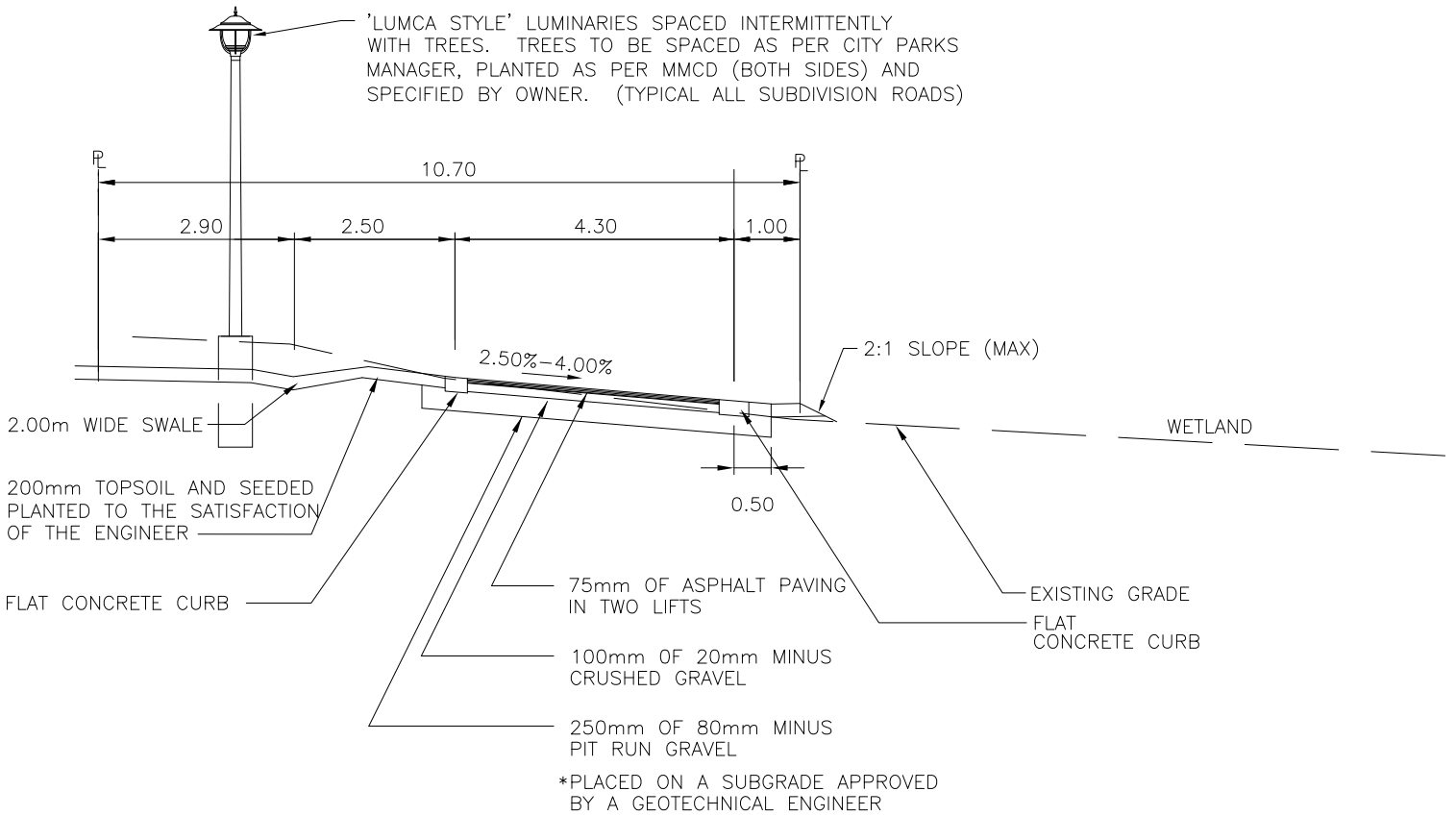
18.4m R/W

WITHOUT MEDIAN

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: FEB 2003	DRAWN: ID	DWG No. BM8
SCALE: NTS	APPROVED: MM	

Last Revised: Bylaw 1669, February 2017



ROAD CROSS SECTION BEAR MOUNTAIN PARKWAY
SOUTHBOUND AROUND WETLAND
(STA. 1+00.0 to STA. 4+53.5)
NTS

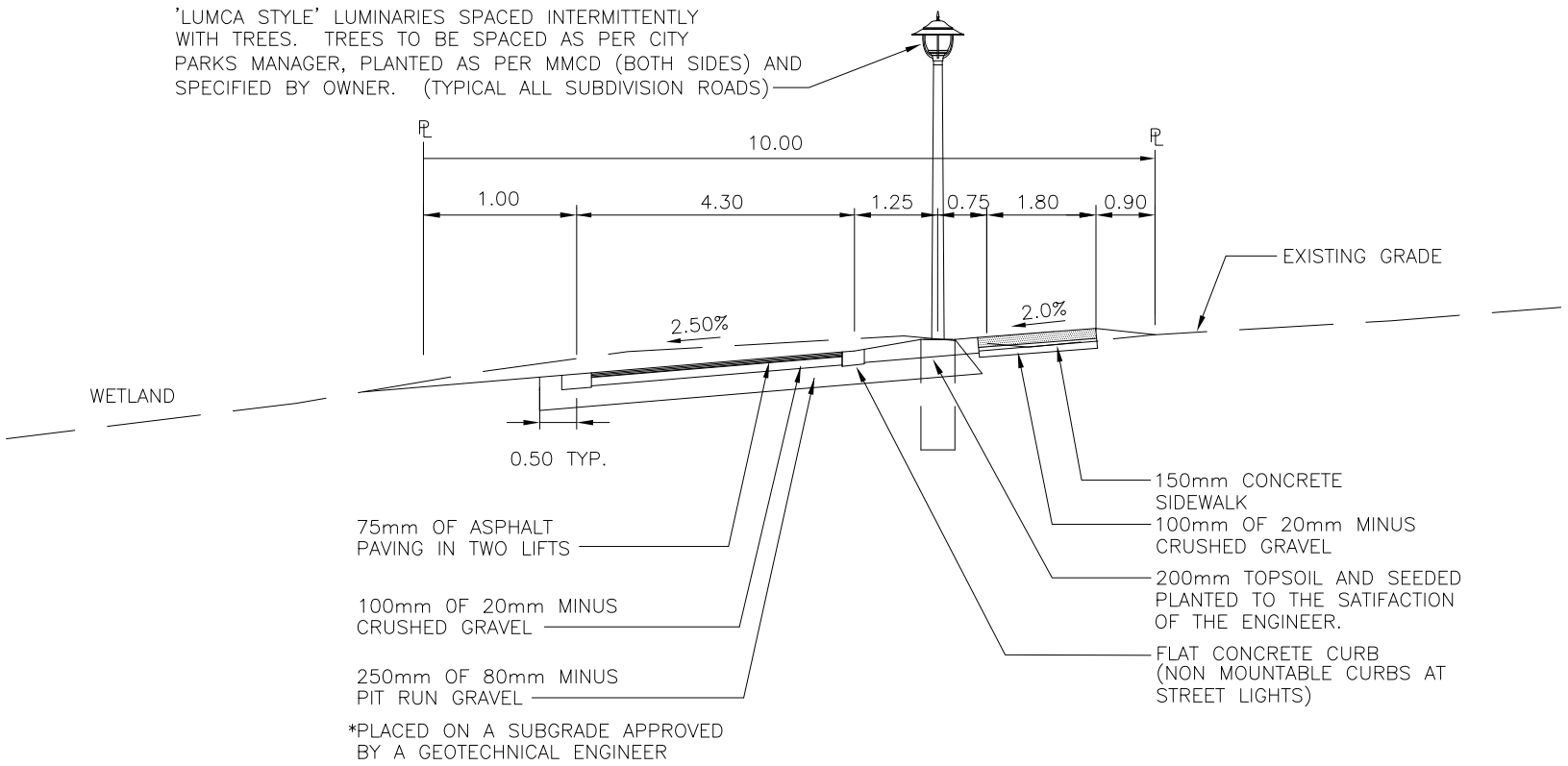
BEAR MOUNTAIN ESTATES

10.70 R/W

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: FEB 2003	DRAWN: ID	DWG No. BM9
SCALE: NTS	APPROVED: MM	

Last Revised: Bylaw 1669, February 2017



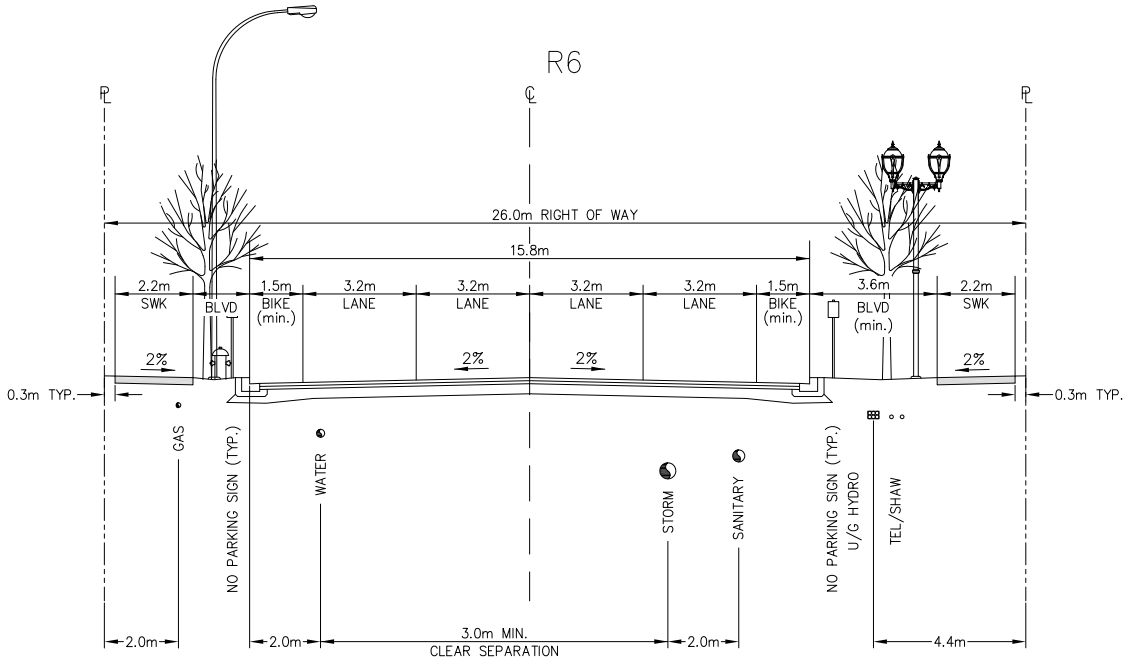
ROAD CROSS SECTION BEAR MOUNTAIN PARKWAY
NORTHBOUND AROUND WETLAND
(STA. 11+00.0 to 13+76.5)
NTS

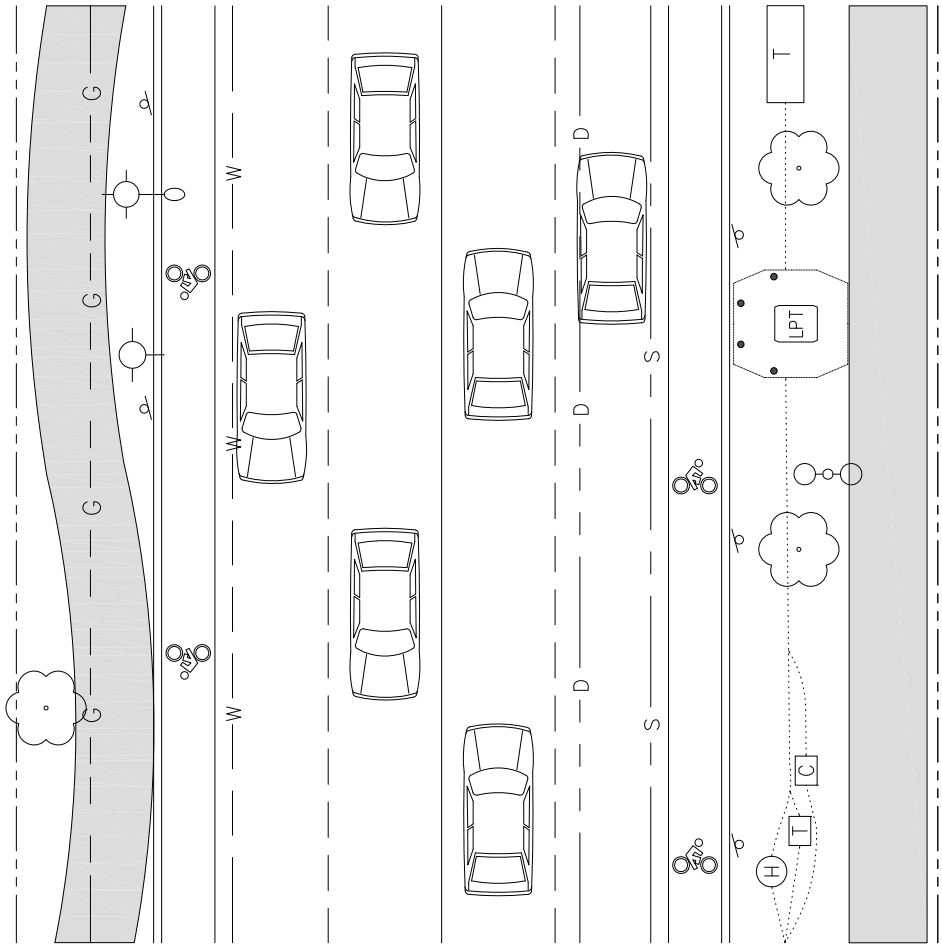
BEAR MOUNTAIN ESTATES

10 R/W

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: FEB 2003	DRAWN: ID	DWG No. BM10
SCALE: NTS	APPROVED: MM	





NOTES:

1. NO DRIVEWAYS SHOWN AS ROADWAY IS CONTROLLED ACCESS. ACCESS UNDER APPROVAL OF CITY ENGINEER.
2. TREE, HYDRANT AND LIGHT PLACEMENT SUBJECT TO DESIGN. SHOWN SCHEMATICALLY.

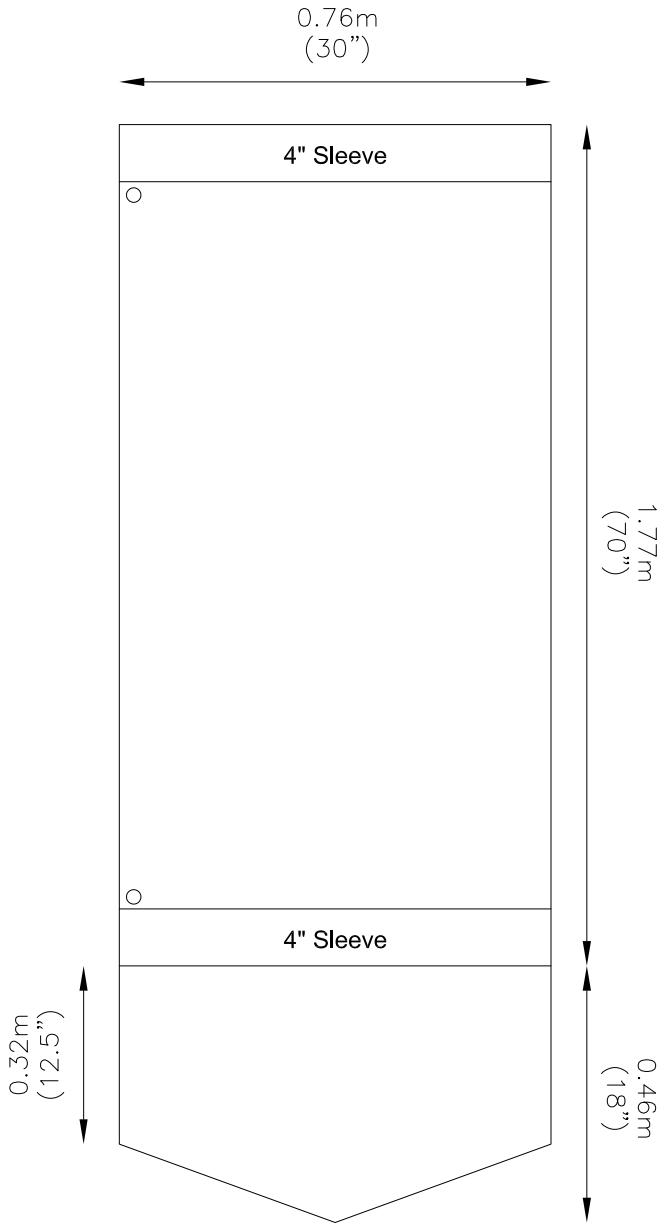
URBAN COLLECTOR

4 LANES - 26.0m ROW

CITY OF LANGFORD
ENGINEERING DEPARTMENT

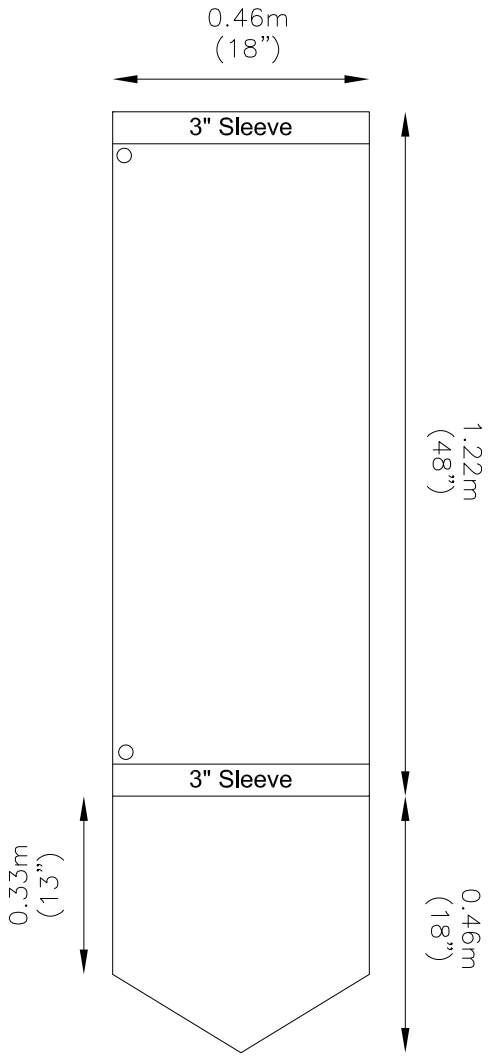
DATE: 01-Dec-10	DRAWN: TWB	DWG No. **R6**
SCALE: NTS	APPROVED: MM	

LARGE BANNER



NOTE:
1. BANNER AND TAIL MATERIAL - DUO-FLEX BLOCK-OUT, WEIGHT 18oz.
2. REINFORCE ALL EDGES WITH NYLON WEBBING.
3. EXTRA MESH FABRIC REINFORCED POCKETS.
4. MAY REQUIRE BLOCKOUT DEPENDING ON GRAPHICS.

SMALL BANNER

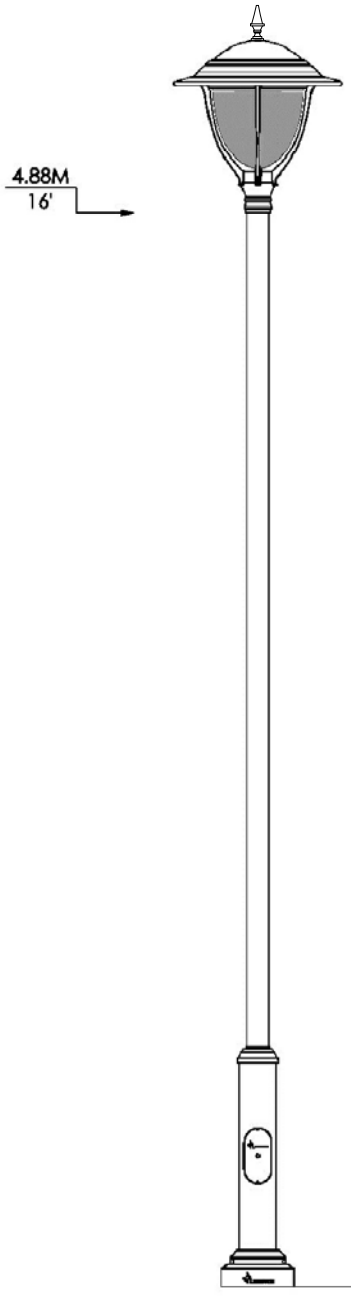


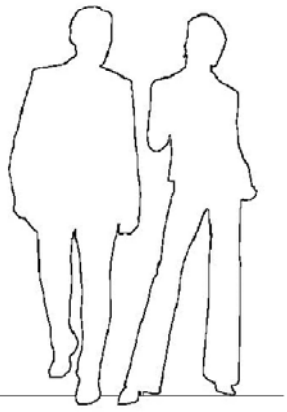
NOTE:
1. BANNER AND TAIL MATERIAL - CLOTH.
2. DOUBLE STITCH ALL EDGES.
3. WILL REQUIRE BLOCKOUT DEPENDING ON GRAPHICS.

BANNER SIZES

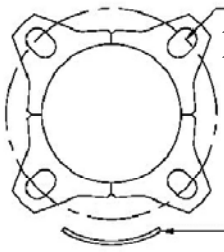
CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: 30-Jan-17	DRAWN: MB	DWG No. B1
SCALE: NTS	APPROVED: GH	





ANCHOR BASE PLATE:



NOTE:

1. ALL CONCRETE BASES SHALL BE IN ACCORDANCE WITH MMCD, POURED IN PLACE BASES MUST BE CERTIFIED BY A PROFESSIONAL ENGINEER
2. LIGHTING DESIGNER TO CONFIRM WATTAGE, DISTRIBUTION AND SPACING
3. ALL POLES & HARDWARE MUST BE POWDER COATED RAL 5013
4. PRODUCT CODE LUMCA PL70–E16

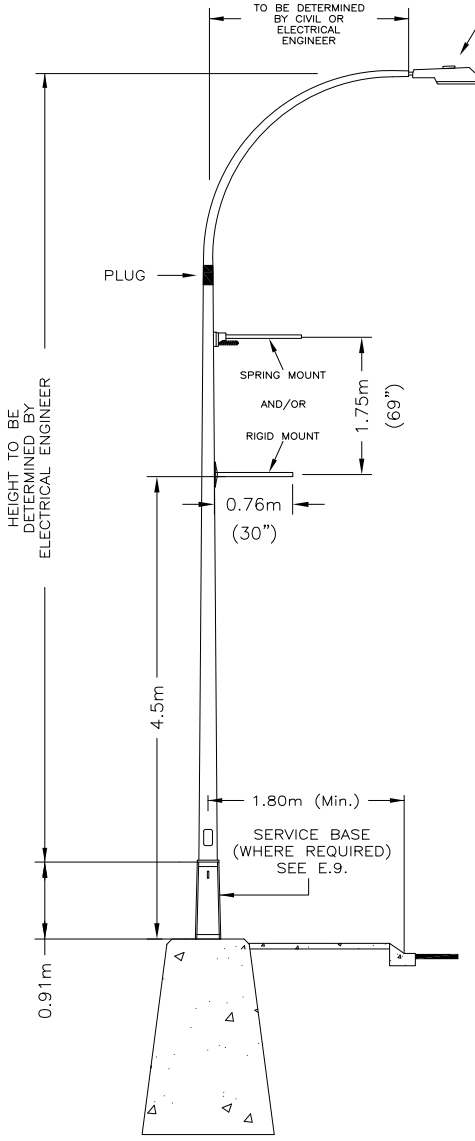
LANGFORD
POST TOP LUMINAIRE

CITY OF LANGFORD
ENGINEERING DEPARTMENT

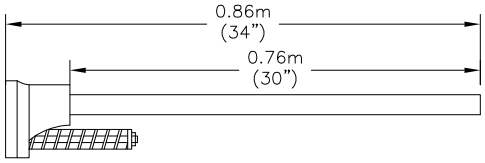
DATE: 15-Mar-16	DRAWN:	DWG No. E8
SCALE: NTS	APPROVED: MM	

Last Revised: Bylaw 1669, February 2017

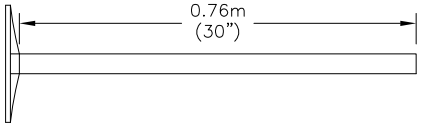
1. FULL CUT OFF FLAT GLASS LED FIXTURE (OR HPS) AS PER BYLAW 1000 SECTION 4.18
2. WATTAGE & DISTRIBUTION TO BE CERTIFIED BY AN ELECTRICAL ENGINEER



30" BANNER ARM SPRING MOUNT



30" BANNER ARM RIGID MOUNT



NOTES:

1. ALL CONCRETE BASES SHALL BE IN ACCORDANCE WITH MMCD, POURED IN PLACE BASES SHALL BE CERTIFIED BY A PROFESSIONAL ENGINEER.
2. ALL POLES & HARDWARE SHALL BE POWDER COATED BURGUNDY MAROON (RAL 3007 OR DURACOAT #P-6196-7), COBALT BLUE (RAL 5013) OR JET BLACK (RAL 9005).
3. ENGINEER SHOULD CONFIRM POLE CAPACITY AND SELECT APPROPRIATE BANNER ARM.
4. ALL BANNER HARDWARE TO BE POWDER COATED TO MATCH POLE COLOUR.
5. LOWER BANNER ARM TO BE PLACED 4.5M FROM GROUND.

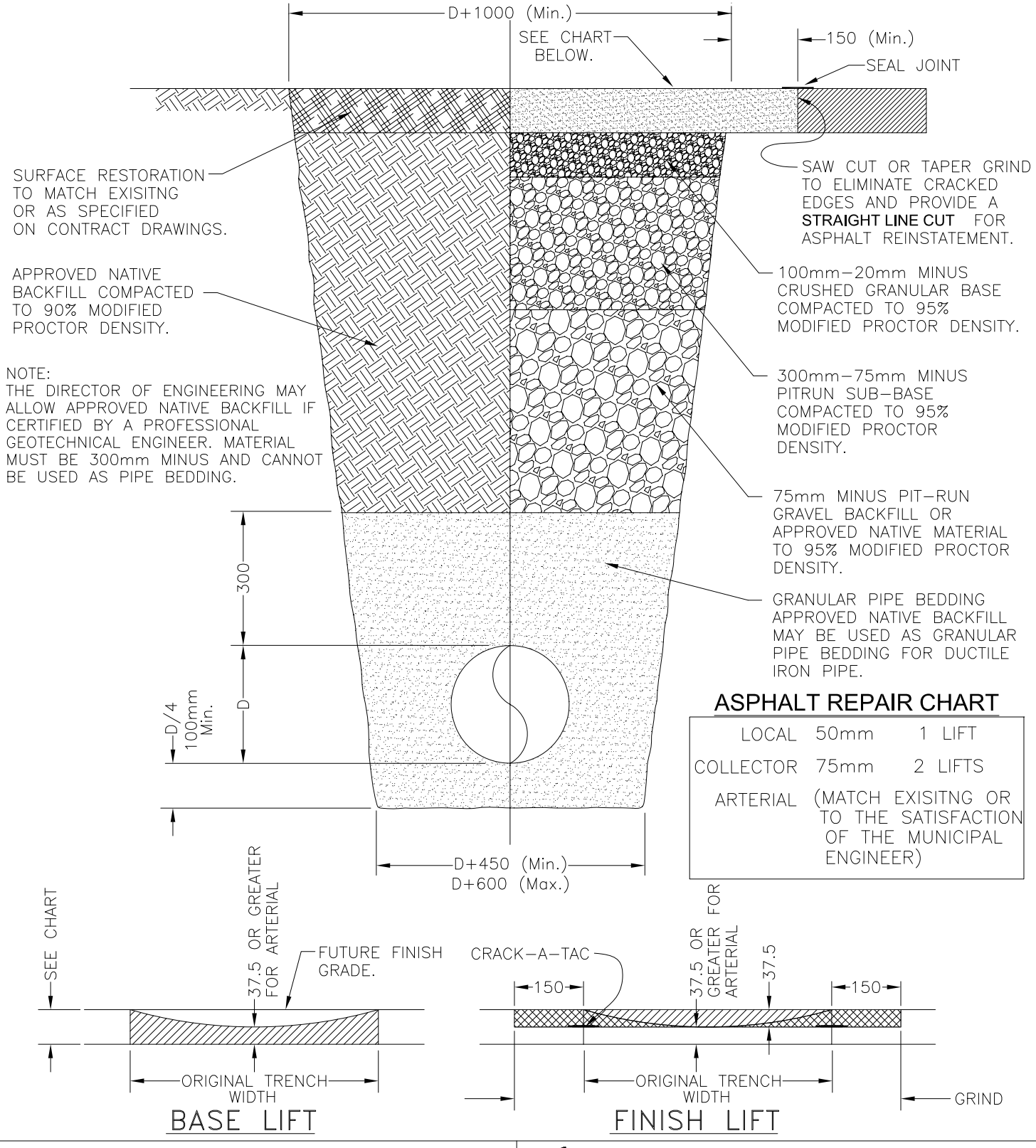
COBRA STREET LIGHT

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: 30-Jan-17	DRAWN: MB	DWG No. E10
SCALE: NTS	APPROVED: GH	

BOULEVARDS AND EASEMENTS

ROADS, LANES, WALKWAYS, SIDEWALKS AND WITHIN 1.0m OF THE EDGE OF PAVEMENT



NOTE:
THE DIRECTOR OF ENGINEERING MAY ALLOW APPROVED NATIVE BACKFILL IF CERTIFIED BY A PROFESSIONAL GEOTECHNICAL ENGINEER. MATERIAL MUST BE 300mm MINUS AND CANNOT BE USED AS PIPE BEDDING.

ASPHALT REPAIR CHART

LOCAL	50mm	1 LIFT
COLLECTOR	75mm	2 LIFTS
ARTERIAL	(MATCH EXISITNG OR TO THE SATISFACTION OF THE MUNICIPAL ENGINEER)	

BASE LIFT

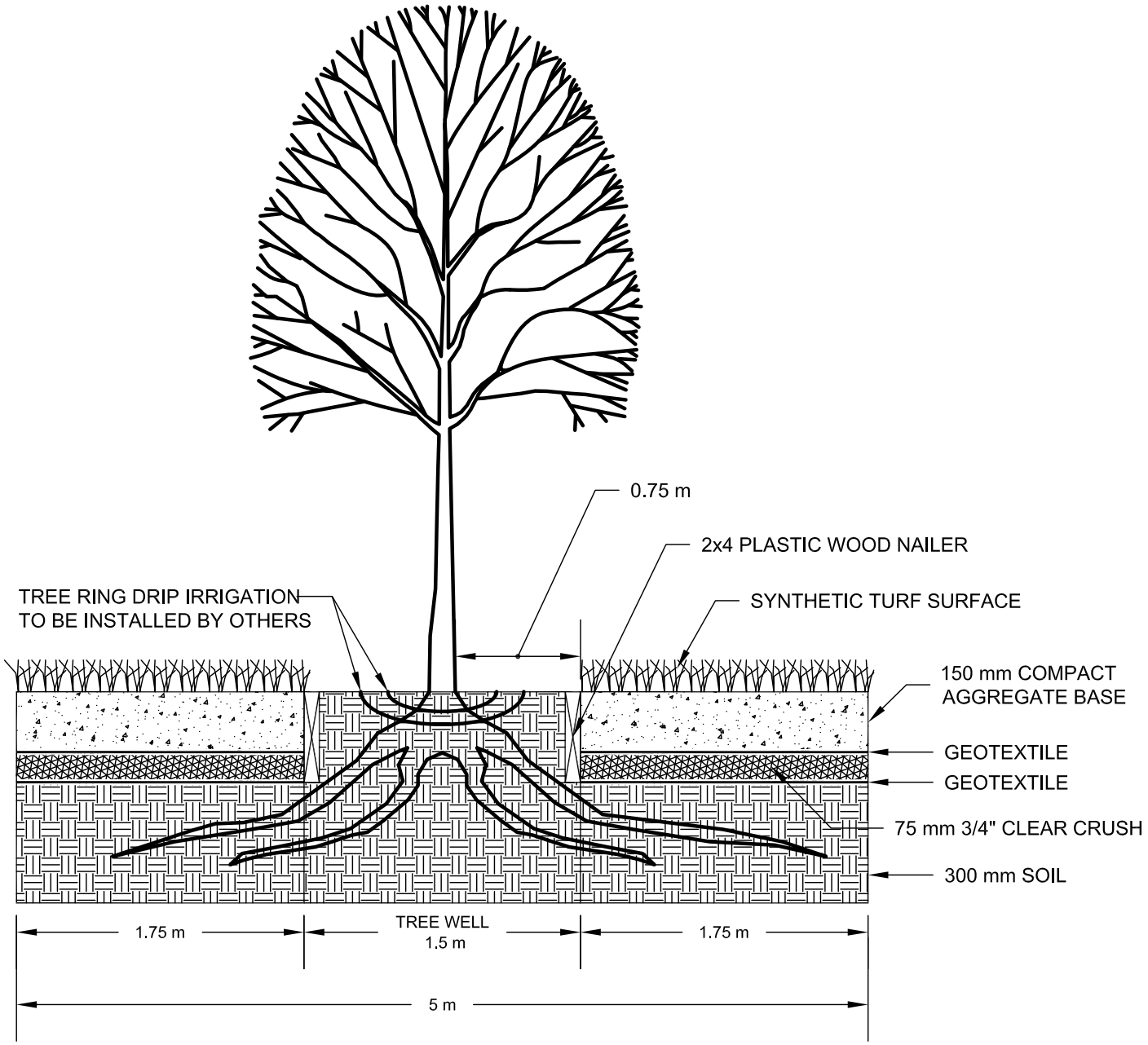
FINISH LIFT

STANDARD TRENCH BACKFILL DETAIL AND SURFACE RESTORATION

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: 98/04/16	DRAWN: GRH	MMCD SS **G4**
SCALE: NTS	APPROVED: MM	

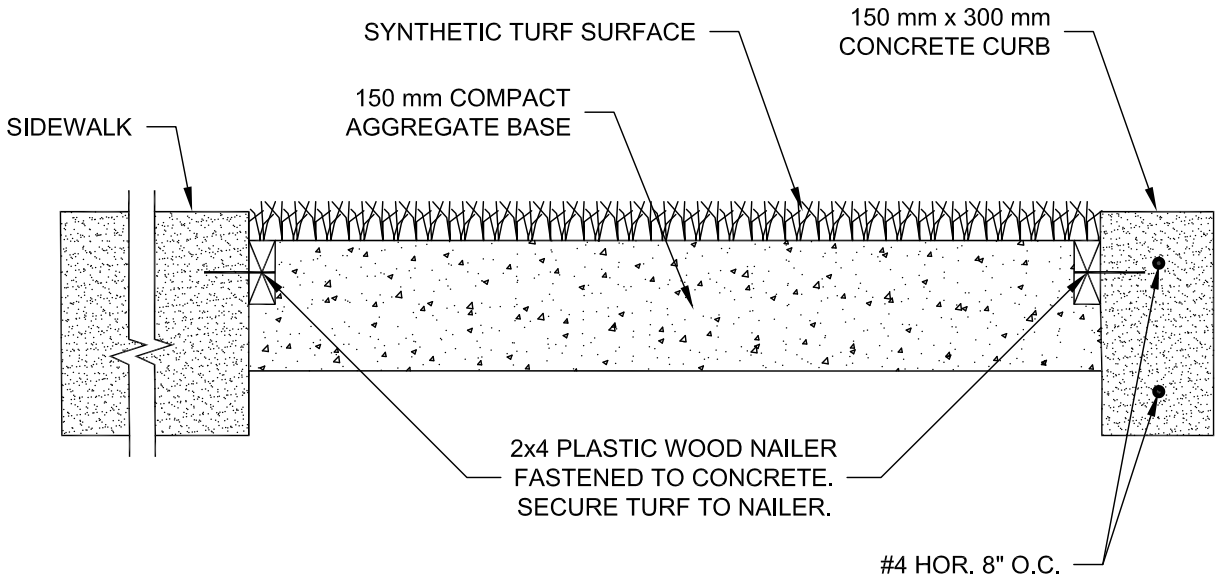
Last Revised: Bylaw 1680 February 25, 2013



BOULEVARD TREE INSTALLATION AT ARTIFICIAL TURF

CITY OF LANGFORD
PARKS DEPARTMENT

DATE: 16-Jan-17	DRAWN: JBM	DWG No. L2 (f)
SCALE: NTS	APPROVED: CM	

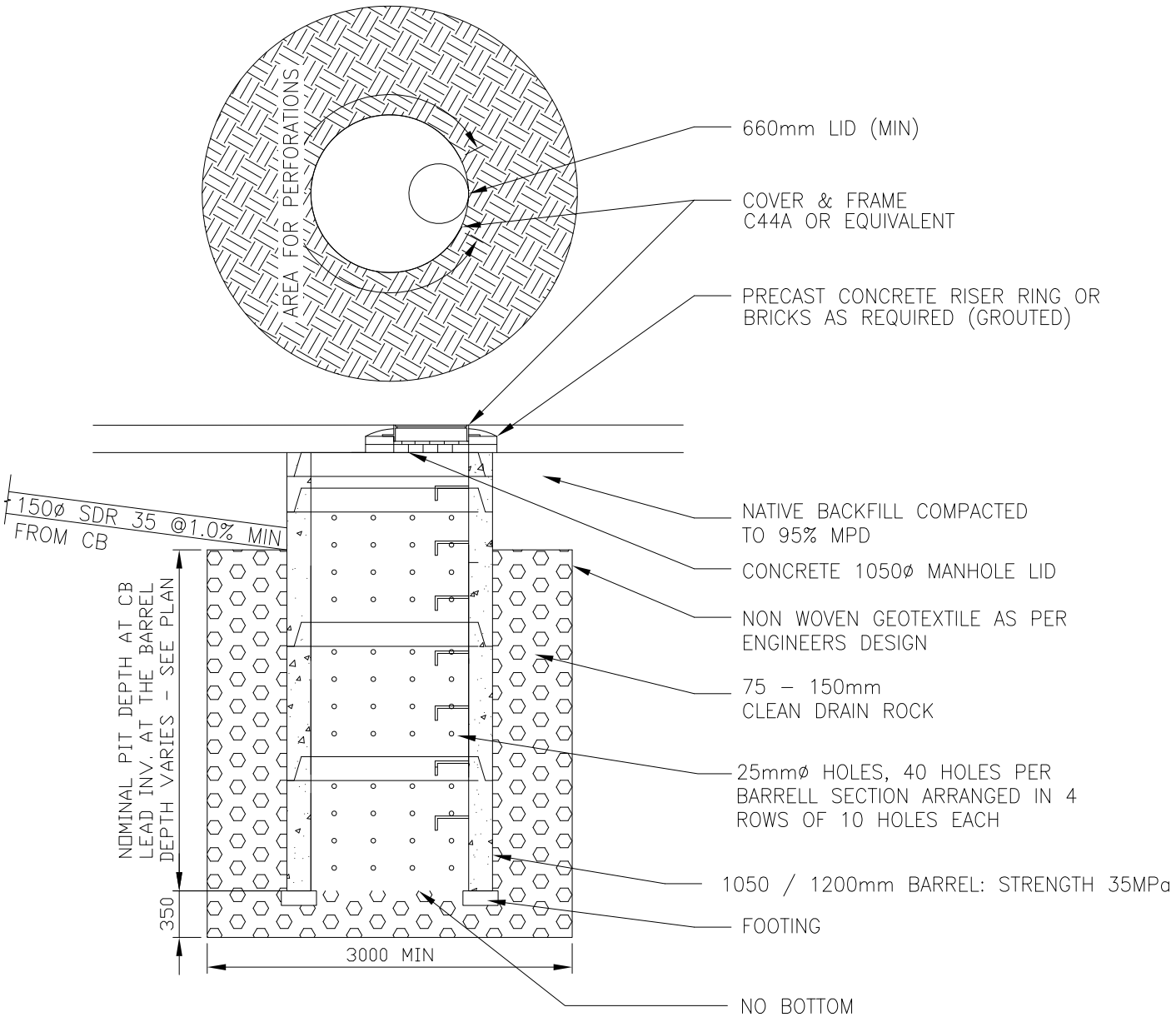


ARTIFICIAL TURF INSTALLATION AT CONCRETE CURB

CITY OF LANGFORD
PARKS DEPARTMENT

DATE:	DRAWN:	DWG No.
16-Jan-17	JBM	L2 (g)
SCALE: NTS	APPROVED: CM	

Last Revised: Bylaw 1668, January 2017



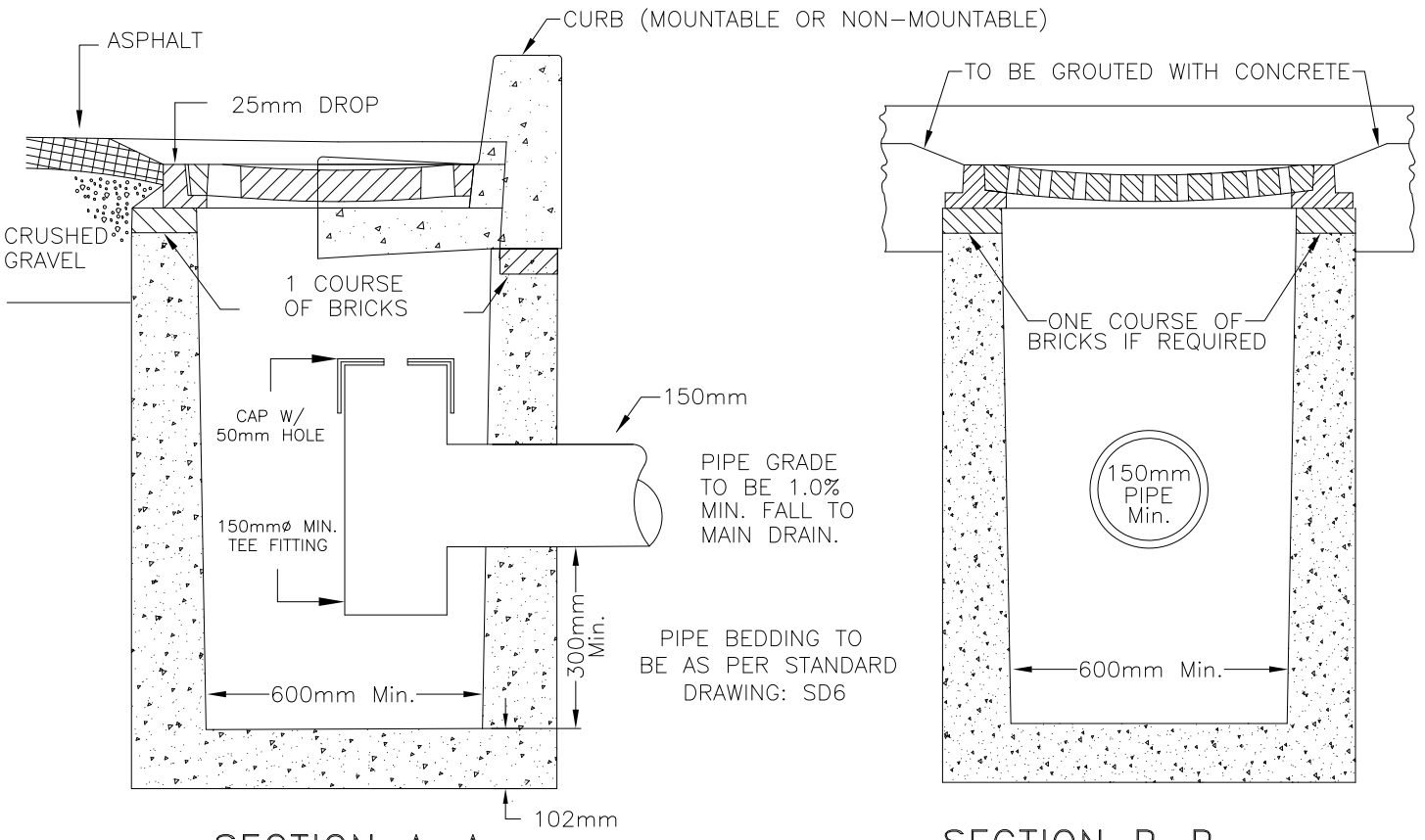
NOTES:

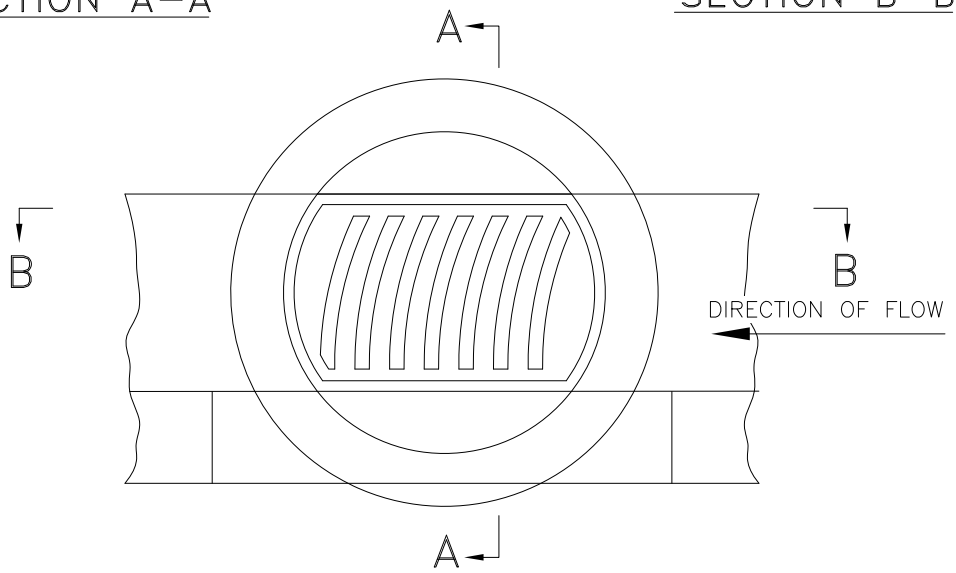
1. VERTICAL SEEPAGE PITS SHALL BE LOMBARD 1050 / 1200mm BARREL.
2. LADDER RUNGS SHALL BE TO WCB STANDARDS.
3. THE DEPTH AND QUANTITY OF DRAIN ROCK SHALL BE SPECIFIED BY THE PROFESSIONAL ENGINEER AND APPROVED BY THE MUNICIPAL ENGINEER.
4. ALL VERTICAL SEEPAGE PITS MUST BE PROTECTED BY A CITY OF LANGFORD APPROVED CATCH BASIN. REFER TO S–11.

VERTICAL SEEPAGE PIT DETAIL

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: 01/06/01	DRAWN: SE	**SD-7**
SCALE: NTS	APPROVED: MM	





GENERAL NOTES:

1. 3/4 CATCH BASIN GRATE AND FRAME
2. TRENCHES AND CATCH BASINS UNDER TRAVELLED PORTION OF THE ROAD TO BE BACKFILLED WITH GRAVEL AND COMPACTED AS PER SPECIFICATIONS.
3. BASE TO BE COMPACTED GRANULAR MATERIAL (98% STANDARD PROCTOR) OR CONCRETE SLURRY.
4. ALL DIMENSIONS ARE IN MILLIMETERS (mm).

CATCH BASIN

CITY OF LANGFORD
ENGINEERING DEPARTMENT

DATE: 98/04/03	DRAWN: GRH	MMCD SS
SCALE: NTS	APPROVED: MM	S11

Last Revised: Bylaw 1668, February 2017

CITY OF LANGFORD
BYLAW NO. 1670

A BYLAW TO AMEND BYLAW NO. 300, "LANGFORD ZONING BYLAW, 1999"

The Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

A. Langford Zoning Bylaw No. 300, 1999 is amended as follows:

1. By deleting from the **RR2 (Rural Residential 2)** Zone and adding to the **BP2A (Business Park 2A – Sooke Rd West) Zone** the properties legally described as LOT A, SECTION 87, METCHOSIN DISTRICT, PLAN 17666 PID No.: 003-973-204 (3344 Luxton Rd); LOT 1, SECTIONS 87 AND 88, METCHOSIN DISTRICT, PLAN 18854 PID No.: 003-798-011 (3370 Luxton Rd); AMENDED LOT 1 (DD 319289-I) OF BLOCK B, SECTION 87, METCHOSIN DISTRICT, PLAN 1139 PID No.: 000-213-969 (2869 Sooke Rd) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

2. By adding the following to Subsection 6.63A.01:

" (42) On lands shown as "Business Park 2A- Sooke Road West" on the BP2A zone map attached as Schedule "SW," the following uses, in addition to those listed above, are permitted:

(a) Schools; and
(b) Retail stores;"

3. By adding the following as Subsection 6.63A.02 and renumbering subsequent subsections accordingly:

"6.63A.02 Further Use Regulations

(2) Notwithstanding any other part of section 6.63A, the following uses are expressly prohibited on those lands shown as "Business Park 2A- Sooke Road West" on the BP2A zone map attached as Schedule "SW,":

(a) Gravel and aggregate processing and sale; and
(b) Retail sale, rental and repair of motorcycles, automobiles, trucks, boats, recreational vehicles, manufactured homes, farm machinery, and small industrial equipment such as skid steer loaders and heavy industrial equipment and heavy trucks (ie. Greater than 2700 gf of GVW) and parks and accessories thereof."

4. By adding the map attached to this Bylaw as Schedule A as Schedule SW;

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 469, (3344 & 3370 Luxton Rd and 2869 Sooke Rd), 2017".

READ A FIRST TIME this day of, 2017.

PUBLIC HEARING held this day of, 2017.

READ A SECOND TIME this day of, 2017.

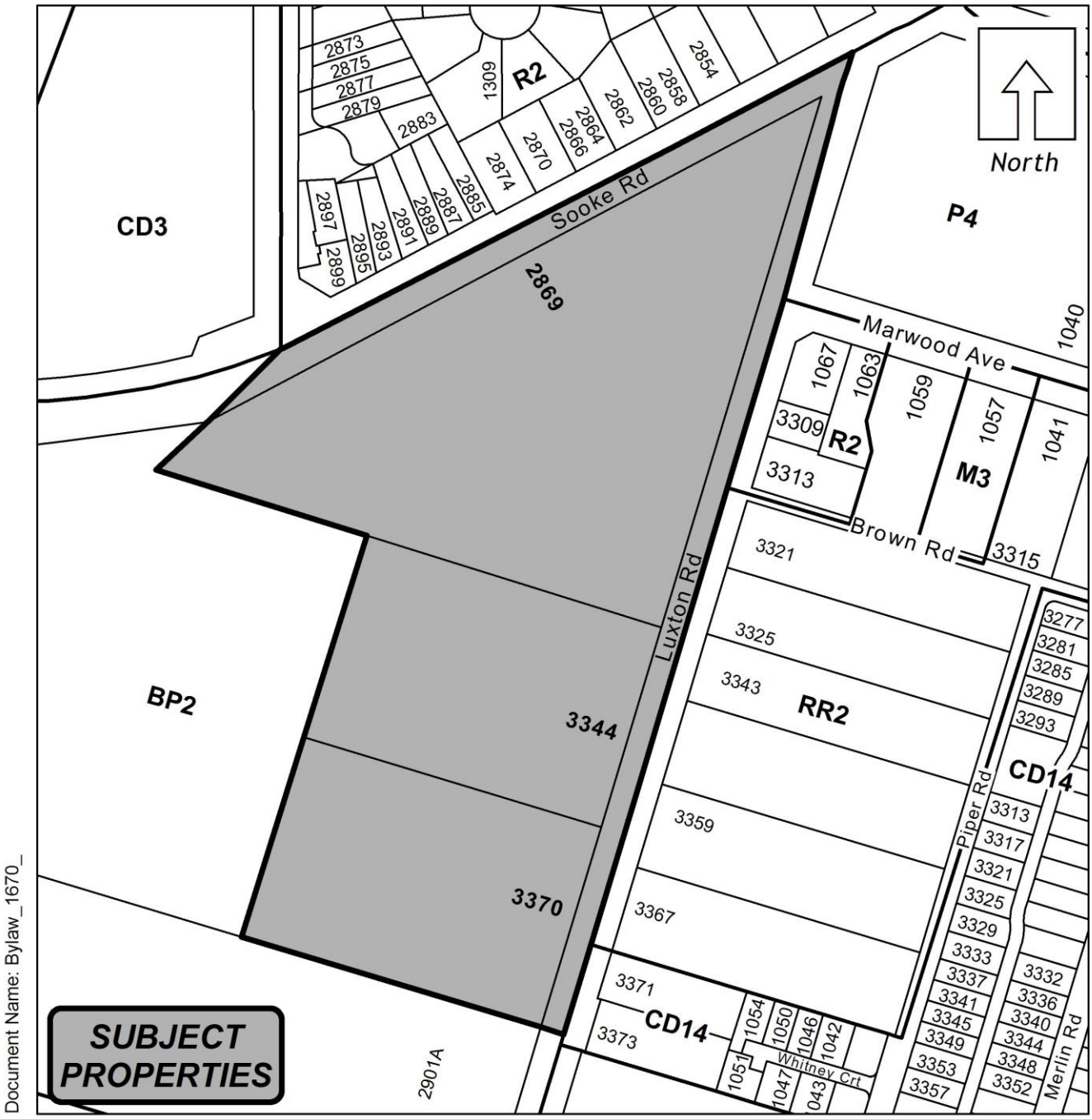
READ A THIRD TIME this day of, 2017.

APPROVED BY THE MINISTRY OF TRANSPORTATION this day of , 2017.

ADOPTED this day of , 2017.

MAYOR

(Certified Correct)
CORPORATE OFFICER



Document Name: Bylaw_1670_

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1670

_____
MAYOR

ADOPTION: _____

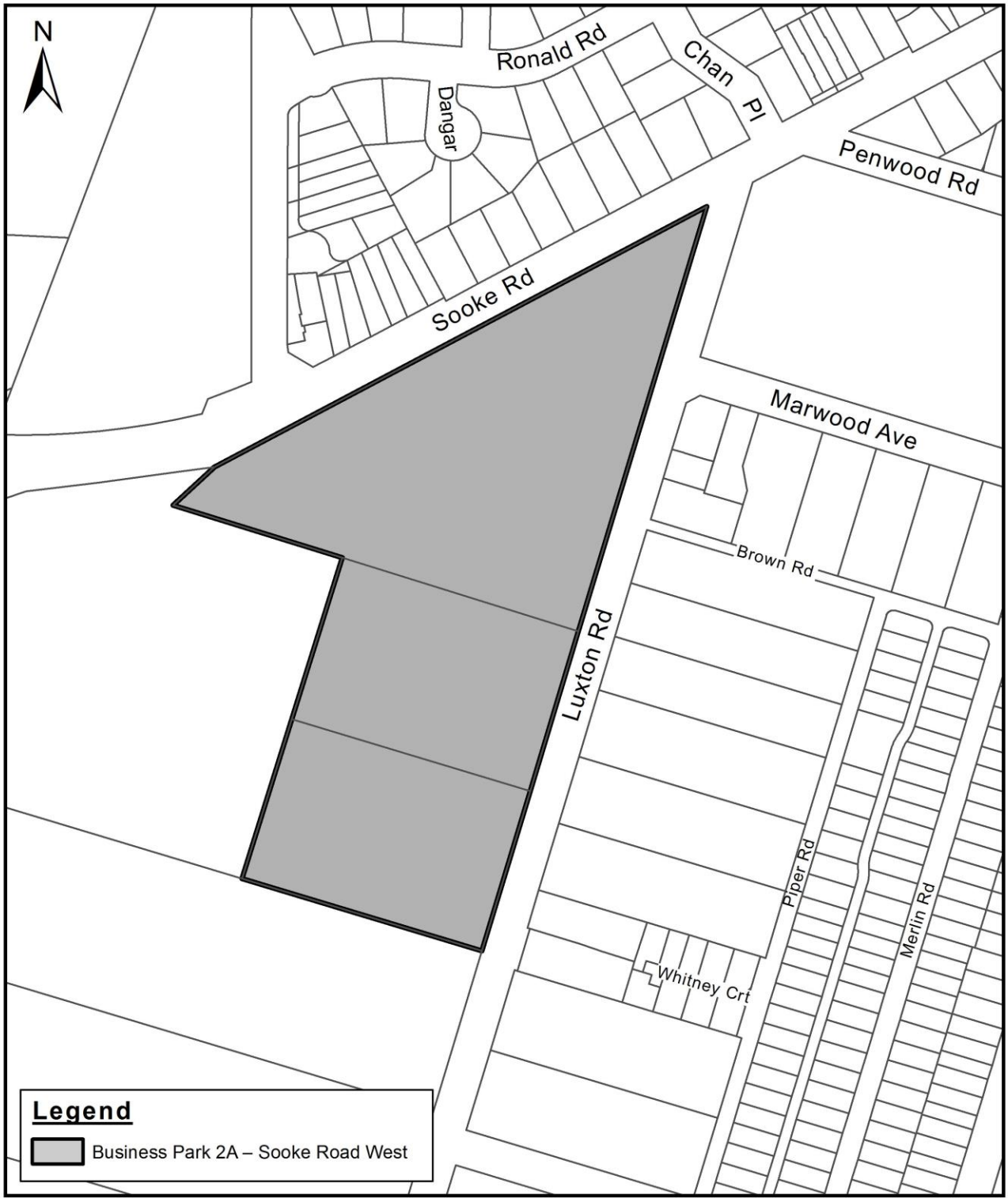
_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 12/21/2016

Appendix A to Bylaw No. 1670

Schedule "SW" to Bylaw No.300
Business Park 2A – Sooke Road West (BP2A) Zone Map



CITY OF LANGFORD

BYLAW NO. 1700

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES.

WHEREAS:

(a) Council may impose development cost charges under Section 559 of the *Local Government Act*.

(b) Development cost charges may be imposed for the sole purpose of providing funds to assist the City in paying the capital cost of providing, constructing, altering or expanding sewage, water, drainage and highway facilities and providing or improving park land, or any of them, in order to serve, directly or indirectly, the development for which the charges are imposed.

(c) In the consideration of Council, the charges imposed under this bylaw:

(i) are not excessive in relation to the capital cost of prevailing standards of service in the City;

(ii) will not deter development in the City;

(iii) will not discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land;

(d) In the opinion of Council, the charges imposed under this bylaw are:

(i) related to capital costs attributable to projects included in the City's capital expenditure bylaw, including projects described in Schedules “B” to “F” attached to and forming part of this Bylaw;

(ii) related to capital projects consistent with the City's Official Community Plan.

NOW THEREFORE, the Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

Interpretation:

1. In this Bylaw:

"Building" means any structure used or intended for supporting or sheltering any use or persons, animals or property.

"City" means the City of Langford or the geographical area within the boundaries of the City of Langford, as the context requires.

"Commercial" means any commercial use as permitted under the City's zoning bylaw.

"Dwelling unit" means two or more habitable rooms constituting a self-contained unit with a separate entrance, and used or intended to be used together for living and sleeping purposes for not more than one family and containing a separate and properly ventilated kitchen with a sink and not more than one set of cooking facilities and a bathroom with a water closet, washbasin and a bath or shower, and includes all seniors housing.

"Gross floor area" means the total area of all floors of a building measured to the outside surface of the exterior walls, excluding below ground parking, garages, carports and sun decks.

"Industrial" means a use permitted in an industrial zone under the City's zoning bylaw.

“Institutional” means any use that is not commercial, industrial, public utility or residential.

"Multi-family" means a use containing four or more dwelling units.

"Residential" means a use containing up to and including three dwelling units.

"Public Utility" means a private business organization that is subject to governmental regulation because it provides an essential service or commodity such as water, electricity, sewage collection, transportation or communication to the consuming public.

“Site area” in relation to storm drainage charges means that portion of a lot from which storm water drains directly or indirectly to drainage works of the City following the completion of industrial or institutional development of the lot.

"Structure" means anything constructed, erected or placed, the use of which requires location on the ground or attachment to something having location on the ground; excludes concrete or asphalt or similar surfacing of a lot, fences, signs and underground sewage disposal facilities.

"Townhouse" means:

a) A building divided into two or more dwelling units with each dwelling unit having direct access to the exterior at grade or;

b) Two or more detached dwellings constructed on the same lot.

Charges:

2. a) Every person who obtains approval of a subdivision, including a subdivision for the purpose of leasing land for a term exceeding 3 years, in a zoning district which permits the use of land for residential purposes shall pay to the City the development cost charges set out in Schedule "A" attached to and forming part of this bylaw, and the approving officer shall not approve such a subdivision until such development cost charges have been paid.

b) Every person who obtains a building permit for a building or structure for a residential, commercial, institutional, industrial or public utility development, including a building containing fewer than four dwelling units, shall pay to the City the development cost charges set out in Schedule "A" and the building inspector shall not issue such a building permit until such development cost charges have been paid.

3. a) The charges imposed under Section 2(a) shall be paid in respect of the number of lots created in addition to the number of lots existing at the time of subdivision, and on the basis of two dwelling units for each additional lot on which the zoning bylaw permits the construction of duplexes.

b) The charges imposed under Section 2(b) shall be paid on building permit issuance based on the information contained in the building permit application, and may, in the sole discretion of the City, be adjusted as necessary with reference to the building actually constructed, and any additional amount shall be paid prior to the issuance of an occupancy permit.

4. A charge is payable in respect of every event under Tables 1(A), 1(B) and 1(C) of Schedule “A”, provided that:

a) a charge is not payable under this Section where a charge under this bylaw has been paid previously for the same event in respect of the same development;

b) a credit shall be deducted from the amount that would otherwise have been imposed under this Section in respect of a parcel for the amount of development cost charges previously paid to the City for the same development on the same parcel under this bylaw.

5. Under no circumstances shall any charges collected under this bylaw be refunded. When an approved subdivision plan is not deposited or no construction is commenced pursuant to an approved building permit, charges collected shall be credited toward charges payable in respect of a future charging event under Table 1.

Exemptions:

6. No charge is payable under this bylaw where:

   a) the building permit authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under s. 220(1)(h) or s. 224(2)(f) of the *Community Charter;*

   or

   b) the value of the work authorized by the permit does not exceed $50,000 or any other amount prescribed by regulation under s. 561(9) of the *Local Government Act*.

Severance:

7. In the event a portion of this bylaw is set aside by a court of competent jurisdiction, the portion is deemed to be severed from the bylaw such that the remaining portions of the bylaw continue in force and effect.

Rate Reductions:

8. Pursuant to s. 563 of the *Local Government Act*, a charge payable under Tables 1(A), 1(B), 1(C) or 1(D) shall be reduced for that portion of a development consisting of dwelling units in apartment buildings (as defined in Zoning Bylaw No. 300) which provide either for-profit or not-for-profit rental housing, provided that the developer registers a covenant on title, which restricts the use of that portion of the development to the class of development in the following table that qualified the developer for the reduction that has been applied, for a period of at least 10 years from the date of payment of the charge, or in the case of a 100% reduction of the charge, the date that the charge would otherwise have been payable, as follows:

Development Class	Area*	Charge Reduction
Non-Profit Rental Housing	City Centre	100%
Non-Profit Rental Housing	Except City Centre	100%
For-Profit Rental Housing	City Centre	30%
For-profit Rental Housing	Except City Centre	25%

* City Centre – as defined by the Official Community Plan

Citation:

9. This bylaw may be cited for all purposes as the "City of Langford Development Cost Charge Bylaw No. 1700, 2017."

Repeal:

10. District of Langford Development Cost Charge Bylaw No. 26, 1993 is repealed.

READ a first time this _____.

READ a second time this _____.

READ a third time this _____.

APPROVED BY The Inspector of Municipalities, pursuant to s. 560 of the *Local Government Act* on this _____.

RECONSIDERED AND FINALLY ADOPTED this _____.

_____ _____

MAYOR CLERK

SCHEDULE "A"
DEVELOPMENT COST CHARGES
(Bylaw No. 1700)

1. The charges to be levied and paid are the amounts specified in Columns B and C of Tables 1(A) in respect of the class of development specified in Column "A".

Table 1(A) – Roads

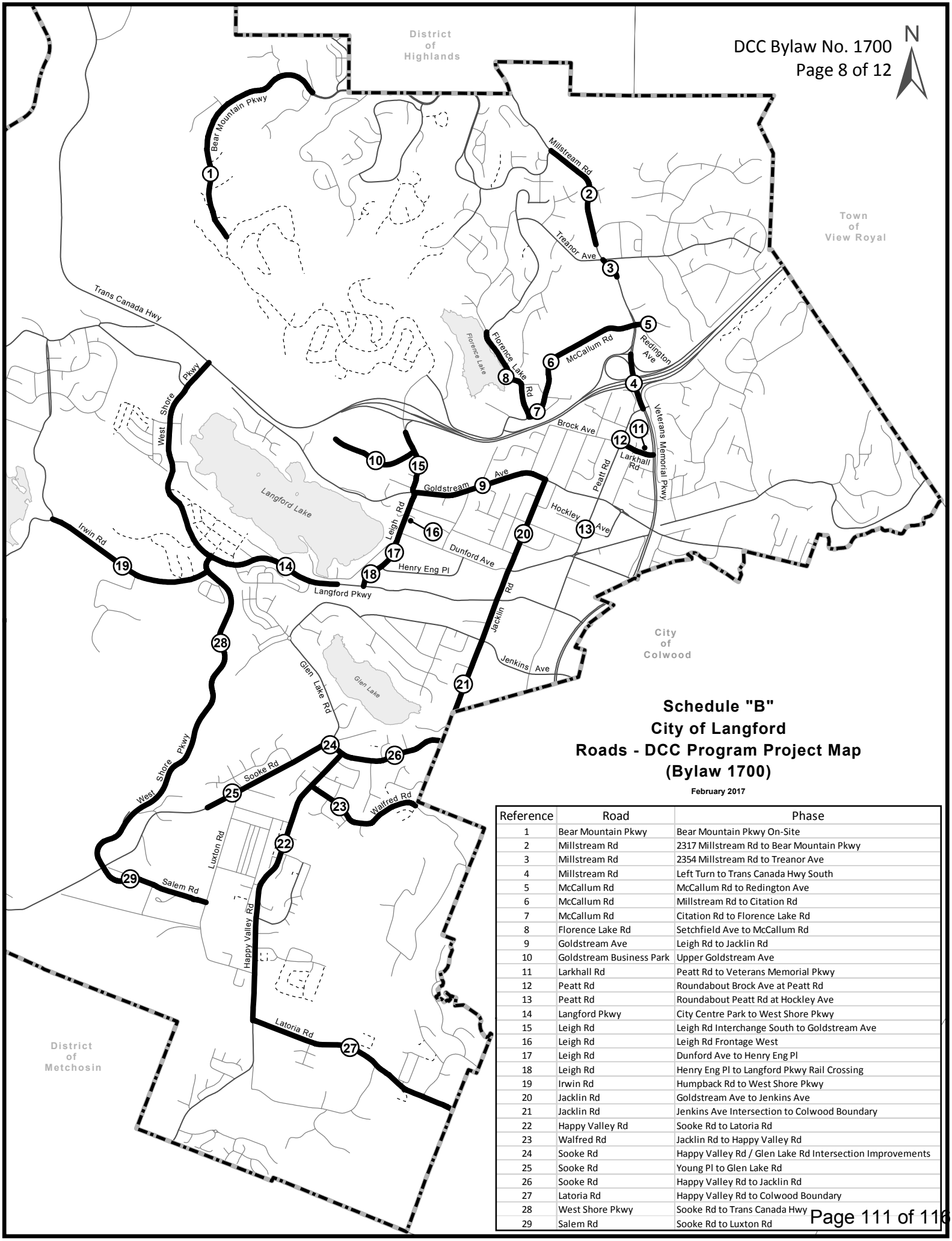
Column "A" Class of Development	Column "B" Subdivision	Column "C" Building Permit
Single family with suite per lot or Single family (>300 sq m lot)	$6,056	
Small (≤300sq m lot) lot or duplex per dwelling unit	$3,985	
Townhouse per dwelling unit		$3,985
Multi-family per dwelling unit		$3,188
Commercial per sq m gfa		$55.78
Industrial or Public utility per sq m gfa		$7.97
Institutional per sq m gfa		$71.72

Table 1(B) – Storm Drainage

Column "A" Class of Development	Column "B" Subdivision	Column "C" Building Permit
Single family with suite per lot or Single family (>300 sq m lot)	$1878	
Small (≤300sq m lot) lot or duplex per dwelling unit	$1166	
Townhouse per dwelling unit		$1166
Multi-Family per dwelling unit		$606
Commercial or Institutional per sq m gfa*		$5.20
Industrial or Public Utility per Hectare of site area		$28,886
Commercial Recreation or Public Utility with less than 5% impervious surface per sq m gfa*		$5.20

***gfa = gross floor area**

Table 1(C) – PARK & OPEN SPACE		
Column "A" **Class of Development**	**Column "B"** **Subdivision**	**Column "C"** **Building Permit**
Residential	Single Family $2,990 (of which $1890 is collected for Parkland Improvement and $1100 for Parkland Acquisition).	
Multi-family		$2,990.00 for each dwelling unit being built (of which $1890 is collected for Parkland Improvement and $1100 for Parkland Acquisition).



Schedule "B"
City of Langford
Roads - DCC Program Project Map
(Bylaw 1700)

February 2017

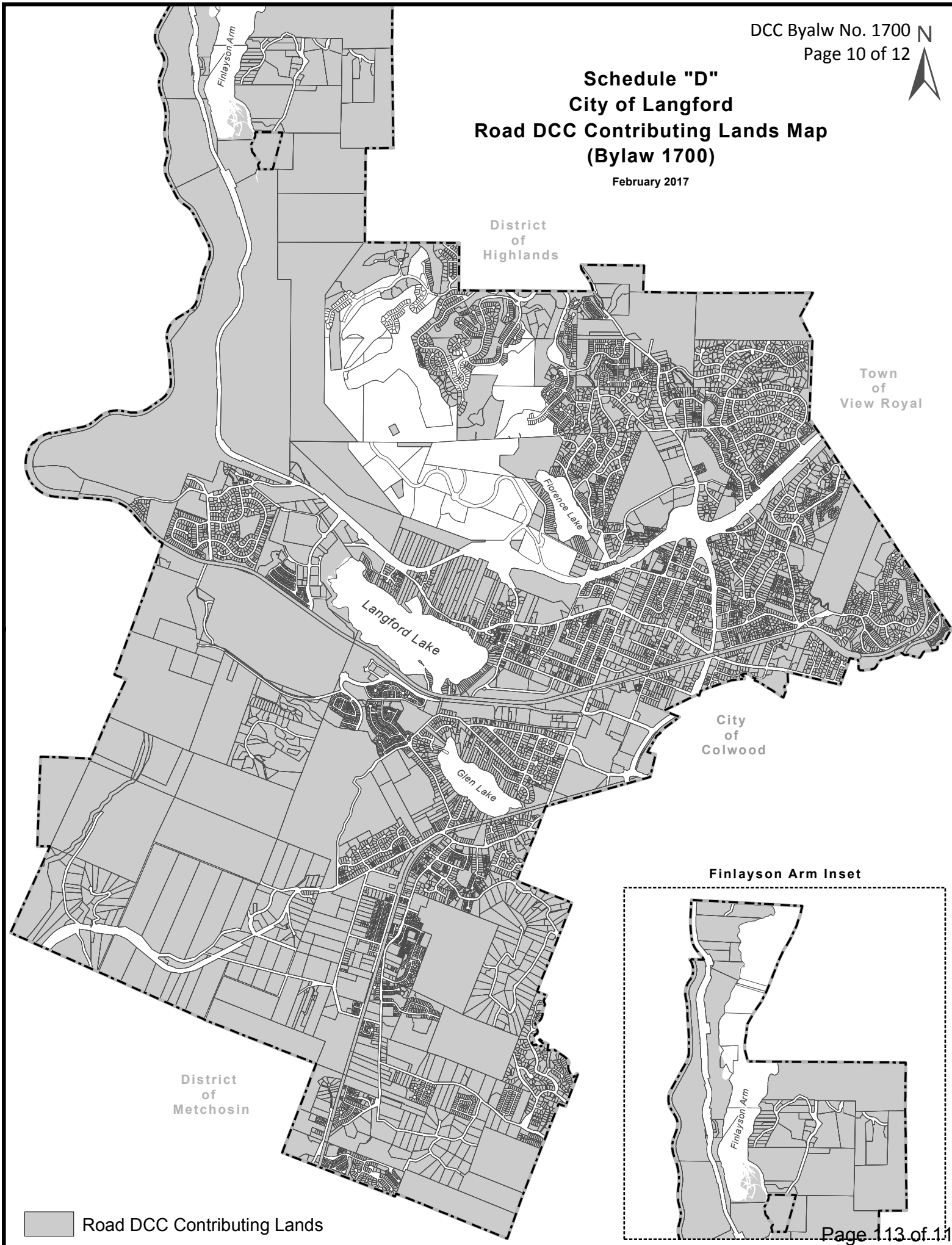
Reference	Road	Phase
1	Bear Mountain Pkwy	Bear Mountain Pkwy On-Site
2	Millstream Rd	2317 Millstream Rd to Bear Mountain Pkwy
3	Millstream Rd	2354 Millstream Rd to Treanor Ave
4	Millstream Rd	Left Turn to Trans Canada Hwy South
5	McCallum Rd	McCallum Rd to Redington Ave
6	McCallum Rd	Millstream Rd to Citation Rd
7	McCallum Rd	Citation Rd to Florence Lake Rd
8	Florence Lake Rd	Setchfield Ave to McCallum Rd
9	Goldstream Ave	Leigh Rd to Jacklin Rd
10	Goldstream Business Park	Upper Goldstream Ave
11	Larkhall Rd	Peatt Rd to Veterans Memorial Pkwy
12	Peatt Rd	Roundabout Brock Ave at Peatt Rd
13	Peatt Rd	Roundabout Peatt Rd at Hockley Ave
14	Langford Pkwy	City Centre Park to West Shore Pkwy
15	Leigh Rd	Leigh Rd Interchange South to Goldstream Ave
16	Leigh Rd	Leigh Rd Frontage West
17	Leigh Rd	Dunford Ave to Henry Eng Pl
18	Leigh Rd	Henry Eng Pl to Langford Pkwy Rail Crossing
19	Irwin Rd	Humpback Rd to West Shore Pkwy
20	Jacklin Rd	Goldstream Ave to Jenkins Ave
21	Jacklin Rd	Jenkins Ave Intersection to Colwood Boundary
22	Happy Valley Rd	Sooke Rd to Latoria Rd
23	Walfred Rd	Jacklin Rd to Happy Valley Rd
24	Sooke Rd	Happy Valley Rd / Glen Lake Rd Intersection Improvements
25	Sooke Rd	Young Pl to Glen Lake Rd
26	Sooke Rd	Happy Valley Rd to Jacklin Rd
27	Latoria Rd	Happy Valley Rd to Colwood Boundary
28	West Shore Pkwy	Sooke Rd to Trans Canada Hwy
29	Salem Rd	Sooke Rd to Luxton Rd

Bylaw 1700 SCHEDULE C - LANGFORD ROAD DCC PROJECT LIST

Road Name	Project #	Phase	Notes	Program 2016 to 2040 Capital Cost	Grants	Total Cost	Benefit to Ex users taxes	Tax Expense	net	1% Assist	DCC recoverable
Bear Mountain Parkway On Site	1	Bear Mountain Parkway On Site		$ 3,108,581		$3,108,581	1%	$ 31,086	$ 3,077,495	1% $ 31,086	$ 3,046,409
Millstream Road	2	2317 Millstream to Bear Mountain Parkway	3 lanes	$ 2,107,510		$ 2,107,510	1%	$ 21,075	$ 2,086,435	1% $ 21,075	$ 2,065,360
Millstream Road	3	2354 Millstream Road to Treanor Road	includes future improvement NB on Millstream Road changing right turn eastbound to right/thru lane and moving signal equipment	$ 500,000		$ 500,000	1%	$ 5,000	$ 495,000	1% $ 5,000	$ 490,000
Millstream Road	4	Left Turn to TCH south		$ 1,800,000		$ 1,800,000	1%	$ 18,000	$ 1,782,000	1% $ 18,000	$ 1,764,000
McCallum	5	McCallum at Reddington Road	Improved pedestrian safety, crosswalks, laning improvements	$ 500,000		$ 500,000	1%	$ 5,000	$ 495,000	1% $ 5,000	$ 490,000
McCallum	6	Millstream to Citation		$ 908,558		$ 908,558	1%	$ 9,086	$ 899,472	1% $ 9,086	$ 890,387
McCallum	7	Citation to Florence Lake Road - Remaining at Dec 31, 2016		$ 894,427		$ 894,427	1%	$ 8,944	$ 885,483	1% $ 8,944	$ 876,538
Florence Lake Road	8	Setchfield to McCallum Road	Road Improvements	$ 739,311		$ 739,311	1%	$ 7,393	$ 731,918	1% $ 7,393	$ 724,525
Goldstream Avenue Improvements	9	Leigh to Jacklin		$ 2,805,536		$ 2,805,536	1%	$ 28,055	$ 2,777,481	1% $ 28,055	$ 2,749,425
Goldstream Business Park Tech Road	10	off of Leigh Road		$ 6,000,000		$ 6,000,000	1%	$ 60,000	$ 5,940,000	1% $ 60,000	$ 5,880,000
Larkhall Extension	11	Larkhall Extension Peatt to Veterans Memorial Parkway	includes net land costs for City to obtain land at 2703 Peatt and 2684 Claude to add to Larkhall Extension. Assumes remainder of lands on these locations are sold off. $30/m2 for 800m2 used as conservative cost estimate for sum of $24,000.	$ 800,000		$ 800,000	1%	$ 8,000	$ 792,000	1% $ 8,000	$ 784,000
Peatt Road	12	Roundabout Brock Avenue at Peatt Road	land at 808 Brock may need purchasing. Have assumed a net $250K allowance to deal with this. Added to McElhanney cost of $554K to build roundabout	$ 850,000		$ 850,000	1%	$ 8,500	$ 841,500	1% $ 8,500	$ 833,000
Peatt Road	13	Roundabout Peatt Road at Hockley		$ 813,550		$ 813,550	1%	$ 8,136	$ 805,415	1% $ 8,136	$ 797,279
Langford Parkway	14	City Centre Park to West Shore Parkway	Declared Actual Cost to Cosntruct	$ 6,971,000		$ 6,971,000	1%	$ 69,710	$ 6,901,290	1% $ 69,710	$ 6,831,580
Leigh Road	15	Leigh Road Interchange south to Goldstream Avenue	Additional laning; Sidewalks	$ 528,992		$ 528,992	1%	$ 5,290	$ 523,702	1% $ 5,290	$ 518,412
Leigh Road	16	Leigh Road Frontage West (Goldstream to Leigh Place)		$ 358,102		$ 358,102	1%	$ 3,581	$ 354,521	1% $ 3,581	$ 350,940
Leigh Road	17	Leigh Road Dunford to Henry Eng Place	Westhills carrying a credit for completed work of $837,000 as of January 1, 2017	$ 837,000		$ 837,000	1%	$ 8,370	$ 828,630	1% $ 8,370	$ 820,260
Leigh Road	18	Rail Crossing Henry Eng Place to Langford Parkway	includes ral arm purchases	$ 3,018,576		$ 3,018,576	1%	$ 30,186	$ 2,988,390	1% $ 30,186	$ 2,958,204
Irwin Road	19	Humpback Road to West Shore Parkway	includes necessary road widening for existing portions	$ 833,994		$ 833,994	1%	$ 8,340	$ 825,654	1% $ 8,340	$ 817,314
Jacklin Road	20	Goldstream Avenue to Jenkins Avenue		$ 496,636		$ 496,636	1%	$ 4,966	$ 491,670	1% $ 4,966	$ 486,703
Jacklin Road	21	Jenkins Avenue Intersection to Colwood Boundary		$ 3,292,914		$ 3,292,914	1%	$ 32,929	$ 3,259,985	1% $ 32,929	$ 3,227,056
Happy Valley Road	22	Sooke Road to Latoria	3 lanes and Frontage	$ 2,369,580		$ 2,369,580	1%	$ 23,696	$ 2,345,884	1% $ 23,696	$ 2,322,188
Walfred Road	23	Jacklin Road to Happy Valley Road	Parking and Frontage Only	$ 1,014,664		$ 1,014,664	1%	$ 10,147	$ 1,004,517	1% $ 10,147	$ 994,371
Highway 14 (Sooke Road)	24	Sooke at Happy Valley/Glen Lake Road Intersection Realignment	Includes extra lanes extensions	$ 1,850,000	$ 375,000	$ 1,475,000	1%	$ 14,750	$ 1,460,250	1% $ 14,750	$ 1,445,500
Highway 14 (Sooke Road)	25	Young Place to Glen Lake Road	5 Lanes and Frontage	$ 2,100,000	$ 375,000	$ 1,725,000	1%	$ 17,250	$ 1,707,750	1% $ 17,250	$ 1,690,500
Highway 14 (Sooke Road)	26	Happy Valley Road to Jacklin Road	5 Lanes and Frontage	$ 2,250,000	$ 750,000	$ 1,500,000	1%	$ 15,000	$ 1,485,000	1% $ 15,000	$ 1,470,000
Latoria	27	Happy Valley to Colwood Boundary	Frontage, laning, paving	$ 2,182,773		$ 2,182,773	1%	$ 21,828	$ 2,160,945	1% $ 21,828	$ 2,139,118
West Shore Parkway	28	Sooke Road to Trans Canada Highway	Total grant $22.5M includes $1.8M utilities which are not creditable so that cost was removed for net cost of $20.55M for grant project. Added in provisions for a future cost of 1 additional lane from the railway to the Langford Parkway roundabout holding at $500K)	$24,236,315	$13,701,712	$10,534,603	1%	$ 105,346	$ 10,429,257	1% $ 105,346	$ 10,323,911
Salem Road	29	Salem Road from Sooke Road to Luxton Road		$4,681,755		$4,681,755	1%	$ 46,818	$ 4,634,937	1% $ 46,818	$ 4,588,120
Totals				**$ 70,833,683**	**$ 15,201,712**	**$ 63,648,062**	**1%**	**$ 636,481**	**$ 63,011,581**	**1% $ 636,481**	**$ 62,375,101**

Schedule "D"
City of Langford
Road DCC Contributing Lands Map
(Bylaw 1700)

February 2017



SCHEDULE "E"
2012 STORM DRAINAGE DCC PROJECT LIST
(Bylaw No. 1700)

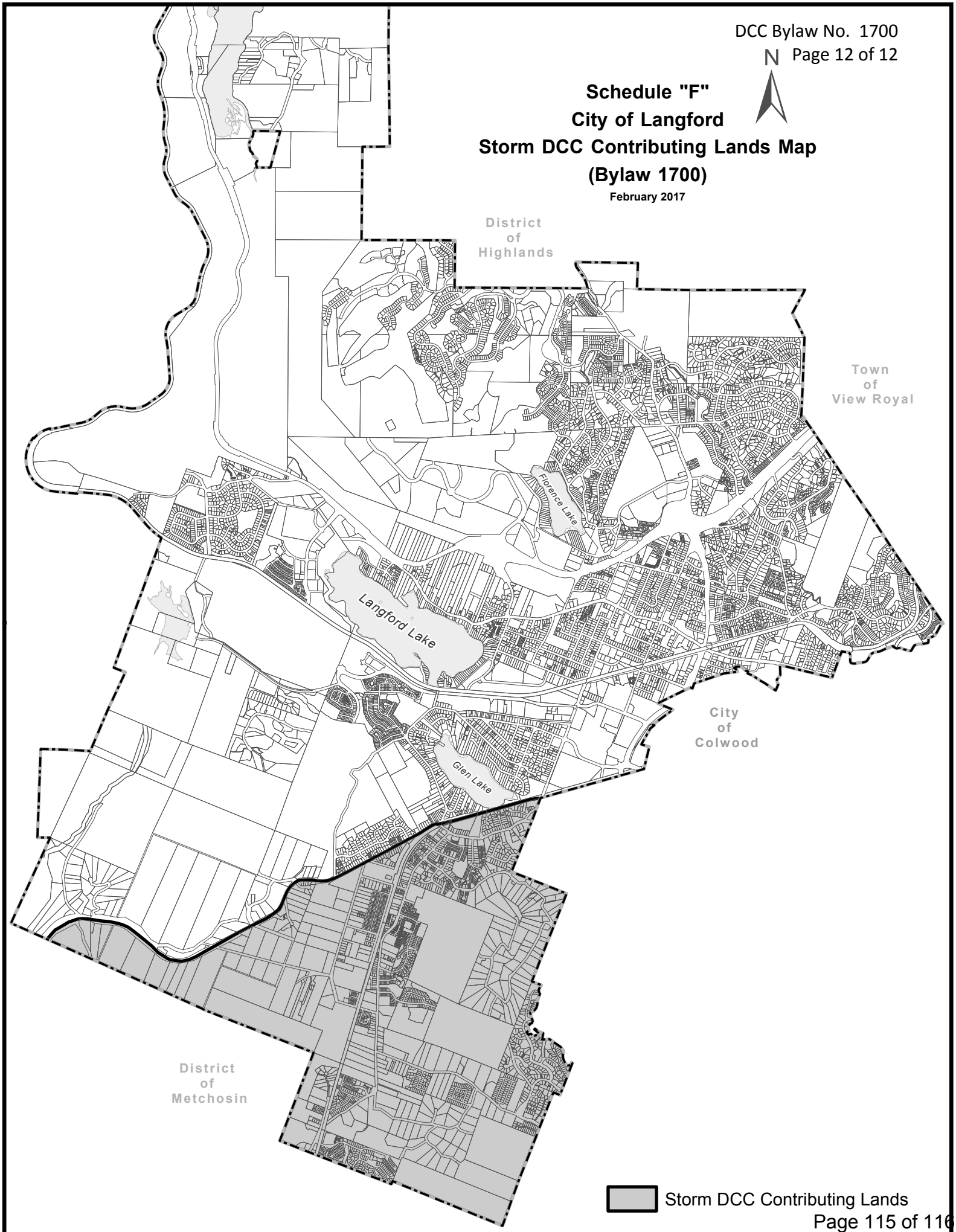
City of Langford
Schedule E 2017 Stormwater DCC Program Project List

Number	Project	Type	Size/length	Estimated 2017 Cost (incl E&C&Land)	Grants	Benefit to Exist Users	Assist	Total Gen Rev	NET DCC Eligible
1	SVI Rangers	Pond	19,500	$1,179,750	$300,000	10%	1%	$129,773	$749,978
2	Parkdale Dr/Sooke Rd	Pond	10,000	$330,000	$0	10%	1%	$36,300	$293,700
3	Desmond Dr	Pond	1,300	$77,000	$0	10%	1%	$8,470	$68,530
4	804 Latoria	Pond	1,800	$110,000	$0	10%	1%	$12,100	$97,900
5	3609 Dicker	Pond	2,000	$165,000	$0	10%	1%	$18,150	$146,850
6	Pritchard: 910 Latoria	Ch Imp	100	$132,000	$0	10%	1%	$14,520	$117,480
7	Parkdale/Slegg Channel	Ch Imp	375	$209,000	$0	10%	1%	$22,990	$186,010
8	Summer breeze Channel	Ch Imp	200	$143,000	$0	10%	1%	$15,730	$127,270
9	Happy Valley: Luxton - Bilston	Stm Drain	500	$660,000	$250,000	10%	1%	$72,600	$337,400
10	Latoria: Happy V to 200m east	Stm Drain	200	$220,000	$0	10%	1%	$24,200	$195,800
11	Jacklin Rd: Walfred - Glen Lk	Stm Drain	750	$0	$0	10%	1%	$0	$0
12	Ernhill Dr: Ernhill - Glen Lk	Stm Drain	500	$880,000	$0	10%	1%	$96,800	$783,200
13	890 - 915 Walfred	Stm Drain		$417,120	$0	10%	1%	$45,883	$371,237
14	919 - 931 Walfred	Stm Drain		$214,500	$0	10%	1%	$23,595	$190,905
15	2622 - 3227 Ernhill Dr	Stm Drain		$163,900	$0	10%	1%	$18,029	$145,871
16	2621 - 2633 Ernhill Dr	Stm Drain		$92,070	$0	10%	1%	$10,128	$81,942
17	Misc Improvements	Ch Imp		$880,000	$0	10%	1%	$96,800	$783,200
18	Storm water Management Plan			$82,500	$0	10%	1%	$9,075	$73,425
				$5,955,840	$550,000			$655,142	$4,750,698

N

Schedule "F"
City of Langford
Storm DCC Contributing Lands Map
(Bylaw 1700)

February 2017



City of Langford
www.cityoflangford.ca

February 6th, 2017

In-Camera Resolution

a) That it is the opinion of Council that the public interest requires that persons other than members of Council and Officers be excluded from the meeting to consider confidential information regarding Property Disposition and New Service under Section 90 (1) (e) and (k) of the Community Charter.
b) That Council continues the meeting in closed session.