CITY OF LANGFORD

REGULAR MEETING OF COUNCIL

Monday, November 2nd, 2020 @ 5:30 p.m.

Due to COVID-19 Council Chambers is Closed

Dial In: 1-855-703-8985 (Canada Toll Free) or 1-778-907-2071 **Conference ID:** 813 4524 5567

To Participate: During the public participation period, press **Star (*) 9** to "raise your hand".
Participants will be unmuted one by one when it is their turn to speak.
When called upon, you will have to press *6 to unmute the phone from your side as well.
We may experience a delay in opening the meeting due to technical difficulties. In the event that the meeting does not start as scheduled please be patient and stay on the line, we will get started as quickly as possible. **Public Dial-In Details are also posted at www.langford.ca**

AGENDA

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(SECOND AND THIRD READINGS)

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(ADOPTION)

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(FIRST READING)

11. <u>IN-CAMERA RESOLUTION</u>

THAT Council close the meeting to the public pursuant to section 90 (1) a, e and k of the *Community Charter* to consider:

- **personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;**
- **the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;**
- **negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.**

12. <u>ADJOURNMENT</u>

PUBLIC HEARING
Monday, 2 November 2020

Bylaw No. 1883
File No. Z19-0023

A Bylaw to Rezone 2627 Sooke Rd from the R2 (One- and Two-Family Residential) Zone to the C9 (Community Town Centre Pedestrian 9) Zone to permit a 90-unit apartment building with one commercial unit along Sooke Rd.

CITY OF LANGFORD
BYLAW NO. 1883

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 C9 (COMMUNITY TOWN CENTRE PEDESTRIAN 9) Zone the property legally described as LOT 1 SECTION 83 ESQUIMALT DISTRICT PLAN 21459, PID No. 003-395-812 (2627 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 Table 1 of Schedule AD:

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
C9	1883	LOT 1 SECTION 83 ESQUIMALT DISTRICT PLAN 21459, PID No. 003-395-812 (2627 Sooke Rd)	a) $2,074 per new unit created on the 1st to 4th storeys of the building towards the General Amenity Reserve Fund; and b) $1,037 per new unit created on the 5th and 6th storeys of the building towards the General Amenity Reserve Fund; and c) $10.75 per square metre of commercial space in the building towards the General Amenity Reserve Fund; and d) $610 per new unit created on the 1st to 4th storeys of the building towards the Affordable Housing Reserve Fund; and e) $305 per new unit created on the 5th and 6th storeys of the building towards the Affordable Housing Reserve Fund.	No

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 581, (2627 Sooke Rd), Bylaw No. 1883, 2020".

READ A FIRST TIME this 18th day of February, 2020.

PUBLIC HEARING held this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

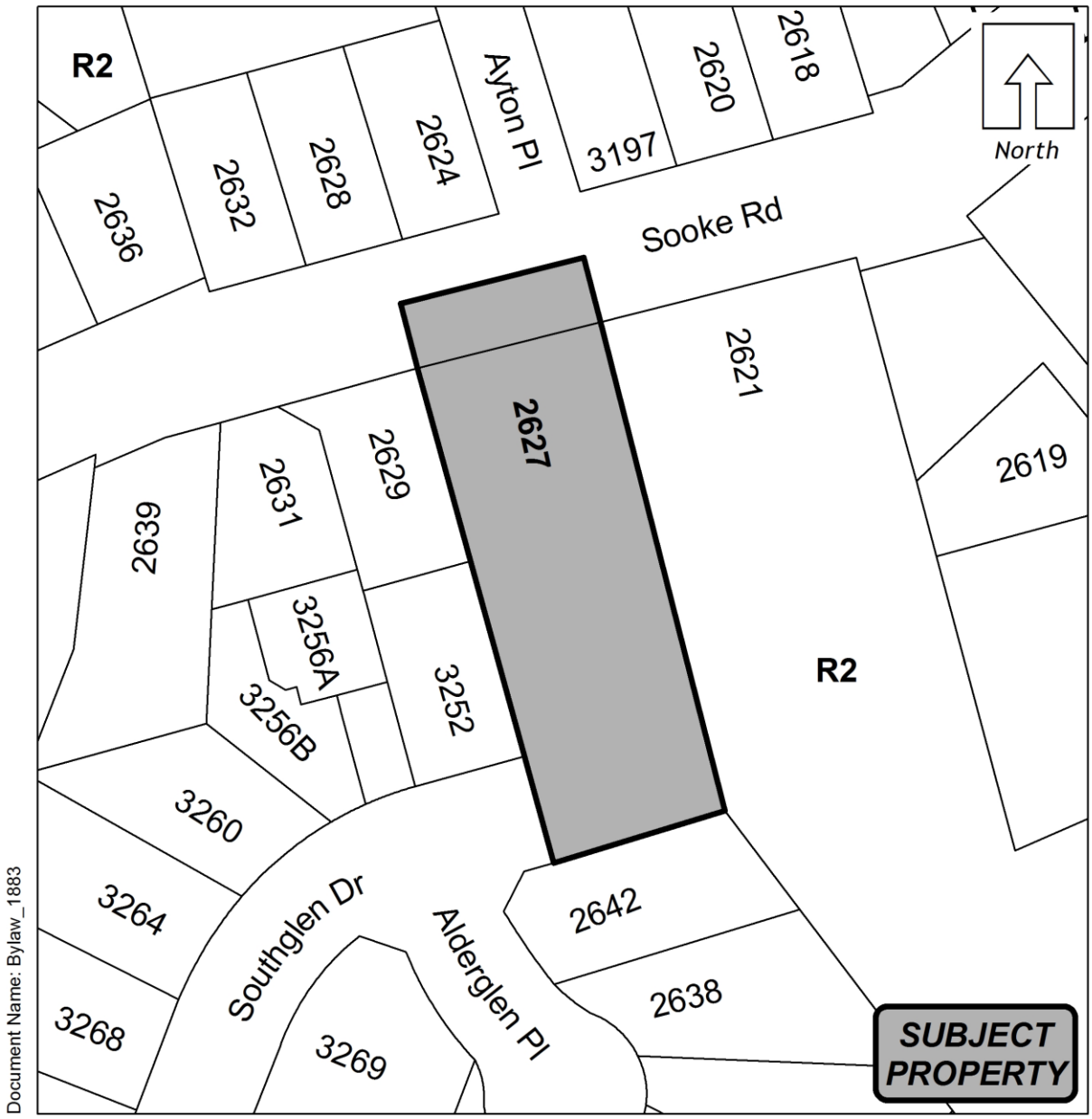
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS day of , 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1883

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1883

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 12/19/2019

City of Langford
www.cityoflangford.ca

NOTICE OF PUBLIC HEARING

The City of Langford has received an application to amend Zoning Bylaw No. 300 by means of proposed Bylaw No. 1883. All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded an opportunity to be heard or to present written submissions respecting matters contained in the Bylaw at a Public Hearing to **be held by electronic means** by **the CITY OF LANGFORD COUNCIL on Monday, 2 November 2020, at 5:30 pm**. Please be advised that no representations may be received by Council after the close of the Public Hearing and any submissions made to Council, whether orally or in writing, will form part of a public record.

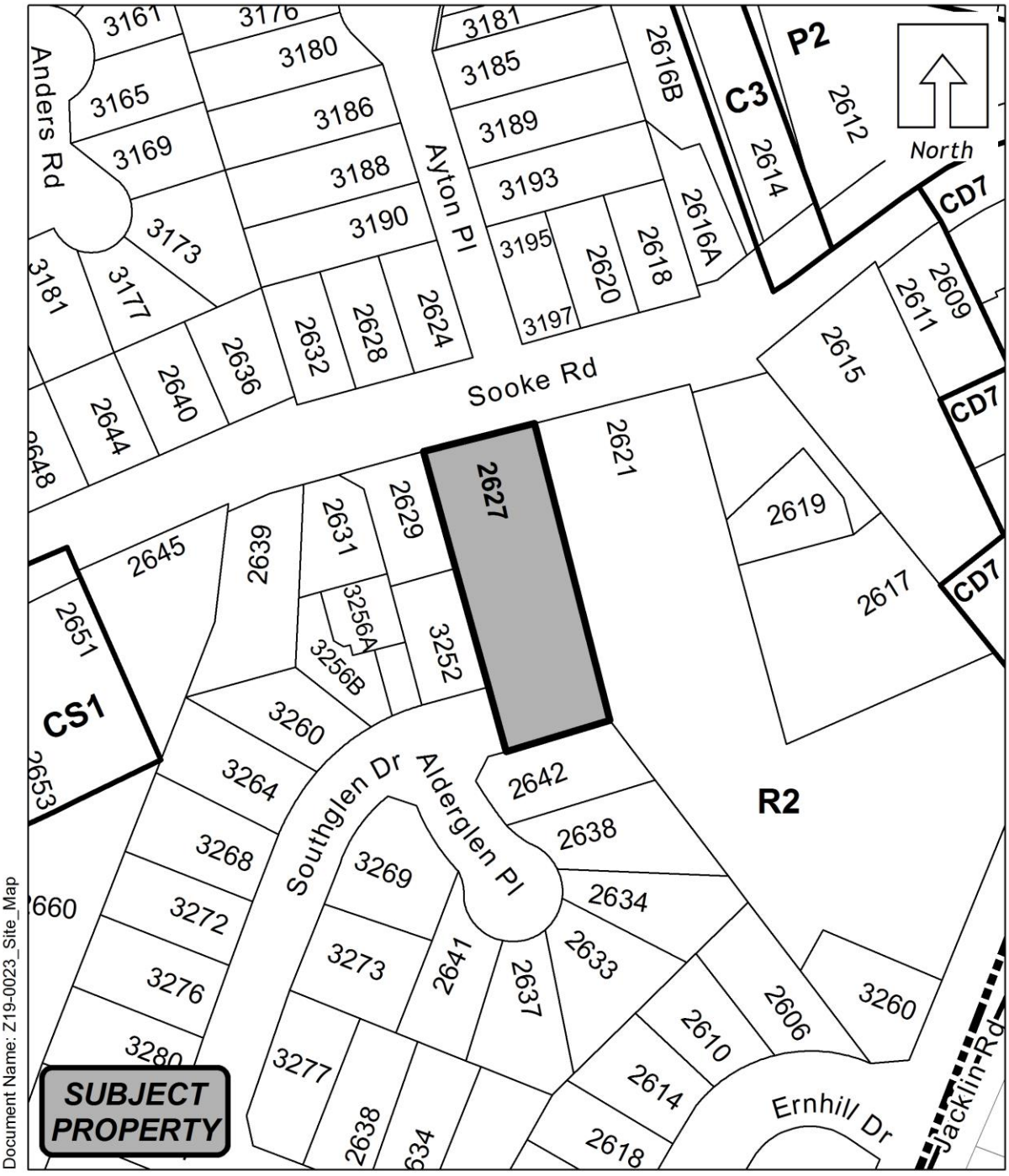
Meeting Date	Monday, 2 November 2020	
Meeting Time	5:30 pm	
Meeting Place	City Hall Council Chambers, Third Floor, 877 Goldstream Avenue	
Subject Property	2627 Sooke Rd	
File	Z19-0023	Bylaw Number: 1883
Official Community Plan	Current: Neighbourhood Centre	Proposed: No Change
Zoning	Current: R2 (One- and Two-Family Residential)	Proposed: C9 (Community Town Centre Pedestrian 9)
Proposal	**To permit a 90-unit apartment building with one commercial unit along Sooke Rd**.	

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

COPIES of the complete Bylaw and other material that the Council may consider in relation to the bylaw may be made available upon request by emailing to planning@langford.ca or in writing to Langford City Hall, 2nd Floor, 877 Goldstream Avenue, Langford, BC, V9B 2X8 for the duration of the pandemic emergency. Please contact Robert Dykstra in the Planning Department at 250-478-7882 or by email at rdykstra@langford.ca with any questions on this bylaw.

Braden Hutchins
Director of Corporate Services

REZONING BYLAW AMENDMENT
(Z19-0023)
2627 Sooke Rd



Document Name: Z19-0023_Site_Map

Scale: N.T.S.

Last Revised: 9/18/2019

RCMP, police dogs chase down B&E suspects

Two arrested men facing multiple charges



West Shore RCMP wound up a vehicle pursuit and foot chase with an arrest of two men suspected of a break and enter and theft in Langford. (Aaron Guillen/News Staff)

West Shore RCMP and police dogs chased down and arrested two men Tuesday morning after receiving reports of a stolen vehicle and a break and enter.

On Tuesday, Oct. 13 at 9:20 a.m., a Langford woman called the police after returning home from dropping off her child and finding two men leaving her home with stolen items, according to an RCMP news release.

Seeing her, the men jumped into a Dodge Ram 2500 truck and took off. Luckily, the homeowner was able to record the truck's licence plate and reported it to police.

Police determined the vehicle had been reported stolen from another Langford residence earlier that morning.

An officer spotted the vehicle on 6 Mile Road in View Royal and attempted to pull the driver over.

However, the driver took off at a high speed and police were only able to catch them after the driver crashed the stolen truck into a rock wall near the entrance to Thetis Lake Park. The suspects then fled on foot.

Officers and members of the West Shore RCMP Police Dog Section chased down and caught both suspects.

One suspect sustained a dog bite and is being treated for minor injuries.

The men were arrested for numerous offences, including break and enter, theft from residence, vehicle theft, dangerous driving and flight from police.

One suspect was also found to be carrying an extendable baton and concealed knife. The investigation is still underway.

aaron.guillen@goldstreamgazette.com

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City of Langford
www.cityoflangford.ca

NOTICE OF PUBLIC HEARING

The City of Langford has received an application to amend Zoning Bylaw No. 300 by means of proposed Bylaw No. 1883. All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded an opportunity to be heard or to present written submissions respecting matters contained in the Bylaw at a Public Hearing to be held **by electronic means** by **the CITY OF LANGFORD COUNCIL on Monday, 2 November 2020, at 5:30 pm.** Please be advised that no representations may be received by Council after the close of the Public Hearing and any submissions made to Council, whether orally or in writing, will form part of a public record.

Proposal: **The purpose of Bylaw No. 1883 is to amend the City of Langford Zoning Bylaw No. 300 by amending the zoning designation of the land that is the subject of Bylaw No. 1883 from R2 (One- and Two-Family Residential) Zone and adding to the C9 (Community Town Centre Pedestrian 9) Zone to allow a 90-unit apartment building with one commercial unit along Sooke Rd.**

Applicant: **Danny Jadresko, Woodsmere Holdings Corp.**

Location: **The land that is the subject of Bylaw No. 1883 is 2627 Sooke Rd as shown shaded on the plan.**

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

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Braden Hutchins
Director of Corporate Services

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T · 250-478-7882 F · 250-478-7864

City of Langford
www.cityoflangford.ca

NOTICE OF PUBLIC HEARING

The City of Langford has received an application to amend Zoning Bylaw No. 300 by means of proposed Bylaw No. 1931. All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded an opportunity to be heard or to present written submissions respecting matters contained in the Bylaw at a Public Hearing to **be held by electronic means by the CITY OF LANGFORD COUNCIL on Monday, 2 November 2020, at 5:30 pm.** Please be advised that no representations may be received by Council after the close of the Public Hearing and any submissions made to Council, whether orally or in writing, will form part of a public record.

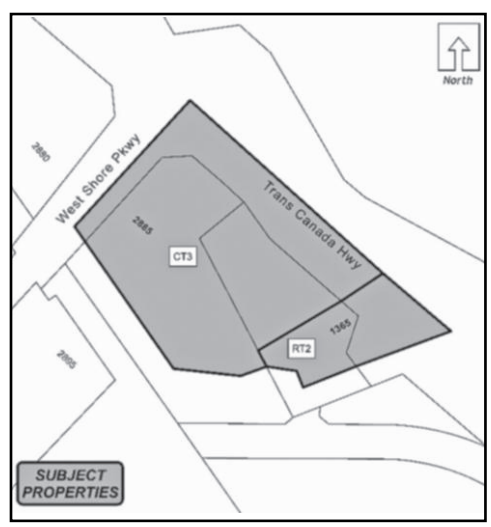
Proposal: **The purpose of Bylaw No. 1931 is to amend the City of Langford Zoning Bylaw No. 300 by amending the zoning designation of the land that is the subject of Bylaw No. 1931 from AM (Amenity) Zone and adding to the CT1 (Tourist Commercial 1) and RT2 (Residential Townhouse) Zones to allow a hotel, restaurant and approximately 30 townhouse residential units.**

Applicant: **City of Langford**

Location: **The land that is the subject of Bylaw No. 1931 is 2885 West Shore Pkwy and 1365 Goldstream Ave as shown shaded on the plan.**

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

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Braden Hutchins
Director of Corporate Services

LAWN AND GARDEN WASTE CURBSIDE COLLECTION IN NOVEMBER

The Town's collection contractor, Waste Management, will be collecting lawn and garden waste (grass, leaves, flowers, shrub clippings, weeds and small branches) from the curbside of residential homes this fall on the following dates:

- For those residents who get their weekly garbage picked up on TUESDAYS, your lawn and garden waste pick-up day will be SATURDAY, NOVEMBER 7, 2020.
- For those residents who get their weekly garbage picked up on WEDNESDAYS, your lawn and garden waste pick-up day will be SATURDAY, NOVEMBER 14, 2020.
- For those residents who get their weekly garbage picked up on THURSDAYS, your lawn and garden waste pick-up day will be SATURDAY, NOVEMBER 21, 2020.
- For those residents who get their weekly garbage picked up on FRIDAYS, your lawn and garden waste pick-up day will be SATURDAY, NOVEMBER 28, 2020

All items are to be placed at the end of your driveway at the curbside by 7:00 a.m. on the day of your collection.

For more information about this service, or to report a missed pickup, please contact the Town Hall at **(250) 479-6800** or visit the Town's website at **www.viewroyal.ca**.

Couple 'all-in' opening restaurant amid pandemic

Jane Skrypnek
News Staff



Cole Byers and Jasmine Grant are taking a leap of faith and opening The Rack Westcoast Bistro in Langford, despite the COVID-19 pandemic. (Jane Skrypnek/News Staff)

In the midst of a global pandemic that has dealt the restaurant industry a deadly blow, far more people are thinking about closing restaurants than opening them.

But, in what he described as "an all-in move", Cole Byers is taking a chance and opening The Rack Westcoast Bistro in Langford.

Located at the corner of Millstream Road and Treanor Avenue, the casual dining restaurant isn't officially open yet but Byers said they're happily providing takeout and serving anyone who happens to wander in.

"My focus is to make sure we've worked out all the kinks before opening," Byers said.

He added they're hoping this slow and steady approach, combined with thorough market research and a focus on the community, will lead to a successful business despite difficult circumstances.

Byers has also had the advantage of seeing first hand how a restaurant needs to adapt and run under COVID-19 restrictions. He is a co-owner of McRae's Restaurant in Saanich.

So, when Byers and his business partner and wife, Jasmine Grant, started designing The Rack Bistro, they already had a good idea of how they should lay out the restaurant and set up operations.

Even with 14 years of experience in the industry though, Byers knows this decision is risky. "It's an all-chips-in move," he said. "I know if I don't make it work, I ate it for my family."

The couple has five children, and Byers said they want The Rack Bistro to be a true "mom and pop shop" — a place where all kinds of community members can go and feel comfortable.

Ranked as the fastest growing community in B.C. in 2019, Langford is an ideal place to launch a new business, Byers said. The only thing he and Grant have found the city is missing is more local businesses.

The couple hopes to fill that void. Byers said he has made it a point to talk to every single person who has walked through their door so far.

"Come in, experience, test it. If it doesn't work for you, give us feedback. We're not here to harm, we're here to provide," he said.

By practising this humility and openness to feedback, the couple said they believe they can create a space where people "feel safe going out."

Byers said they're hoping to officially launch The Rack Bistro in November. Until then, they are still more than happy to welcome in anyone who walks through their door.

City of Langford
www.cityoflangford.ca

NOTICE OF PUBLIC HEARING

The City of Langford has received an application to amend Zoning Bylaw No. 300 by means of proposed Bylaw No. 1883. All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded an opportunity to be heard or to present written submissions respecting matters contained in the Bylaw at a Public Hearing to be held **by electronic means** by **the CITY OF LANGFORD COUNCIL on Monday, 2 November 2020, at 5:30 pm.** Please be advised that no representations may be received by Council after the close of the Public Hearing and any submissions made to Council, whether orally or in writing, will form part of a public record.

Proposal: **The purpose of Bylaw No. 1883 is to amend the City of Langford Zoning Bylaw No. 300 by amending the zoning designation of the land that is the subject of Bylaw No. 1883 from R2 (One- and Two-Family Residential) Zone and adding to the C9 (Community Town Centre Pedestrian 9) Zone to allow a 90-unit apartment building with one commercial unit along Sooke Rd.**

Applicant: **Danny Jadresko, Woodsmere Holdings Corp.**

Location: **The land that is the subject of Bylaw No. 1883 is 2627 Sooke Rd as shown shaded on the plan.**

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

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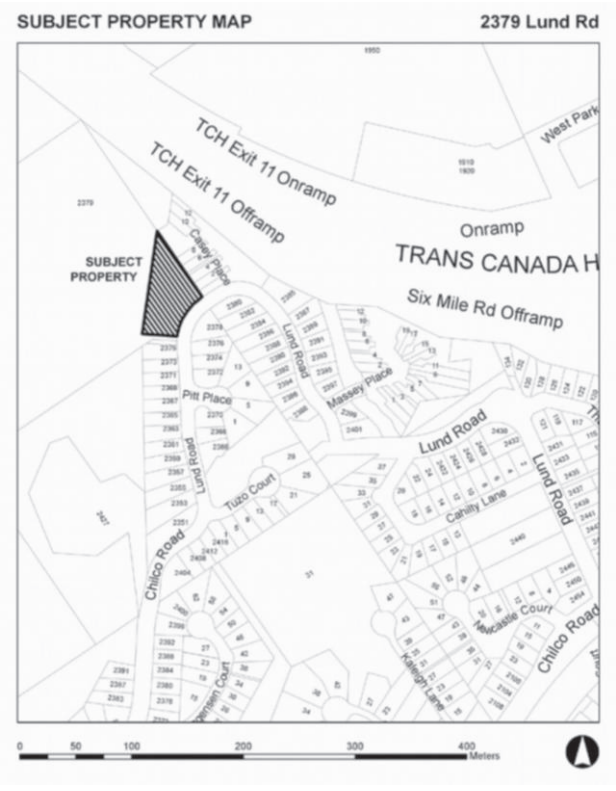
Braden Hutchins
Director of Corporate Services

2nd Floor · 877 Goldstream Avenue · Langford, BC Canada · V9B 2X8
T · 250-478-7882 F · 250-478-7864

TOWN OF VIEW ROYAL
NOTICE OF DISPOSITION OF LAND BY SALE

In compliance with section 26 of the *Community Charter*, the Council of the Town of View Royal gives notice of its intention to sell its fee simple interest in 2379 Lund Road in perpetuity. This land is vacant and is approximately 0.275 hectares (or 29,600 sq.ft.) in area. The land is legally described as Lot B, Section 98, Esquimalt District, Plan EPP87454, PID: 030-872-090 (shown cross-hatched and labelled "SUBJECT PROPERTY" in the map below).

After having been listed for sale on the open market since February 2020, this land will be sold to Parkview Estates Ltd. and/or assignee(s). In consideration for the disposition, the Town of View Royal will receive $690,000.



For more information concerning this disposition of land, please contact Sarah Jones, Corporate Officer, at 250-479-6800 or email info@viewroyal.ca.

Dated at the Town of View Royal this 19th day of October, 2020.
Sarah Jones,
Corporate Officer
Town of View Royal
45 View Royal Avenue
VICTORIA BC
V9B 1A6

4. REPORTS

a) Bylaw No. 1883 - Application to Rezone 2627 Sooke Road from One- and Two-Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) to Allow a 90-unit Apartment Building with one Commercial Unit along Sooke Road
- **Staff Report (Planning)**

MOVED BY: K. SHELDRAKE
SECONDED: A. CREUZOT

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
That Council:

That Council proceed with consideration of Bylaw No. 1883 to amend the zoning designation of the property located at 2627 Sooke Road from R2 (One- and Two-Family Residential) to C9 (Community Town Centre Pedestrian 9) subject to the following terms and conditions:

a) That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to issuance of a building permit:

   i. $610 towards the Affordable Housing Fund; and
   ii. $2,074 toward the General Amenity Fund.

subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.

b) That the applicant provides, **prior to Public Hearing**, the following:

   i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering.

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:

   i. That all frontage improvements along Sooke Road are provided as per the Sooke Road Corridor Concept Plan, to the satisfaction of the Director of Engineering and the Ministry of Transportation and Infrastructure, and that any road dedication required to contain these frontage improvements within the road right of way is provided prior to the issuance of a Building Permit;

   ii. That a storm water management plan be provided prior to issuance of a building permit and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;

   iii. That a construction parking and traffic management plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering;

iv. That an SRW for emergency use is registered on title prior to the issuance of a Building Permit;

v. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building that ensures parking is assigned and tied to each unit created in accordance with the minimum required parking stalls as per the zoning bylaw.

d) Authorize the Director of Planning to issue the following variance in the Form and Character Development Permit for 2627 Sooke Road:

i. That Table 1 of Section 4.01.01 be varied to reduce the minimum parking requirement from the required 2.75 spaces per dwelling unit with two bedrooms or less and 3.75 spaces per dwelling unit with more than two bedrooms to 1.25 spaces per dwelling unit with two bedrooms or less and 2.75 spaces per dwelling unit with more than two bedrooms.

CARRIED.

b) Application to Rezone 2716 and 2720 Strathmore from the R2, One- and Two-Family Residential Zone to the RM7A, Medium-Density Apartment A, Zone to Allow for the development of a six (6) storey residential building made up of approximately 32 dwelling units

- **Staff Report (Planning)**

MOVED BY: D. HORNER
SECONDED: C. BROWN

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
That Council:

Direct Staff to prepare a bylaw to rezone the properties at 2716 and 2720 Strathmore Road from the R2, One and Two Family Residential, Zone to the RM7A, Medium – Density Apartment A, Zone and to add the subject properties to Schedule A1, of Zoning Bylaw No.300. subject to the following terms and conditions:

a. That the applicant provides, as a bonus for increased density, the following contributions, per unit, prior to the issuance of a building permit to develop the property:

i. $750 per unit towards the General Amenity Reserve Fund;
ii. $2850 per unit towards the Affordable Housing Fund;
iii. And subject to a 50% reduction to the total amount of contribution fees for units on the 5th and 6th storey, in accordance with the Affordable Housing and Amenity Contribution Policy.

b. That the applicant provides, **prior to Public Hearing**, the following:

MOVED BY: COUNCILLOR SEATON
SECONDED: COUNCILLOR STEWART

That Council receive the minutes of the West Shore Parks and Recreation Board, held on December 12th, 2019.

CARRIED.

6. PUBLIC PARTICIPATION

None.

7. COMMITTEE RESOLUTIONS

a) Parks, Recreation, Culture and Beautification Committee – January 23rd, 2020

1. Minutes of the Parks, Recreation, Culture and Beautification Committee – January 23rd, 2020

MOVED BY: COUNCILLOR SEATON
SECONDED: COUNCILLOR WADE

That Council receive the minutes of the Parks, Recreation, Culture and Beautification Committee held on January 23, 2020.

CARRIED.

b) Planning, Zoning and Affordable Housing Committee – January 27th, 2020

1. Minutes of the Planning, Zoning & Affordable Housing Committee – January 27th, 2020

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council receive the minutes of the Planning, Zoning and Affordable Housing Committee held on January 27, 2020.

CARRIED.

2. Bylaw No. 1883 - Application to Rezone 2627 Sooke Road from One- and Two-Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) to Allow a 90-unit Apartment Building with one Commercial Unit along Sooke Road

MOVED BY: COUNCILLOR BLACKWELL

SECONDED: COUNCILLOR WADE

That Council proceed with consideration of Bylaw No. 1883 to amend the zoning designation of the property located at 2627 Sooke Road from R2 (One- and Two-Family Residential) to C9 (Community Town Centre Pedestrian 9) subject to the following terms and conditions:

a) That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to issuance of a building permit:

   i. $610 towards the Affordable Housing Fund; and
   ii. $2,074 toward the General Amenity Fund.

subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.

b) That the applicant provides, **prior to Public Hearing**, the following:

   i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering.

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:

   i. That all frontage improvements along Sooke Road are provided as per the Sooke Road Corridor Concept Plan, to the satisfaction of the Director of Engineering and the Ministry of Transportation and Infrastructure, and that any road dedication required to contain these frontage improvements within the road right of way is provided prior to the issuance of a Building Permit;

   ii. That a storm water management plan be provided prior to issuance of a building permit and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;

   iii. That a construction parking and traffic management plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering;

   iv. That an SRW for emergency use is registered on title prior to the issuance of a Building Permit;

   v. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building that ensures parking is assigned and tied to each unit created in accordance with the minimum required parking stalls as per the zoning bylaw.

d) Authorize the Director of Planning to issue the following variance in the Form and Character Development Permit for 2627 Sooke Road:

i. That Table 1 of Section 4.01.01 be varied to reduce the minimum parking requirement from the required 2.75 spaces per dwelling unit with two bedrooms or less and 3.75 spaces per dwelling unit with more than two bedrooms to 1.25 spaces per dwelling unit with two bedrooms or less and 2.75 spaces per dwelling unit with more than two bedrooms.

CARRIED.

3. Application to Rezone 2716 and 2720 Strathmore from the R2, One- and Two-Family Residential Zone to the RM7A, Medium-Density Apartment A, Zone to Allow for the development of a six (6) storey residential building made up of approximately 32 dwelling units

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council direct Staff to prepare a bylaw to rezone the properties at 2716 and 2720 Strathmore Road from the R2, One and Two Family Residential, Zone to the RM7A, Medium – Density Apartment A, Zone and to add the subject properties to Schedule A1, of Zoning Bylaw No.300. subject to the following terms and conditions:

a. That the applicant provides, as a bonus for increased density, the following contributions, per unit, prior to the issuance of a building permit to develop the property:

   i. $750 per unit towards the General Amenity Reserve Fund;
   ii. $2850 per unit towards the Affordable Housing Fund;
   iii. And subject to a 50% reduction to the total amount of contribution fees for units on the 5th and 6th storey, in accordance with the Affordable Housing and Amenity Contribution Policy.

b. That the applicant provides, **prior to Public Hearing**, the following:

   i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering;
   ii. A frontage drawing to the satisfaction of the Director of Engineering to confirm whether road dedication is required to complete all required frontage improvements, including boulevard landscaping, sidewalks, road edge parking and street lighting (if applicable).

c. That the applicant registers, **prior to Bylaw Adoption**, if necessary, the road frontage to accommodate required frontage improvements 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:

8. BYLAWS

a) BYLAW NO. 1678
"Langford Zoning Bylaw, Amendment No. 474, (2681 Claude Rd), Bylaw No. 1678, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR SEATON

That Council give Bylaw 1678 first reading.

CARRIED.

b) BYLAW NO. 1662
"Langford Zoning Bylaw, Amendment No. 466, (Omnibus No. 44 –Various Amendments), Bylaw No. 1662, 2020".
(ADOPTION)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council adopt Bylaw 1662.

CARRIED.

c) BYLAW NO. 1883
"Langford Zoning Bylaw, Amendment No. 581, (2627 Sooke Rd), Bylaw No. 1883, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give Bylaw 1883 first reading.

CARRIED.

d) BYLAW NO. 1884
"Langford Zoning Bylaw, Amendment No. 582, (2716 and 2720 Strathmore Road), Bylaw 1884, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give Bylaw 1884 first reading.

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Staff Report
to
Planning, Zoning and Affordable Housing Committee

Date: **January 27, 2020**

Department: **Planning**

Application No.: **Z19-0023**

Subject: **Bylaw No. 1883 - Application to Rezone 2627 Sooke Road from One- and Two-Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) to Allow a 90-unit Apartment Building with one Commercial Unit along Sooke Road**

PURPOSE

Danny Jadresko has applied on behalf of Woodsmere Holdings Corp. to rezone 2627 Sooke Road from One- and Two-Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) to allow for the construction of an apartment building with approximately 90-units and a single ground level commercial unit that faces Sooke Road.

BACKGROUND

PREVIOUS APPLICATIONS

The City has not received any previous planning applications on the subject property.

Table 1: Site Data

Applicant	Danny Jadresko	
Owner	Woodsmere Holdings Corp.	
Civic Address	2726 Sooke Road	
Legal Description	Lot 1, Section 83, Esquimalt District, Plan 21459	
Size of Property	3,107m² (0.77 acres)	
DP Areas	Sooke Road Commercial Revitalization Development Permit Area	
Zoning Designation	Existing: One- and Two-Family Residential (R2)	Proposed: Community Town Centre Pedestrian 9 (C9)
OCP Designation	Existing: Neighbourhood Centre	Proposed: Neighbourhood Centre

SITE AND SURROUNDING AREA

The existing site is primarily treed with the exception of an existing house and detached garage that are located on the north side of the property near Sooke Road. The properties immediately surrounding the site contain single-family homes. However, this general area of Sooke Road has experienced redevelopment to multi-family residential and mixed-use buildings, similar to this proposal.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North	R2 (One- and Two-Family Residential)	Single-Family Residential
East	R2 (One- and Two-Family Residential)	Single-Family Residential
South	R2 (One- and Two-Family Residential)	Single-Family Residential
West	R2 (One- and Two-Family Residential)	Single-Family Residential

Figure 1 - Subject Property



COUNCIL POLICY

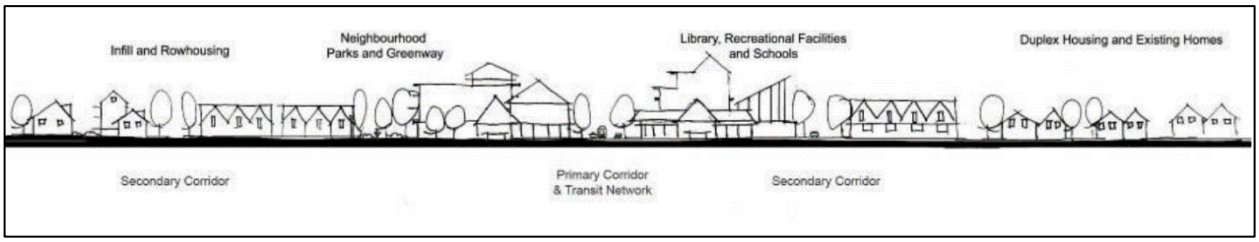
OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) Bylaw No. 1200 designates the subject property as 'Neighbourhood Centre', which is defined by the following text:

Neighbourhood Centre

- Predominantly residential precinct that supports a range of medium and high density housing, including affordable and rental housing
- Schools, community facilities and other institutional uses also define neighbourhood centres when supported by housing and services in close proximity
- A range of parks and open spaces are integrated throughout centres
- Transit stops are located at centres where appropriate
- Small scale local-serving retail node defines the predominant commercial uses.

Figure 2: A Concept for Neighbourhood Centre



DEVELOPMENT PERMIT AREAS

The subject property is partially located within the Sooke Road Commercial Revitalization Development Permit Area. This designation is considered similar to the City Centre designation for which the OCP states, *'the form and character of development in these areas is of particular importance to the City's image. The City has particular objectives to encourage revitalization of older commercial premises to ensure that new development incorporates pedestrian-oriented site planning, articulated and attractive building design, site amenities, and high-quality public and private realm landscaping'*.

COMMENTS

DEVELOPMENT PROPOSAL

The proposal is to rezone the subject property to C9 (Community Town Centre Pedestrian 9), which would allow for the construction of an apartment building with approximately 90 units, as illustrated in Appendix A. To remain consistent with the OCP as noted above, a commercial unit is proposed at the ground level facing Sooke Road. Four parking stalls would be allocated for this unit, which would double as visitor parking for the apartment building as permitted by the zoning bylaw.

Access to the site would be primarily from Southglen Dr, however the applicant has also proposed right in-right out movements from Sooke Rd to access the commercial parking spaces. Council may wish to require the applicant to provide an SRW over the drive aisle for emergency use, as the Southglen/Ernhill neighbourhood currently only has one way in and out to Jacklin Rd.

Table 3: Proposal Data

	Permitted by R2 (Current Zone)	**Permitted by C9 (Proposed Zone)**
Permitted Uses	• One or Two-Family Dwelling • Group Day Care • Home Occupation	• Apartments • Hotels • Offices • Retail Stores
Density	n/a	6.0 FAR
Height	9m (30 ft)	n/a
Site Coverage	35% max	90% max
Front Yard Setback	6.0 m (20 ft)	2.0 (6.5 ft)
Interior Side Yard Setback	1.5m (5.0 ft)	2.0 (6.5 ft)
Exterior Side Yard Setback	4.5m (15 ft)	2.0 (6.5 ft)
Rear Yard Setback	6.0m (20 ft)	2.0 (6.5 ft)
Parking	2 per unit 1 per suite	**1.25 per 0-2 bedrooms *** **2.25 per 3 + bedrooms ***

*** Variance Required**

VARIANCE

Given that this area is intended to be similar to Goldstream Avenue standards for frontage improvements, building designs, as well as medium to high density mixed-use development objectives, the applicant has requested to vary the onsite parking requirement to be similar to that of the City Centre. This parking ratio would be consistent with the parking standard applied to the recent rezoning of the lands across the road (the Glen Lake Inn and surrounding lands), which were also rezoned to C9. At that time, Council considered the City Centre parking ratio to be appropriate as that site is intended to contain a mix of both multi-family and commercial uses and, in accordance with the OCP, this portion of Sooke Road is intended to be a pedestrian-oriented corridor similar to Goldstream Avenue. As the applicant of the subject application has included a pedestrian oriented commercial unit along Sooke Road to facilitate that pedestrian interaction, and redevelopment of this site will further the revitalization objectives for this Sooke Road corridor, Council may view this variance as appropriate.

There are bus stops along this stretch of Sooke Road and the Galloping Goose is nearby, both of which facilitate pedestrian interaction. However, in spite of this and the fact that this area is intended to be similar in look as the Goldstream Avenue standard that includes pedestrian oriented uses, it is not anticipated that there will be a wide variety of retail shops immediately located in this area. The Belmont Market has secured many retail stores that would compete with this area of Sooke Road. This area has tended to see more professional oriented office spaces rather than retail, restaurants, or grocery stores.

Table 4: Variance Request

	Required	Proposed
Onsite Parking	2.75 per 0-2 bedroom units 3.75 per 3+ bedroom units	1.25 per 0-2 bedroom units 2.25 per 3+ bedroom units

If Council has no objection to the requested variance, they may wish to authorize the Director of Planning to issue the above noted variance within the Development Permit for Form and Character that is required for this site. Conversely, if they do not support this variance, they may wish to direct the applicant to redesign the project to comply with current parking requirements.

FRONTAGE IMPROVEMENTS

Sooke Road at this location is owned and maintained by the Ministry of Highways and Infrastructure. However, they have agreed to allow for the Goldstream Avenue standards, which have already been implemented on other developments within the Sooke Road Commercial Revitalization Development Permit Area. These road improvements would include the following:

- A 2.2m wide red brick paver sidewalk
- A landscaped boulevard that includes trees and irrigation
- Alternating overhead and pedestrian street lights, burgundy in colour

There would also be road dedication of approximately 2.5m - 3.0m. The exact amount of dedication still needs to be determined and dedicated prior to issuance of a building permit.

Southglen Drive

The applicant will be required to provide full frontage improvements in accordance with Bylaw 1000, prior to issuance of a building permit. However, much of the frontage at this location will be occupied with driveways to and from the site, so there would be minimal room left for improvements.

SEWERS

A sewer main exists within Sooke Road fronting this site, but not within Southglen Drive. The developer will be required to connect the new development to the main in Sooke Road, through approved civil engineering drawings, but would not need to extend sewer up Southglen Drive. Any sewer works within dedicated road right-of-ways will be constructed by West Shore Environmental Services at the applicant's expense.

DRAINAGE AND STORMWATER MANAGEMENT

As a condition of building permit, Bylaw No 1000 allows storm water to be managed through detention or infiltration, depending on what a qualified professional determines for the site. As a condition of rezoning, Council may wish to require the applicant to provide a technical memo prior to public hearing from a qualified professional regarding storm water management, to the satisfaction of the Director of Engineering.

FINANCIAL IMPLICATIONS

Rezoning the subject property to permit higher density of development will increase the assessed value of lands and eventually will increase municipal revenue due to the number of units created. As the

developer is responsible to complete all frontage improvements, the direct capital costs to the City associated with this development will be negligible. A summary of Amenity Contributions and Development Cost Charges that the developer will be expected to pay, is outlined in Tables 4 and 5 below.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Contribution Rates	Total (approx.)
Affordable Housing Reserve Fund	$610 per unit (residential) on the 1st - 4th Floors	$42,700
	$305 per unit (residential) on the 5th - 6th Floors	$5,490
General Amenity Reserve Fund	$2,074 per unit (residential) on the 1st – 4th Floors	$145,180
	$1,037 per unit (residential) on the 5th - 6th Floors	$18,666

**** The applicant will be charged for new units created at the time of building permit issuance, and is entitled to a 50% or 75% reduction depending on the use and height, for units above the 4th storey***

Table 5 – Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total (approx.)
Roads	$3,188 per unit (residential)	$286,920
	$55.78 per m² (commercial)	$7,074
Storm Drainage	$606 per unit (residential)	$54,540
	$5.20 per m² (commercial)	$660
Park Improvement	$1,890 per unit (residential)	$170,100
Park Acquisition	$1,100 per unit (residential)	$99,000
ISIF Fees	$331.65 per unit (residential)	$29,848.50
	$140 per 1,000ft² (commercial)	$191.10
Subtotal (DCCs to Langford)		**$648,333.60**
CRD Water	$1,644 per unit (residential)	$147,960
	$10.74 per m² (commercial)	$1,362
School Site Acquisition	$419 per unit (residential)	$37,710
TOTAL DCCs		**$835,365.60**

OPTIONS

Option 1

That the Planning, Zoning and Affordable Housing Committee recommend that Council:

1. Give 1st reading to Bylaw No. 1883 to amend the zoning designation of the property located at 2627 Sooke Road from R2 (One- and Two-Family Residential) to C9 (Community Town Centre Pedestrian 9) subject to the following terms and conditions:

    a) That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to issuance of a building permit:

        i. $610 towards the Affordable Housing Fund; and
        ii. $2,074 toward the General Amenity Fund.

    subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.

    b) That the applicant provides, **prior to Public Hearing**, the following:

        i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering.

    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:

        i. That all frontage improvements along Sooke Road are provided as per the Sooke Road Corridor Concept Plan, to the satisfaction of the Director of Engineering and the Ministry of Transportation and Infrastructure, and that any road dedication required to contain these frontage improvements within the road right of way is provided prior to the issuance of a Building Permit;
        ii. That a storm water management plan be provided prior to issuance of a building permit and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;
        iii. That a construction parking and traffic management plan be provide prior to the issuance of a building permit, to the satisfaction of the Director of Engineering;
        iv. That an SRW for emergency use is registered on title prior to the issuance of a Building Permit;
        v. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building that ensures parking is assigned and tied to each unit created in accordance with the minimum required parking stalls as per the zoning bylaw.

d) Authorize the Director of Planning to issue the following variance in the Form and Character Development Permit for 2627 Sooke Road:

   i. That Table 1 of Section 4.01.01 be varied to reduce the minimum parking requirement from the required 2.75 spaces per dwelling unit with two bedrooms or less and 3.75 spaces per dwelling unit with more than two bedrooms to 1.25 spaces per dwelling unit with two bedrooms or less and 2.75 spaces per dwelling unit with more than two bedrooms.

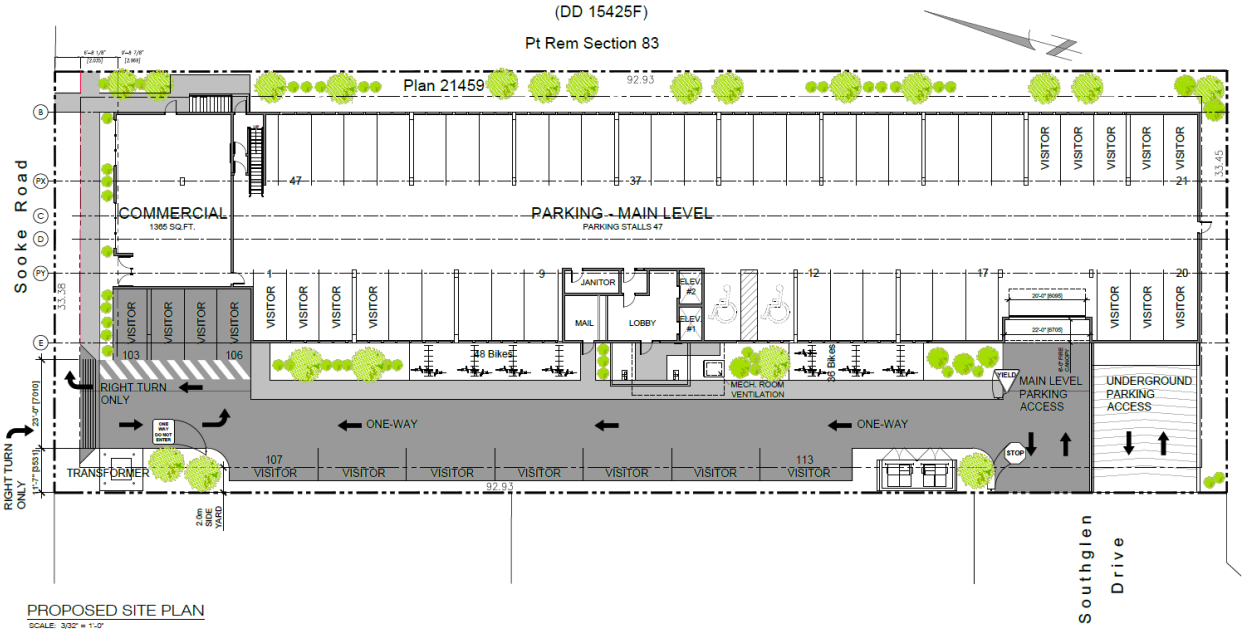
OR Option 2

1. Take no action at this time with respect to Bylaw No. 1883.

Submitted by:	Robert Dykstra, MCIP, RPP Land Development Planner
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning
Concurrence:	Adriana Proton, Manager of Legislative Services
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Cory Manton, Manager of Parks and Recreation
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance
Concurrence:	Braden Hutchins, Director of Corporate Services
Concurrence:	Darren Kiedyk, Chief Administrative Officer

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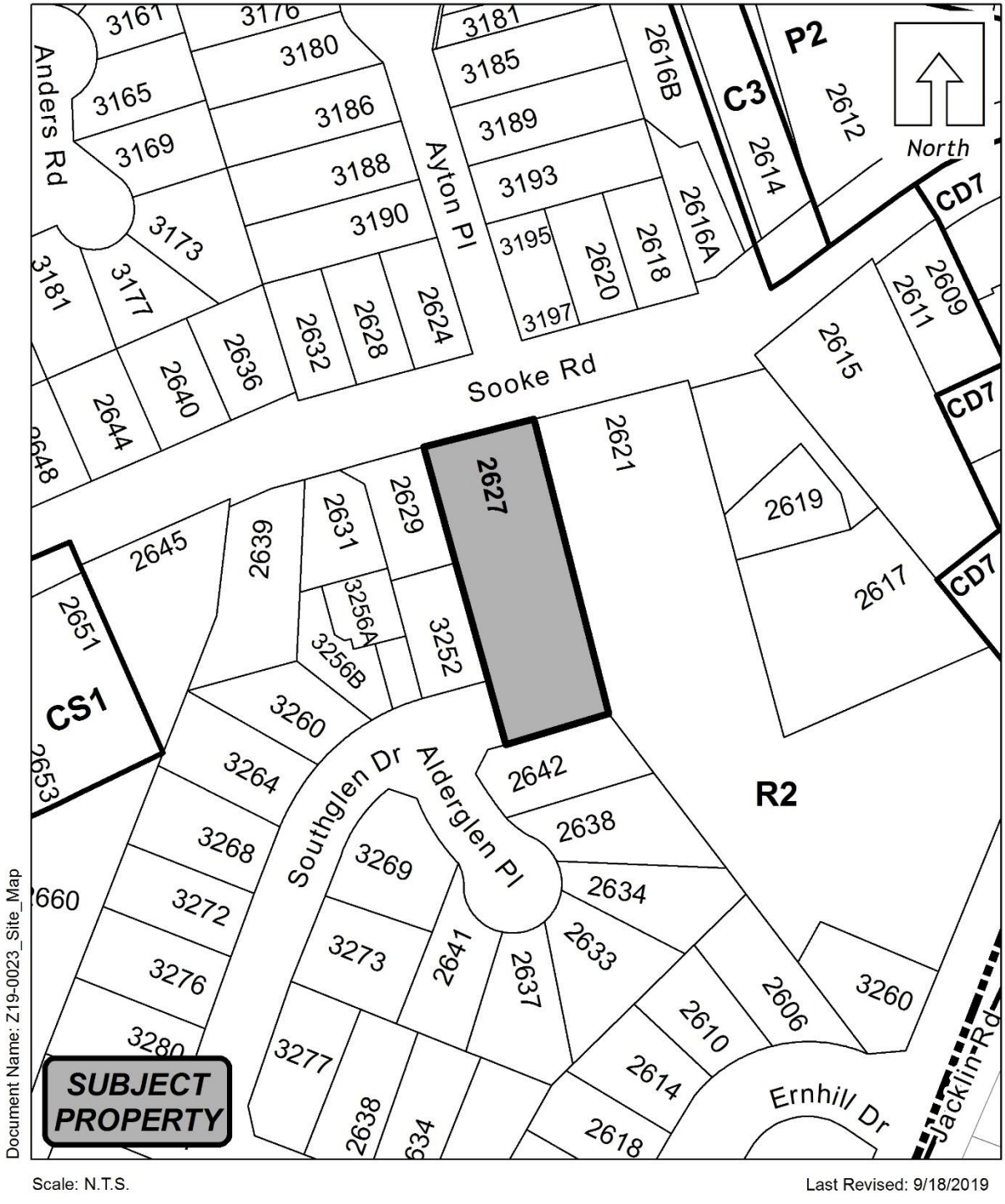
Appendix A
SITE PLAN AND RENDERING





Appendix B
SUBJECT PROPERTY MAP

REZONING BYLAW AMENDMENT
(Z19-0023)
2627 Sooke Rd



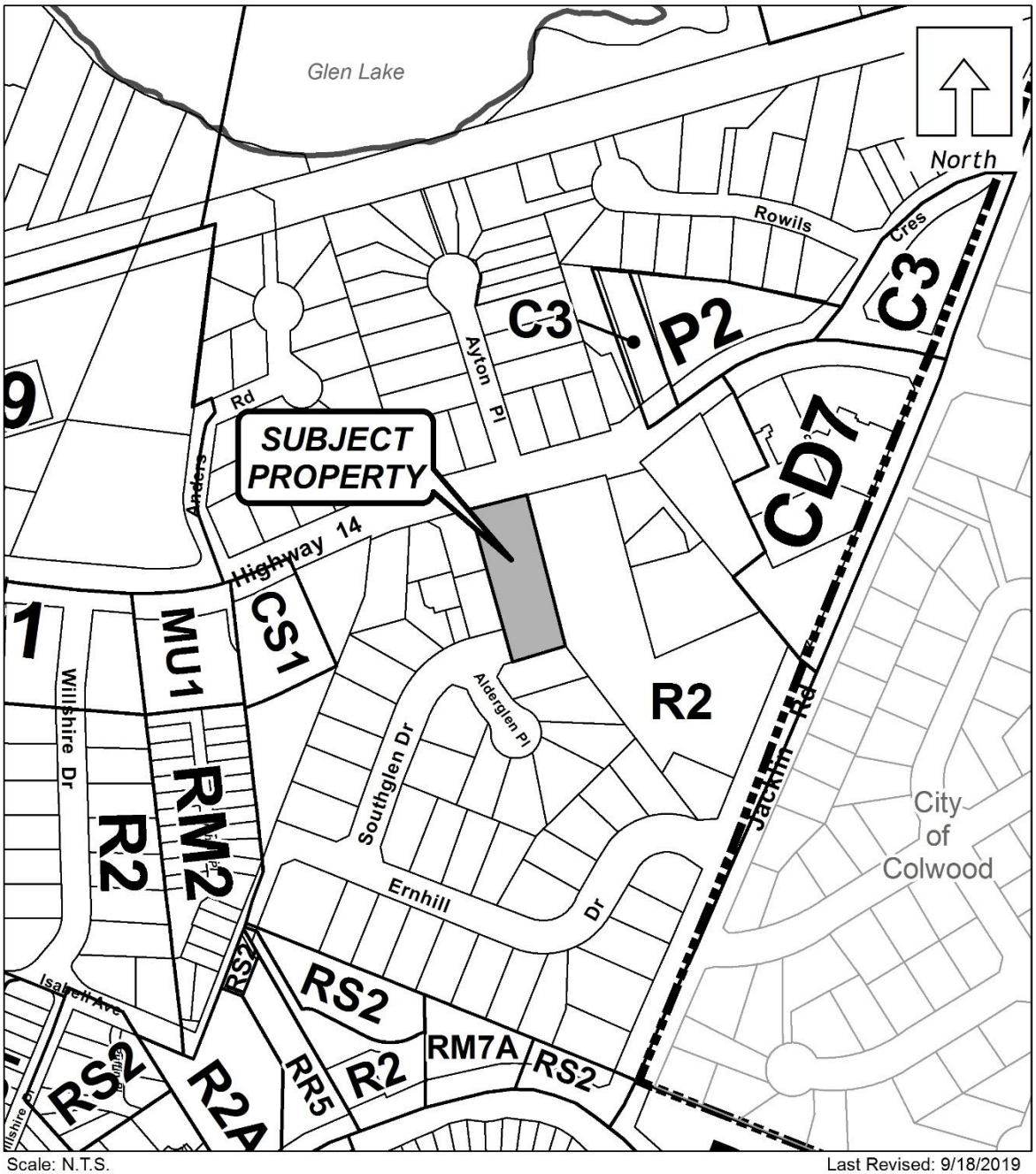
Document Name: Z19-0023_Site_Map

Scale: N.T.S.

Last Revised: 9/18/2019

Appendix C
LOCATION MAP

REZONING BYLAW AMENDMENT
(Z19-0023)
2627 Sooke Rd



Document Name: Z19-0023_Location_Map

Scale: N.T.S.

Last Revised: 9/18/2019

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Staff Report to Council

Date:	**November 2, 2020**
Department:	**Planning**
Application No.:	**Z19-0023**
Subject:	**Bylaw No. 1883 - Application to Rezone 2627 Sooke Road from the R2 (One- and Two-Family Residential) Zone to the C9 (Community Town Centre Pedestrian 9) Zone to Allow for a 90-Unit Apartment Building with One Commercial Unit on the Ground Floor Facing Sooke Road**

At the Regular Meeting of Council on February 18, 2020 Council gave 1st reading to Bylaw 1883, which applies to a proposed rezoning at 2627 Sooke Road.

COMMENTS

At the Public Hearing on June 29, 2020 Council received feedback from residents who had concerns with the added traffic that would occur on Southglen Drive. Due to this feedback, Council passed the following resolution:

> *That Council direct staff to work with the Province and the 2627 Sooke Road developer to have traffic come and go via Sooke Road rather than quieter residential streets.*

Since Council passed the above resolution on June 29, 2020 staff have been working with both MOTI and the developer of 2627 Sooke Road to resolve the traffic concerns on Southglen Drive that would come from this development. The developer has redesigned the site, as illustrated in Appendix A, so that residential vehicle traffic to and from the site would be from Sooke Road. Garbage and recycling pick-up would be from Southglen Drive.

MOTI is amenable to allowing full movement from this site onto Sooke Road, and is working with the developer's civil engineer in establishing an acceptable design along Sooke Road that would allow for this movement safely. Ensuring a satisfactory design and frontage improvement of Sooke Road has been secured in Council's resolution already.

Since the design of the site has changed so that there is no vehicle connection between Sooke Road and Southglen Drive, Council may wish to remove the requirement of securing a statutory right of way through the site for emergency vehicles, which is item c) iv. in Council's previous resolution, and add the requirement to provide residential access to and from the site from Sooke Road only.

Council may also wish to require this development to strata title the building prior to occupancy so it complies with what Council has been requiring of all multi-family buildings that have come through the rezoning process since June of this year, and require infrastructure to support electric vehicle charging.

At first reading, Bylaw No. 1883 included a provision for amenity contributions based upon commercial space. However, Council's Policy does not require a general amenity contribution for commercial floor space outside the City Centre as such contributions were intended to support downtown revitalization and beautification. Therefore, the Bylaw needs to be amended prior to Second and Third Readings to delete this requirement.

OPTIONS

That Council:

1. *Direct staff to amend the Bylaw No 1883 to delete provision c) form Table 1 of Schedule AD and renumber the remaining sections accordingly;*

AND

2. Rescind the original resolution c) iv, which required the following:

    a) That an SRW for emergency use is registered on title prior to the issuance of a Building Permit

AND

3. *Requires that the applicant provide, **prior to Bylaw Adoption**, a section 219 covenant, registered in priority of all other charges on title, that agrees to the following*:

    a) *That a separate covenant be registered prior to issuance of a building permit that requires all residential vehicle traffic to enter and exit the site from Sooke Road and not Southglen Drive;*

    b) *That no occupancy permit be issued for the proposed building until a strata plan for the building has been registered, to the satisfaction of the Approving Officer; and*

    c) That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space, and that

        i. Energized outlets shall be labelled for the use of electric vehicle charging;

        ii. Where an electric vehicle energy management system is implemented (load sharing), the Director of Engineering may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and

iii. The owner/tenant is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council/landlord may not prevent an owner, occupant, or tenant from installing the EV charging equipment.

in addition to the original resolution from February 18, 2020 regarding Bylaw No. 1883 which stated:

1. *Give 1st reading to Bylaw No. 1883 to amend the zoning designation of the property located at 2627 Sooke Road from R2 (One- and Two-Family Residential) to C9 (Community Town Centre Pedestrian 9) subject to the following terms and conditions:*

   a) *That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to issuance of a building permit:*

      i. *$610 towards the Affordable Housing Fund; and*
      ii. *$2,074 toward the General Amenity Fund.*

   subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.

   b) *That the applicant provides, **prior to Public Hearing**, the following:*

      i. *A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering.*

   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:*

      i. *That all frontage improvements along Sooke Road are provided as per the Sooke Road Corridor Concept Plan, to the satisfaction of the Director of Engineering and the Ministry of Transportation and Infrastructure, and that any road dedication required to contain these frontage improvements within the road right of way is provided prior to the issuance of a Building Permit;*

      ii. *That a storm water management plan be provided prior to issuance of a building permit and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;*

      iii. *That a construction parking and traffic management plan be provide prior to the issuance of a building permit, to the satisfaction of the Director of Engineering;*

      iv. *That an SRW for emergency use is registered on title prior to the issuance of a Building Permit;*

      v. *That a separate covenant be registered prior to issuance of a building permit for the proposed residential building that ensures parking is assigned and tied*

to each unit created in accordance with the minimum required parking stalls as per the zoning bylaw.

d) Authorize the Director of Planning to issue the following variance in the Form and Character Development Permit for 2627 Sooke Road:

i. That Table 1 of Section 4.01.01 be varied to reduce the minimum parking requirement from the required 2.75 spaces per dwelling unit with two bedrooms or less and 3.75 spaces per dwelling unit with more than two bedrooms to 1.25 spaces per dwelling unit with two bedrooms or less and 2.75 spaces per dwelling unit with more than two bedrooms.

OR

4. Take no action at this time with respect to Bylaw No. 1883.

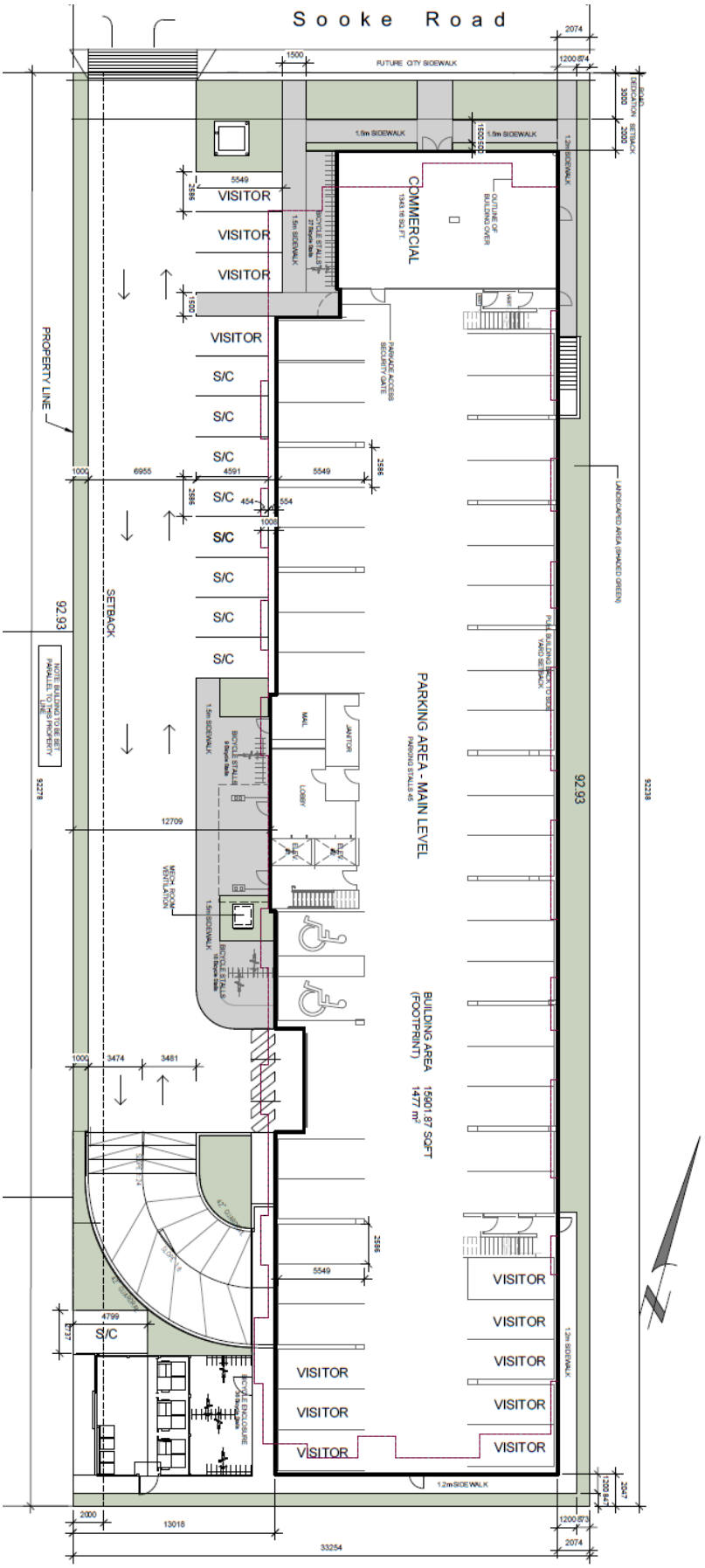
Respectfully Submitted,

Submitted by:	Robert Dykstra, MCIP, RPP Planner II - Approved
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning - Approval
Concurrence:	Marie Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Cory Manton, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:rd

Appendix A

Redesigned Site Plan



[redacted] Alderglen Pl
Langford BC [redacted]

Re: Rezoning Bylaw Amendment for 2627 Sooke Rd (Z19-0023)

Concerns regarding this application

- Why does the proposed new building need to exit onto Southglen at all? There are many buildings that have right-turn only rules all over this province. Residents/visitors simply must take a slightly different route. For example, coming up Glen Lake Road to Sooke Road.

- A parking exit on to Southglen will destroy this family centered area. This is a family neighbourhood with children often playing & cycling in the streets of Alderglen, Southglen and both Ernhills. This is also the route children walk to get to Happy Valley Elementary and Belmont Secondary or to catch the school bus to John Stubbs, Spencer, Dunsmuir, or Royal Bay schools.
    - Currently there is little infrastructure, including: few streetlights, no sidewalks, soft shoulders, no parking/parking controls.
    - In poor winter weather, the switchback hill of Ernhill Drive is not well maintained, and vehicles often have difficulty with it (including those with snow tires). There will be increased risks with more traffic on this hill.

- Currently there are approximately 58 residences on the streets (with an additional 5 or so being built at the end of Ernhill Dr). That is already 58 households, soon to be 63, using Ernhill Dr as an exit. Most households here have 2 cars (some even more). That means approximately 138 cars/day use Ernhill. This development will DOUBLE the amount of traffic at ANY given time on these streets, not just peak hours.

- Any visitors for Ernhill Place already must park on Ernhill Dr & Southglen. Most likely this will be the same for the 5 new homes being built. There is already frequent parking congestion along the sides of the roads.

- The requested bylaw amendment would be to take the parking down from 2.25 parking stalls/unit to 1.25 parking stalls/unit. This will equal 112.5 cars for 90 units. Let's be honest, if there are 2 adults living in a 1-bed unit, there is a good chance there will be 2 cars/unit and not just 1 which would mean the potential addition of another 67 vehicles on top of the 112. If we split the difference and take just 30 of those vehicles, that is

adding an extra car for every other house on Alderglen, Southglen, and both Ernhill Dr & Pl. Where will they park? That's not even including any visitors or commercial parking.

- This bylaw change will negatively affect the value of homes on these streets with the increased traffic and parking congestion.

Why would the City of Langford be willing to zone this address as C9 when the current infrastructure of the existing neighborhood cannot cope with the added traffic?

Next, looking at the document entitled Design Guidelines and Development Permit Areas developed by the City of Langford, Appendix O, I would like to discuss a few items. Appendix O is specifically about the Jacklin/Sooke Road Comprehensive Development Area Design.

Firstly, under the section entitled Justification we find the following statement:

> The justification of this designation is to ensure that Council has the ability to secure the necessary information and establish conditions on developments such that the form and character of new commercial and multi-family residential development are of a high quality, and best suited to both the surrounding properties and the vision of Langford as expressed in the Langford Plan. (Appendix O, pg O1)

I can see how the frontage of this building suits the vision of Langford, however, I fail to see how increasing the traffic and parking congestion through the Alderglen/Southglen/Ernhill neighbourhood is best suited to the surrounding properties.

Secondly, under section O1 Site Organization, subsection Guidelines we find the following:

> The siting and massing of new commercial buildings on this site should be massed in a manner that is sympathetic to the local context. Buildings over four stories are not considered appropriate; (Appendix O, pg o2)

If buildings over four stories are not considered appropriate, why is council considering a building proposal that is six stories in height?

Thank you for your consideration,

[redacted]

[redacted] Alderglen Pl

From: Robert Dykstra
To: [redacted]
Subject: RE: Department Directory - Building - Commercial development beside residence
Date: Tuesday, January 7, 2020 10:18:00 AM

Hi Robert,

I've been forwarded your email and can assist as best possible. We don't have materials to review that discusses rights, but there will be public meetings in which you're invited to speak to the project, voicing any concerns that you have. You may also write to us well. When a public meeting is scheduled to be held, you'll receive notification in the mail that outlines where and when it will take place. Your best options are to speak at the meetings and/or write to us so that both the Planning Committee and City Council can be made aware of your concerns.

If I can help in any other way, please let me know.

Thanks,
Robert

From: [redacted]
Sent: January 6, 2020 10:35 AM
To: Langford Administration General Mailbox <administration@cityoflangford.ca>
Subject: Department Directory - Building - Commercial development beside residence

You have received an email from [redacted] via the Langford website:

Department: Building

Name: [redacted]
Phone: [redacted]
Address: [redacted]
Topic: Commercial development beside residence

Message:
Good morning. A 90 unit building (2627 Sooke Road) is to be built [redacted]. I have some concerns for both my home and my street. Is there any reference material that I can review that discusses what my rights are as an affected resident. I'm mostly concerned with property value, safety, and privacy. Thank you.

June 29, 2020

[redacted]
[redacted] Alderglen Place
Victoria, BC [redacted]

To whom it may concern,

RE: Proposed Bylaw No. 1883 for 26278 Sooke Road (Z19-0023)

In response to the Notice of Public Hearing, for the above property and bylaw amendments, as residents of the Alderglen Place and surrounding community for three years, we are writing to express our concerns with this application and proposed bylaw changes.

Our main concerns are related to the parking exit from the proposed apartments onto Southglen Drive. Currently, the 'no exit' road from Ernhill Drive onto Southglen Drive and ending at Alderglen Place has no infrastructure in place to support this change. There are many families with young children who live in this area. These families are often seen riding bikes or scooters, playing basketball or football, and playing in the cul-de-sac and the nearby park. Opening up Southglen Drive for access to the proposed C9 complex will substantially increase the flow of traffic through the already poorly lit and unsafe roads. In poor winter conditions, like we have seen the past few years, the Ernhill Drive hill is difficult to drive up or down and would be considerably unsafe with increased use.

Approval of an access point to this proposed development from Southglen Drive will not only lead to increased traffic flow, but also an increase to parking congestion. Most families in this community own more than one vehicle and one or two recreational vehicles. There is already limited street parking spaces available. The requested bylaw amendment, to decrease the number of parking stalls per unit from 2.25 to 1.25, is an unrealistic option that will leave apartment residents parking on surrounding streets and contributing further to congested streets in the surrounding area.

We purchased our home in this area because we were attracted to the quiet and peaceful community. Passing this bylaw change will negatively affect the value of our home and others in our community due to the associated increased traffic and parking congestion.

Although we fully support the growth of the city of Langford and understand the need for affordable housing, we are strongly against the proposed, new building having an access through Southglen Drive. We request that the city of Langford and the developer of the proposed C9 zone work toward another option that would leave Ernhill Drive, Southglen Drive and Alderglen Place with the same, safe and peaceful community-vibe that we fell in love with [redacted] years ago.

Thank you for your consideration,

[redacted]

From: [redacted]
To: Robert Dykstra
Subject: 2627 Sooke Road Application for rezoning
Date: Sunday, June 28, 2020 9:54:23 AM

Mr. Dykstra,

I live on Ernhill Drive with my husband and 2 small children. We are unable to attend the electronic town hall tomorrow, but we are strongly opposed to the rezoning application of the development at 2627 Sooke Road. There is simply not enough room for street parking, which will overflow onto Southglen and Alderglen. It is not unreasonable to assume that the vast majority of residents in the proposed condominium will have at least 1 vehicle, and an average of 1.5 is also not unreasonable to expect.

Furthermore, we would like to see a left turn from Sooke road into the condominiums and no through access from our quiet streets. Ernhill has no sidewalks, barely a shoulder and many turns. The speed limit is 50km/hr and cars fly down the road. Without an improvement to infrastructure, the increase in traffic will make our quiet road feel unsafe for pedestrians, cyclists and children.

Sincerely,

[redacted]

From: Agendas
To: Suzette Chapman
Subject: FW: Bylaws, Council/Committee Meetings and Agendas
Date: Tuesday, June 23, 2020 8:41:58 AM

Over to you for action.

Christina Bell

Confidential Corporate Services Coordinator

From: langford@atomic-crayon.com <langford@atomic-crayon.com> **On Behalf Of** [redacted]
Sent: June 22, 2020 10:46 AM
To: Agendas <agendas@langford.ca>
Subject: Bylaws, Council/Committee Meetings and Agendas

You have received an email from [redacted] via the Langford website contact us form

Name: [redacted]
Email: [redacted]
Phone: [redacted]
Address: [redacted]

Message:
Dear Mr. Robert Dykstra,

I want it on record that I am opposed to the rezoning the property at 2627 Sooke Road.

Furthermore, I am opposed to the amendment of Bylaw no. 300 by means of proposed Bylaw No. 1883 which would allow the developer of said property to build in less that 1.5 parking stalls per unit with the additional .25 parking stalls set aside for visitor parking.

After my wife passed, my daughters and I moved to [redacted] because it was a quiet residential street. It was our dream home and I had every intention to make this residence my forever home and something that I might be able to pass on down to my daughters. This quiet street was perfect for our family home.

In this quiet little valley are m any other young families and a park that the local residence enjoy taking their young children too.

The property at 2627 Sooke road is going to introduce 90 units to our quiet area. These means 90 families with a potential of 90 more vehicles. This is if each unit only has one vehicle. many couples have two vehicles so it is within reason to believe that this building can bring a potential 180 more vehicles to the area. Also understand that this potential number does not include visitors to the

above mentioned property.

As 2627 Sooke Road is asking for only 115 parking spots for the 90 units, there will be inadequate parking available to the future residence. With inadequate parking, the residence of the proposed 2627 Sooke road will be forced to park on side streets and will clog the narrow streets of Southglen Drive and Alderglen Place with more cars.

With Sooke road not having a left turning lane into the property, and the proposed property only having a Right In Right Out entrance, the traffic for the proposed development will be turning left on Jacklin Road, Right on Ernhill Road and right on Southglen Drive where the proposed entrance to the property will be. This means that this quiet street will see a potential of 180 plus vehicles travelling down this road daily. Also this means congestion at the intersection of Jacklin and Sooke road as well as the traffic traffic increasing 800% down quiet streets where young children play road hockey and basket ball and ride their bikes.

This drastic change in the landscape for the residence of Sooke Road, Ernihill Road, Southglen Drive and Alderlgen place will be immediate. This change will have a tremendous impact on our right to enjoyment of our properties. As part of the selling feature of this neighbourhood is the lack of access and the low vehicle traffic, this development will have effect the markability and therefore the value of our collective properties.
I would like to see no access to the property at 2627 Sooke Road from Southglen, vehicle or pedestrian, in order to reduce traffic and parking on our quiet and safe streets.

I implore the city council to deny this application as it stands.

Sincerely,

[redacted]

From: [redacted]
To: Robert Dykstra
Subject: 2627 Sooke Road
Date: Monday, June 29, 2020 5:43:17 PM

Dear Robert,

I am writing to signal my concern and objection regarding the proposal to open Southglen Dr for vehicle access to 2627 Sooke Rd.
Southglen Drive and Earnhill lack sidewalks, and limited visibility characterize the areas' driveways. I am concerned about the impact on parking, on pedestrians, on general safety as well as our local property values.
I am writing on behalf of [redacted] to ask that this amendment not be passed.

Sincerely,
[redacted]

RECEIVED
JUN 29 2020
ADMINISTRATION & FINANCE
CITY OF LANGFORD

[redacted] Southglen Drive
Victoria, B.C. [redacted]

June 29 2020

To Whom It May Concern Re Rezoning Bylaw Amendment for 2627 Sooke Road (Z19-0023)

I have lived at [redacted] Southglen Drive for [redacted] years. This is a nice residential area with a mixture of famlilies including some seniors with walkers and at least 2 families with children with special needs.

Over the years I have seen many changes in my neighbourhood. Mostly in increased housing therefore causing increased traffic. First was the 5 plex, then the townhouses, and the not yet completed 9 houses being built by Dave Horner with access to all coming off Ernhil Drive.

With further construction of a 90 suite apartment block with access from Ernhil to Southglen Drive the increased traffic will double or more. This neighbourhood was not built for this amount of traffic. Furthermore at 2627 Sooke Road there is only 115 parking spaces available. That inadequate parking will ensure tenants and their visitors will be parking on Alderglen, Southglen, and Ernhil Road which could result in us taxpayers not having room for our family and friends to park. These streets can at times already be congested and people have to navigate large ditches.

I do not understand why there cannot be access to this building elsewhere. I am strongly opposed to this and am asking city council to deny this proposal and anticipate your cooperation addressing these concerns.

[redacted]

change.org

Recipient: City of Langford, Langford City Hall

Letter: Greetings,

Stop Southglen Drive through traffic proposal

Signatures

Name	Location	Date
[redacted]	Canada	2020-06-16
[redacted]	Victoria, Canada	2020-06-22
[redacted]	Victoria, Canada	2020-06-22
[redacted]	Victoria, Canada	2020-06-22
[redacted]	Victoria, Canada	2020-06-23
[redacted]	Victoria, Canada	2020-06-23
[redacted]	Victoria, Canada	2020-06-23
[redacted]	Colwood, Canada	2020-06-23
[redacted]	Victoria, Canada	2020-06-23
[redacted]	Victoria, Canada	2020-06-25
[redacted]	Langford, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Langford, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27

Name	Location	Date
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Vancouver, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-27
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
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[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28

Name	Location	Date
[redacted]	Macclesfield, England, UK	2020-06-28
[redacted]	Saanichton, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Langford, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Surrey, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Winnipeg, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Saanichton, Canada	2020-06-28
[redacted]	Heald Green, England, UK	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28

Name	Location	Date
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Saanich, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Campbell River, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-28
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Vancouver, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Sidney, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Abbotsford, Canada	2020-06-29

Name	Location	Date
[redacted]	Okotoks, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Edmonton, Canada	2020-06-29
[redacted]	Calgary, Canada	2020-06-29
[redacted]	Winnipeg, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29
[redacted]	Surrey, Canada	2020-06-29
[redacted]	Victoria, Canada	2020-06-29

Emily Garry

From: [redacted]
Sent: Monday, June 29, 2020 6:57 AM
To: Robert Dykstra
Cc: Langford Planning General Mailbox; [redacted]
Subject: Proposed Bylaw No. 1883 - 2627 Sooke Road

Dear Mr. Robert Dykstra,

I would like to state on record that I am opposed to the rezoning of the property at 2627 Sooke Road. I am further opposed to to the amendment of Bylaw no. 300 by means of proposed Bylaw no. 1883 which would allow the developer of this property to build a 90 unit condominium with access from Southglen Drive.

For reference I have lived in Langford since I was 2 years old starting in [redacted] The only absence from living in my hometown was a [redacted] years stint in Europe. I now have a family of my own, [redacted], at [redacted] Alderglen Place which will be substantially affected by the proposed access that council is debating. Having grown up in Langford through the 1980's and 1990's I experienced the days when Langford was family focused and having games of hockey on the street or riding your bike down the street was a daily occurrence, as it should be for children. If the proposed Bylaw 1883 moves forward where this large condo block has access to Southglen Drive that kind of experience growing up will no longer be something that is possible for my [redacted]

Langford pushes the image of being family friendly and yet these mature neighbourhoods where young families have enjoyed the type of freedom and safety we are requesting here are at risk. It would be preferable if this condo complex was accessed from Sooke Road only. Allowing the neighbourhood behind this new development to remain a place people will want to stay and raise families.

I fully understand the Langford municipality has a continuous goal of creating more options for people to live but why does that have to be at the expense of the tax paying residents that have lived in these mature neighbourhoods for decades?

I request that council reviews this matter from the point of view of the people who have lived in Langford for years, have supported the local economy for years, and have touted the benefits of living in these neighbourhoods to other greater Victoria residents. I mentioned in the paragraph about myself that I lived in Europe. I chose to come back to Langford because I wanted to escape the cramped, over populated life that is a hallmark of European cities and suburban areas so I could raise a family with the experiences such as I had. I chose to purchase a house in an isolated cul de sac for this specifically to encourage the kind of freedom growing up in this city once offered. It feels like the goal of Langford city council is the march of progress and expansion without considering the people that helped make this happen over the past 15 to 20 years.

I graduated from Belmont in [redacted] and with many options to live around the world chose to come back to what Langford has to offer. Please review this proposed new development thinking of what is important over the long term to this city. This is likely just one neighbourhood with no pulling power to make you consider this request seriously and most likely decision has already been made. However I am still one of the people who has tried to make this city a better place and not being able to have safety on the roads outside of my home, solely for the benefit of another condo block, is a travesty.

Back in January when [redacted] attended the pre-hearing on this proposed zoning change and their attempts to state Southglen was always planned to continue into the remaining lots; that city plan was likely from 30-40 years ago when it was expected to be large lot family dwellings occupying that land. Turning this development now into condominiums ruins this well established neighbourhood. The building will be too high and the amount of traffic will be much more than the "survey" they paid for suggests.
Many units will have more than one car. I know your argument being transit and jobs are close BUT many people in this neighbourhood do end up owning multiple cars and traveling for work because not everyone wants to work for the businesses in Belmont Park (fast food or grocery stores)

The city of Langford I know does have a vision for Sooke road and understand this would mean you are one step closer to achieving this vision but again the residents of Ernhill, Southglen and Alderglen will be severely effected giving them access to Southglen. The infrastructure is already weighed with all the development in this area. With insufficient sidewalks and street lighting. There

are so many condos being built within a five minute walk and the roads in and out of Langford aren't changing enough to cope. Not only does this burden on the local area resources (like Happy Valley School) but our kids won't be able to play on Southglen or Alderglen streets any longer due to extreme increase in cars using the road and other non residents of these streets using this new route as a short cut. We will loose the community we cherish and our house values will evidently suffer from these changes.

I am open to further questions or inquiries to this message in protest of the proposed Bylaw no. 1883 and the access to this property from Southglen Drive.

Thank you for your time.

[redacted]

Robert Dykstra

Planning Department

City of Langford

Sent by E-mail: rdykstra@langford.ca

Copy to Suzette Chapman, Planning Assistant

Sent by e-mail: planning@langford.ca

Request for submission during the Public Hearing, Monday, 29 June 2020 at 5:30pm.

RE: Proposal to amend Langford Zoning Bylaw 300 by means of proposed Bylaw No. 1883. File Z19-0023

The purpose of the bylaw is to rezone 2627 Sooke Road from R2(one and two- family residential) Zone to the C9 (Community Town Centre Pedestrian 9) Zone that includes a request for increased density on this site to permit a 90-unit apartment building with one commercial unit along Sooke Road.

In the materials provided to date, there is no traffic study / report regarding the impact to Southglen Drive, Ernhill Drive and Jacklin Road should this development be approved to proceed.

As a resident on Ernhill Drive for the past [redacted] years, I can provide first-hand knowledge of the increase of traffic flow over the past several years as a result of the completion of the multi-unit housing development at the end of Ernhill Drive. We have seen a fair increase in vehicle traffic as a result from these residents. Ernhill Drive was never designed for potential as a through-street but rather a dead-end street to service a small residential neighbourhood. There are no sidewalks for pedestrians – we all use the road for walking, biking, kids on their skateboards. The Southglen/Ernhill neighbourhood has only one way in and out to Jacklin Road. In addition, Ernhill Drive has a steep grade at the top off Jacklin Road with two sharp bends in the road. The last bend in the road creates a blind spot for vehicles travelling down the street. Regardless of the posted speed limit, drivers tend to approach this bend at an excess speed requiring quick action to brake for residents pulling out their driveway – creating a safety hazard.

The developer is requesting approval to build a 90-unit apartment building with a grade level commercial unit that only allows the access and egress directly off Southglen /Ernhill Drive and Jacklin Road except for minor right hand turns on and off onto Sooke Road.

Even with the reduced parking variance being requested, it would result in approximately 150 parking stalls on site. That would equate to approximately 150 vehicles requiring access to this site on a daily basis to go to work and back and to go shopping, etc. In addition, there would be service vehicles, delivery vans, recycling and garbage pick ups that would be required. Also visitors to the residents and the commercial business. This back and forth traffic will result in approximately 300 vehicles needing to use Ernhill Drive / Southglen Drive on a daily basis. The additional traffic allowing this new access for this 90-unit development would change the very nature of the street and raise safety concerns for the current residents.

This Bylaw change would severely impact our neighbourhood by bringing an unacceptable level of traffic on our only street. This would contribute to decreasing the value of each of the residents' properties.

Although the report mentions the re-development of other multi-family and mixed-use buildings similar to this proposal in nearby surroundings, such as the Happy Valley/Sooke Road development; it is important to note that the difference is that the access for that development for traffic on and off the site does not go through a one-way residential crescent like this proposal.

This has always been a neighbourhood of well established and maintained homes and not a neighbourhood in transition.

We are opposed to the application to rezone 2627 Sooke Road from One-and-Two Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) that would allow a 90-unit Apartment Building with one Commercial Unit along Sooke Road.

Respectfully submitted by,

[redacted]

Homeowners of [redacted] Ernhill Drive

[redacted]

PUBLIC HEARING
Monday, 2 November 2020

Bylaw No. 1931
File No. Z20-0016

A Bylaw to Rezone 2885 West Shore Pkwy and 1365 Goldstream Ave from the AM (Amenity) Zone to the CT1 (Tourist Commercial) and RT2 (Residential Townhouse 2) Zones to allow the development of a hotel, restaurant and approximately 30 townhouse residential units.

CITY OF LANGFORD
BYLAW NO. 1931

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 AM (Amenity) Zone and adding to the CT1 (Tourist Commercial 1) Zone and the RT2 (Residential Townhouse) Zone the properties legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544; and in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw;

2. By adding the following as subsection 6.47.01(6) and renumbering subsequent subsections accordingly: "**Hotel** without a restaurant on the same lot on land legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544";

3. By adding the following as subsection 6.47.01(9) and renumbering subsequent subsections accordingly: "**Restaurant** on land legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544";

4. By adding the following as subsection 6.28A.03(3): "Despite Article 6.28A.03(1) on land legally described as Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544 the maximum density may be one **dwelling unit** per 80 m^2 (861 ft^2) of **lot area** if the owner of the land proposed to be developed pays to the City the amount specified in Column 4, or Table 1 of Schedule "AD" prior to issuance of a building permit;

5. By adding the following to Schedule "AD":
"

RT1	1931	Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544 (1365 Goldstream Avenue)	a) $3660 per dwelling unit towards the General Amenity Reserve fund; and b) $610 per dwelling unit towards the Affordable Housing Reserve Fund;	No

"

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 600, (2885 West Shore Parkway, 1365 Goldstream Avenue), Bylaw No. 1931, 2020".

READ A FIRST TIME this 5th day of October, 2020.

PUBLIC HEARING held this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

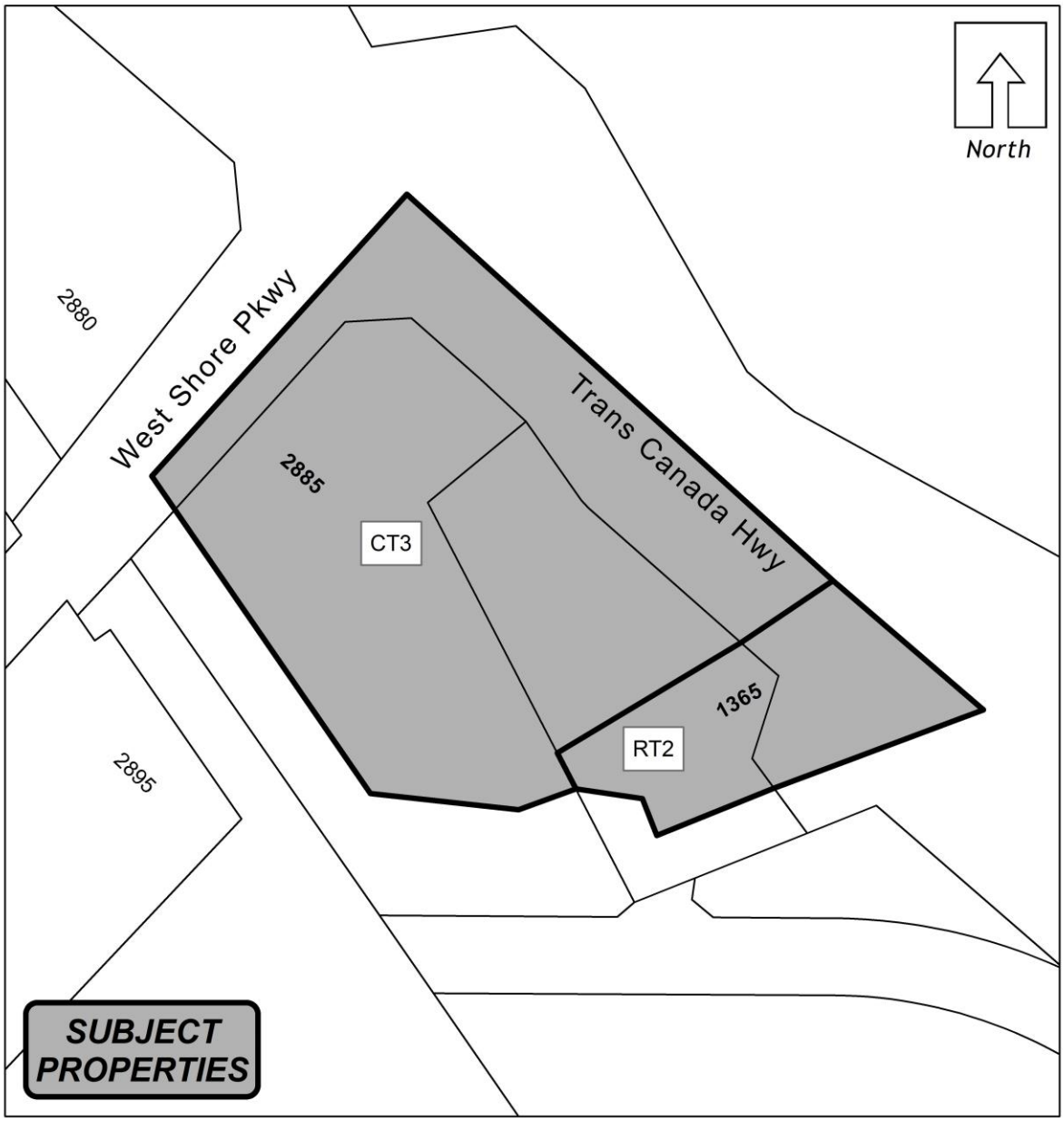
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS DAY OF, 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1931

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1931

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 9/22/2020

City of Langford
www.cityoflangford.ca

NOTICE OF PUBLIC HEARING

The City of Langford has received an application to amend Zoning Bylaw No. 300 by means of proposed Bylaw No. 1931. All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded an opportunity to be heard or to present written submissions respecting matters contained in the Bylaw at a Public Hearing to **be held by electronic means** by **the CITY OF LANGFORD COUNCIL on Monday, 2 November 2020, at 5:30 pm**. Please be advised that no representations may be received by Council after the close of the Public Hearing and any submissions made to Council, whether orally or in writing, will form part of a public record.

Meeting Date	Monday, 2 November 2020	
Meeting Time	5:30 pm	
Meeting Place	City Hall Council Chambers, Third Floor, 877 Goldstream Avenue	
Subject Property	2885 West Shore Pkwy and 1365 Goldstream Ave	
File	Z20-0016	Bylaw Number: 1931
Official Community Plan	Current: Mixed Use Employment	Proposed: No Change
Zoning	Current: AM (Amenity)	Proposed: CT1 (Tourist Commercial 1) and RT2 (Residential Townhouse) Zones
Proposal	To permit the development of a hotel, restaurant and approximately 30 townhouse residential units.	

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

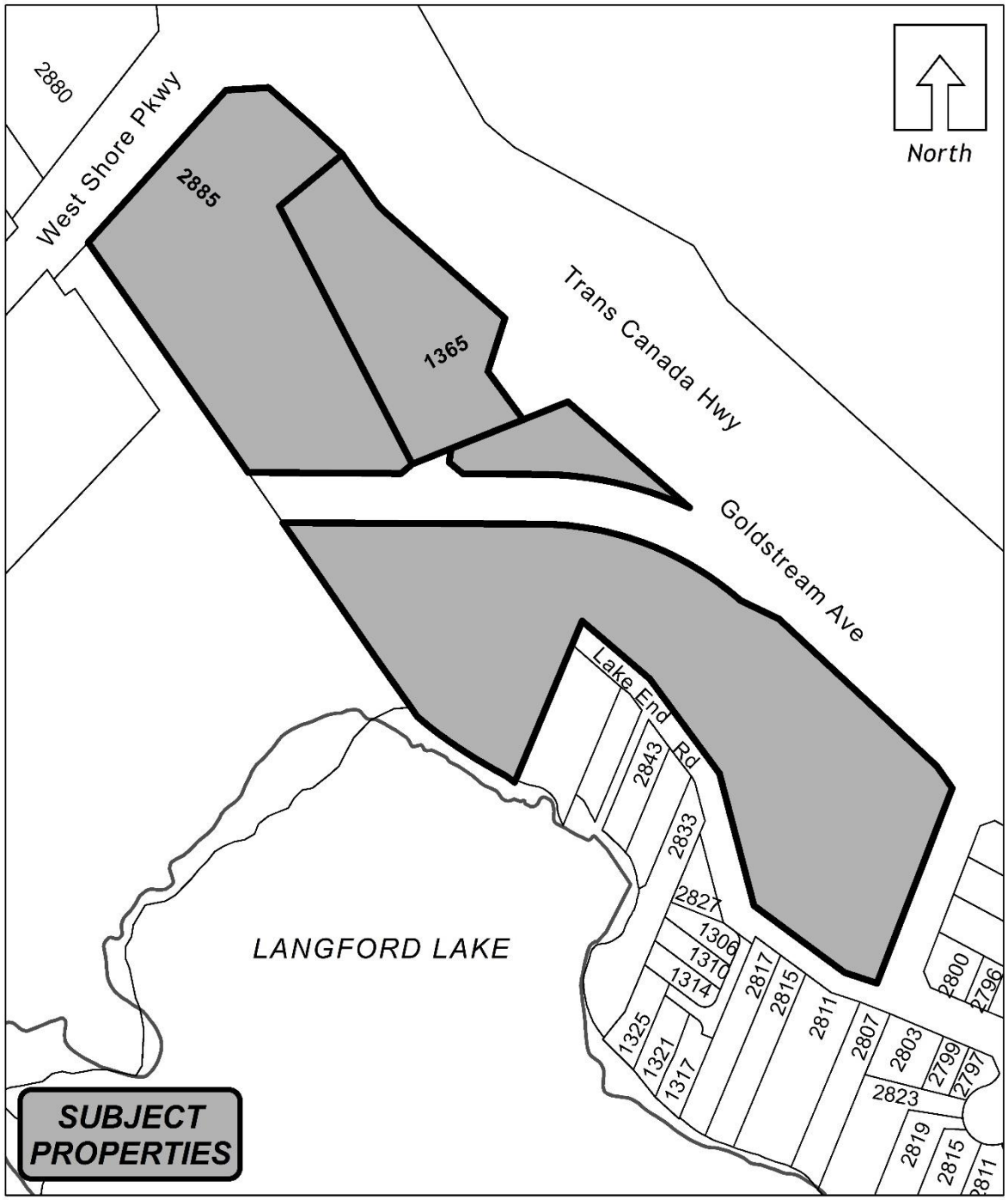
COPIES of the complete Bylaw and other material that the Council may consider in relation to the bylaw may be made available upon request by emailing to planning@langford.ca or in writing to Langford City Hall, 2nd Floor, 877 Goldstream Avenue, Langford, BC, V9B 2X8 for the duration of the pandemic emergency. Please contact Matthew Baldwin, Director of Planning, in the Planning Department at 250-478-7882 or by email at mbaldwin@langford.ca with any questions on this bylaw.

Braden Hutchins
Director of Corporate Services

REZONING BYLAW AMENDMENT

(Z20-0016)

2885 West Shore Pkwy & 1365 Goldstream Ave



Document Name: Z20-0016_Site_Map

Scale: N.T.S.

Last Revised: 8/25/2020

RCMP, police dogs chase down B&E suspects

Two arrested men facing multiple charges



West Shore RCMP wound up a vehicle pursuit and foot chase with an arrest of two men suspected of a break and enter and theft in Langford. (Aaron Guillen/News Staff)

West Shore RCMP and police dogs chased down and arrested two men Tuesday morning after receiving reports of a stolen vehicle and a break and enter.

On Tuesday, Oct. 13 at 9:20 a.m., a Langford woman called the police after returning home from dropping off her child and finding two men leaving her home with stolen items, according to an RCMP news release.

Seeing her, the men jumped into a Dodge Ram 2500 truck and took off. Luckily, the homeowner was able to record the truck's licence plate and reported it to police.

Police determined the vehicle had been reported stolen from another Langford residence earlier that morning.

An officer spotted the vehicle on 6 Mile Road in View Royal and attempted to pull the driver over.

However, the driver took off at a high speed and police were only able to catch them after the driver crashed the stolen truck into a rock wall near the entrance to Thetis Lake Park. The suspects then fled on foot.

Officers and members of the West Shore RCMP Police Dog Section chased down and caught both suspects.

One suspect sustained a dog bite and is being treated for minor injuries.

The men were arrested for numerous offences, including break and enter, theft from residence, vehicle theft, dangerous driving and flight from police.

One suspect was also found to be carrying an extendable baton and concealed knife. The investigation is still underway.

aaron.guillen@goldstreamgazette.com

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City of Langford
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NOTICE OF PUBLIC HEARING

The City of Langford has received an application to amend Zoning Bylaw No. 300 by means of proposed Bylaw No. 1883. All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded an opportunity to be heard or to present written submissions respecting matters contained in the Bylaw at a Public Hearing to be held **by electronic means** by **the CITY OF LANGFORD COUNCIL on Monday, 2 November 2020, at 5:30 pm.** Please be advised that no representations may be received by Council after the close of the Public Hearing and any submissions made to Council, whether orally or in writing, will form part of a public record.

Proposal: **The purpose of Bylaw No. 1883 is to amend the City of Langford Zoning Bylaw No. 300 by amending the zoning designation of the land that is the subject of Bylaw No. 1883 from R2 (One- and Two-Family Residential) Zone and adding to the C9 (Community Town Centre Pedestrian 9) Zone to allow a 90-unit apartment building with one commercial unit along Sooke Rd.**

Applicant: **Danny Jadresko, Woodsmere Holdings Corp.**

Location: **The land that is the subject of Bylaw No. 1883 is 2627 Sooke Rd as shown shaded on the plan.**

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

COPIES of the complete Bylaw and other material that the Council may consider in relation to the bylaw may be made available upon request by emailing to planning@langford.ca or in writing to Langford City Hall, 2nd Floor, 877 Goldstream Avenue, Langford, BC, V9B 2X8 for the duration of the pandemic emergency. Please contact Robert Dykstra in the Planning Department at 250-478-7882 or by email at rdykstra@langford.ca with any questions on this bylaw.



Braden Hutchins
Director of Corporate Services

2nd Floor · 877 Goldstream Avenue · Langford, BC Canada · V9B 2X8
T · 250-478-7882 F · 250-478-7864

City of Langford
www.cityoflangford.ca

NOTICE OF PUBLIC HEARING

The City of Langford has received an application to amend Zoning Bylaw No. 300 by means of proposed Bylaw No. 1931. All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded an opportunity to be heard or to present written submissions respecting matters contained in the Bylaw at a Public Hearing to **be held by electronic means by the CITY OF LANGFORD COUNCIL on Monday, 2 November 2020, at 5:30 pm.** Please be advised that no representations may be received by Council after the close of the Public Hearing and any submissions made to Council, whether orally or in writing, will form part of a public record.

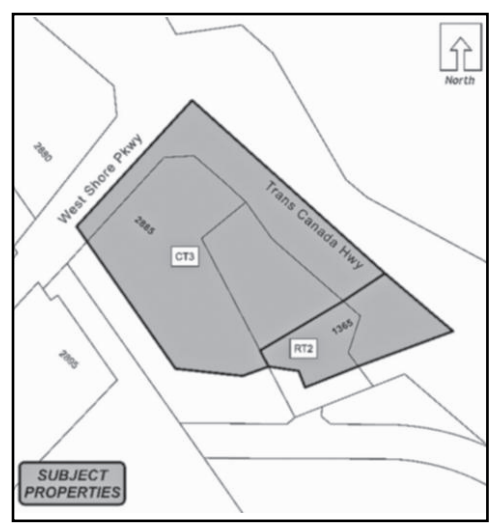
Proposal: **The purpose of Bylaw No. 1931 is to amend the City of Langford Zoning Bylaw No. 300 by amending the zoning designation of the land that is the subject of Bylaw No. 1931 from AM (Amenity) Zone and adding to the CT1 (Tourist Commercial 1) and RT2 (Residential Townhouse) Zones to allow a hotel, restaurant and approximately 30 townhouse residential units.**

Applicant: **City of Langford**

Location: **The land that is the subject of Bylaw No. 1931 is 2885 West Shore Pkwy and 1365 Goldstream Ave as shown shaded on the plan.**

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

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Braden Hutchins
Director of Corporate Services

Chainsaw carver turns dead tree into stunning work of art

Historic tree at Malahat Farm near Shirley sprouts new life

Kevin Laird
Sooke News Mirror

Where many people see a stump or the ragged remnants of a dead tree best suited for the fireplace, Mike Brown sees a canvas.

That's why Sheila Stoner contacted the Nanaimo chainsaw carving artist asking him to create a unique piece of art from a historic but desiccated monkey puzzle tree on Malahat Farm, east of Shirley.

Now all done, the result – a three-metre-tall, three-dimensional scene, depicting the original owner of the farm, a bear and raven – is turning heads.

The monkey puzzle tree was planted 100 years ago by pioneer William H. Anderson, a journeyman carpenter from Yorkshire, England when he bought the property and built a home. The tree lays witness to many family activities and generations.

Stoner bought the property two years ago, but soon realized she would need to cut the rotting tree down.

"I felt horrible cutting it down, but it was either the tree or the house," she said.

But she wanted to keep the legacy of the tree alive.



Chainsaw carver Mike Brown at work, carving a face into the base of the monkey puzzle tree stump on the Malahat Farm property just outside of Shirley. Find this story and more photos online at goldstreamgazette.com by doing a search for Malahat Farm. (Contributed photo)

Enter Brown, who created the modern-day totem pole. In this case, the pole, or stump, features Anderson's carved face on the bottom, a bear in the middle, and a raven on top.

Stoner decided before the 30-metre tree was cut that she wanted a carving made out of the stump and planned to mill the remaining wood and use it for kitchen renovations.

"I've kinda tried to bring that tree back into the house and reuse it because it was a big part of the history here."



Shayne & Christine Moore

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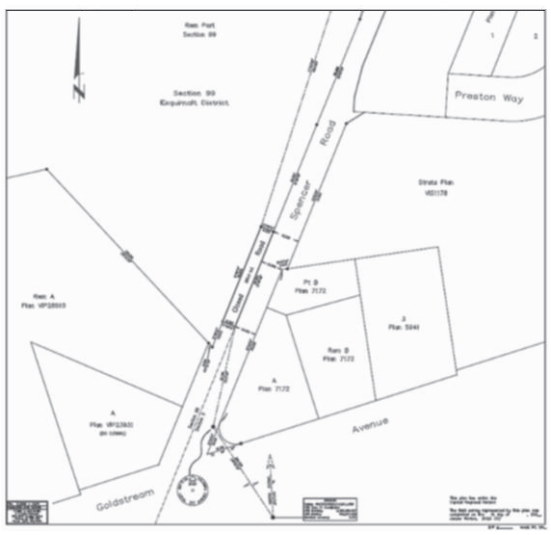
NOTICE OF ROAD CLOSURE AND DISPOSITION AND NOTICE OF ROAD CLOSURE BYLAW RESCISION

The City of Langford hereby gives public notice of its intention to close and dispose of a portion of road, shown in heavy outline in Schedule 'A', known as Spencer Road, which was dedicated as highway by Plan VIP55727.

The approximate 285.0 m^2 (3,067 ft^2) portion of Spencer Road intended to be removed as highway dedication and disposed of, will be considered by the Council of the City of Langford at its regular meeting at the City Hall, 3rd Floor, 877 Goldstream Avenue, on Monday, November 2, 2020 at 5:30pm. Persons who consider they are affected by the Bylaw will be provided an opportunity to make representations to Council at the meeting, or by delivering a written submission to the Corporate Officer by 4:00 pm on that date.

The City of Langford also intends to transfer the closed portion of road to Tri-Way Seniors Housing Ltd., the developer of the adjoining property shown as 2780 Spencer Road for $35,000.

Schedule 'A'



Bylaw No. 1704, adopted June 8, 2017, closing another portion of Spencer Road, incorrectly described the area of road to be closed. This Bylaw was replaced by Bylaw No. 1807, adopted September 25, 2018. A Bylaw may only be rescinded by Bylaw, therefore Council will be adopting City of Langford Bylaw No. 1935, 2020, to Repeal Road Closure Bylaw No. 1704 (Spencer Road), 2017.

Braden Hutchins
Director of Corporate Services

City of Langford
www.cityoflangford.ca

NOTICE OF PUBLIC HEARING

The City of Langford has received an application to amend Zoning Bylaw No. 300 by means of proposed Bylaw No. 1931. All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded an opportunity to be heard or to present written submissions respecting matters contained in the Bylaw at a Public Hearing to **be held by electronic means by the CITY OF LANGFORD COUNCIL on Monday, 2 November 2020, at 5:30 pm.** Please be advised that no representations may be received by Council after the close of the Public Hearing and any submissions made to Council, whether orally or in writing, will form part of a public record.

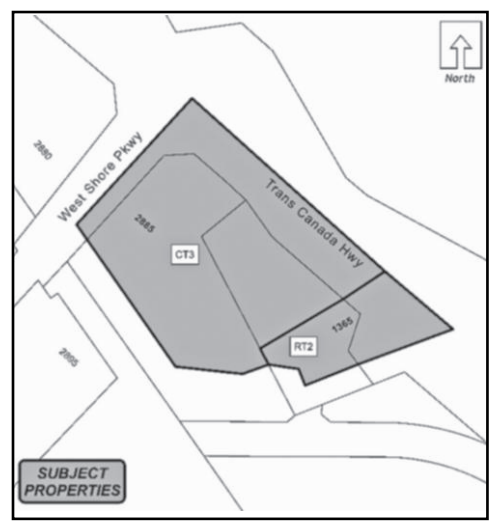
Proposal: **The purpose of Bylaw No. 1931 is to amend the City of Langford Zoning Bylaw No. 300 by amending the zoning designation of the land that is the subject of Bylaw No. 1931 from AM (Amenity) Zone and adding to the CT1 (Tourist Commercial 1) and RT2 (Residential Townhouse) Zones to allow a hotel, restaurant and approximately 30 townhouse residential units.**

Applicant: **City of Langford**

Location: **The land that is the subject of Bylaw No. 1931 is 2885 West Shore Pkwy and 1365 Goldstream Ave as shown shaded on the plan.**

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

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Braden Hutchins
Director of Corporate Services

i. That the applicant dedicates approximately 5% of the subject property as park at the time of subdivision, as approved by the Manager of Parks and the Director of Planning prior to Public Hearing.

CARRIED.

b) Bylaw No. 1931 - Application to Rezone 2885 West Shore Parkway and 1365 Goldstream Avenue to Allow a Hotel, Restaurant and Approximately 30 Townhouse Residential Units

- **Staff Report (Planning)**

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give First Reading of Bylaw No. 1931, a Bylaw to amend the zoning designation of the property located at 2885 West Shore Parkway and 1365 Goldstream Avenue from the AM (Amenity) Zone to the CT1 (Tourist Commercial 1) Zone and the RT2 (Residential Townhouse) Zone, subject to the following terms and conditions:

a) That the owner agrees to provide, **as a bonus for increased density**, the following contributions per dwelling unit, prior to issuance of a building permit:

i. $3660 per townhouse unit towards the General Amenity Reserve Fund; and
ii. $610 per townhouse unit towards the Affordable Housing Reserve Fund;

b) That the developer provides, prior to **Public Hearing** the following:

i. A technical Stormwater Management Memo to the satisfaction of the Director of Engineering;

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:

i. That the developer agrees to submit and implement, prior to subdivision approval, a formal storm water management plan, approved by the Director of Engineering, and to complete any required improvements and/or upgrades to on site and off-site infrastructure necessary to facilitate proper drainage on the subject property at the developer's expense;
ii. That the developer agrees to install, prior to subdivision approval or building permit issuance, which ever is first, full frontage improvements including, but not limited to: the installation of a sidewalks, boulevard landscaping, and light standards in accordance with Bylaw No.1000 and to the satisfaction of the Director of Engineering;
iii. The developer will be required to submit fire underwriters survey (FUS) calculations prior to the issuance of a Development Permit to develop the property;
iv. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the

standards of Bylaw No. 1000 and the Director of Engineering, and that costs incurred will be the responsibility of the developer;

v. That the applicant will submit a construction parking management plan, to the satisfaction of the Director of Engineering prior to building permit issuance;
vi. That the developer submits a fire safety plan prior to the issuance of development permit for the construction on the site.

CARRIED.

c) Application to Allow for the Additional Parking at 988 McCallum Rd
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council proceed with consideration of issuing a Temporary Use Permit for a period of 3 years at 988 McCallum Road for additional employee parking, subject to the following terms and conditions:

a) That the applicant must, **prior to TUP issuance**, complete the following:
   i. Provide to the City, a landscape plan for the replanting and site remediation completed by Qualified Environmental Professional (QEP).
   ii. Provide to the City, landscape bonding in the amount of the estimated works to be completed as per the landscape plan completed by the QEP.
b) That only the portion of the property indicated in Figure 2 may be utilized for the employee parking; and
c) That all recommendations of the Environmental Professional Opinion Memorandum prepared by Craig Barlow, RPBio, are implemented and adhered to throughout the term of use for employee parking.

CARRIED.

d) Suspension of Fall Burn Period
- **Staff Report (Fire)**

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR BLACKWELL

That Council suspend the open burning policy for the Fall burn period, but continue to allow campfires and host a Community Cleanup Day as an alternative to burning for 0.5 acre lots or greater.

CARRIED.

11. CORRESPONDENCE

a) West Shore Parks and Recreation
RE: Amendment to the WSPR 2020 Budget

"City of Langford Tax Exemption Public Athletic and Library Facility Bylaw No. 1588, 2015 Amendment No. 1, Bylaw No. 1913, 2020".
(ADOPTION)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR SZPAK

That Council adopt Bylaw No. 1913.

CARRIED.

e) BYLAW NO. 1925
"City of Langford Freedom of Information Bylaw No. 1925, 2020".
(ADOPTION)

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR STEWART

That Council adopt Bylaw No. 1925.

CARRIED.

f) BYLAW NO. 1930
"Road Closure Bylaw No. 1930 (Spencer Road), 2020".
(FIRST, SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1930 first, second and third readings; and

Direct staff to provide notice that Council will consider issuing a Development Variance Permit for the subject site for a 58-unit affordable senior's rental apartment building, with the following variance:

a. That Table 1 in Section 4.01 of Zoning Bylaw No. 0300 be varied to reduce the number of required onsite parking spaces from 1.25 unit to 0.58 per unit.

CARRIED.

g) BYLAW NO. 1931
"Langford Zoning Bylaw, Amendment No. 600, (2880 and 2885 West Shore Parkway, 1365 Goldstream Avenue), Bylaw No. 1931, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1931 first reading.

CARRIED.

h) BYLAW NO. 1934
"Sign Bylaw Amendment Number 3, No. 1934, 2020".
(FIRST, SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1934 first, second and third readings.

CARRIED.

BYLAW NO. 1935
"Bylaw No. 1935, to Repeal Bylaw No. 1704, 2020"
(FIRST, SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1935 first, second and third readings.

CARRIED.

13. IN-CAMERA RESOLUTION

THAT Council close the meeting to the public pursuant to section 90 (1) e and k of the *Community Charter* to consider:

- **the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;**
- **negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.**

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR BLACKWELL

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 and the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary

City of Langford
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Staff Report to Council

Date: **October 5, 2020**

Department: **Planning**

Application No.: **Z20-0016**

Subject: **Bylaw No. 1931:- Application to Rezone 2885 West Shore Parkway and 1365 Goldstream Avenue to Allow a Hotel, Restaurant and Approximately 30 Townhouse Residential Units;**

PURPOSE

The City of Langford has entered into a purchase and sale agreement with Canwest Hotels Ltd. with respect to 2885 West Shore Parkway and 1365 Goldstream Avenue for the development of a hotel with a freestanding restaurant and approximately 30 townhouse residential units facing Goldstream Avenue. As part of this agreement, a portion of the subject property could be rezoned from the AM (Amenity) Zone to the CT1 (Tourist Commercial) zone, and a portion could be rezoned to the RT2 (Residential Townhouse 2) zone, with various amendments to both zones.

BACKGROUND

PREVIOUS APPLICATIONS

The City of Langford acquired part of the subject property as an amenity when the CD1 (Goldstream Meadows Comprehensive Development Zone) was created. The smaller portion of the subject property (1365 Goldstream Avenue) was purchased by the City.

Table 1: Site Data

Applicant	City of Langford
Owner	City of Langford
Civic Address	2885 West Shore Parkway and 1365 Goldstream Avenue
Legal Description	Lot 1, Section 1, Goldstream Avenue, Plan VIP69106; Lot 2, Plan 12264, Except Part in Plan EPP60296
Size of Property	2.774 ha (6.85 acres)
DP Areas	Riparian, Habitat and Biodiversity

Zoning Designation	AM (Amenity)
OCP Designation	Mixed Use Employment

SITE AND SURROUNDING AREA

Table 2: Surrounding Land Uses

	Zoning	***Use***
North	RR4 (Rural Residential 4)	Quarry
East	RSL1 (Residential Lake Shore 1) and R1 (One-Family Residential)	Residential
South	CD1 (Goldstream Meadows Comprehensive Development Zone)	Park
West	CD1 (Goldstream Meadows Comprehensive Development Zone)	Shell Gas Station and Sysco Warehouse

COMMENTS

OFFICIAL COMMUNITY PLAN

The OCP designation of the subject property is "Mixed Use Employment". The proposed zoning is consistent with this designation.

DEVELOPMENT PERMIT AREAS

The Riparian Area will be retained by the City under the Amenity zoning. This riparian area relates to the drainage course that connects Langford Lake to the Goldstream River.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The subject property is well served by the adjacent Trans-Canada Highway and West Shore Parkway.

There is a pedestrian trail that transects the property from east to west. As part of the purchase and sale agreement, the purchaser has agreed to relocate the trail along the riparian area to maintain the connectivity or provide internal pedestrian routes through the subject property. This should ensure that anyone now using this trail to connect from Goldstream Avenue to the west side of the West Shore Parkway will not be displaced.

INFRASTRUCTURE

Municipal sewer and CRD Water are available to the subject property. The purchaser will be responsible for any infrastructure upgrades, if required, at the time of building permit.

COMMENTS

DEVELOPMENT PROPOSAL

The City has agreed to sell a portion of Lot 1 (that part lying east of West Shore Parkway, addressed as 2885 West Shore Parkway) along with 1365 Goldstream Avenue to Canwest Hotels Ltd. The property is to be divided into three separate lots as shown on the plan attached to this report as Appendix A.

Proposed Lot A would be approximately 1.62 ha (4.7 acres). This lot would have a hotel and stand-alone restaurant on it. Access would be only via the West Shore Parkway. The proposed zoning for this lot would be CT1 (Tourist Commercial – Motel) with the addition of "Restaurant" as a permitted stand alone use and with an amendment to the zone so that a hotel does not necessarily have to have a restaurant on the same lot. It is assumed that the hotel and restaurant will be located on the same lot, but it is not necessary that they are.

Proposed Lot B would be approximately 0.24 ha (0.6 acres). This lot would have 30 townhouses, which would have access to both Goldstream Avenue and West Shore Parkway. The proposed zoning for this lot would be RT2 (Residential Townhouse) with an amendment to the zone which would allow 1 dwelling unit per 80m2 of lot area. Presently, the RT2 zone allows a density of 1 dwelling unit per 100m2 of lot area.

The remainder of the lands are Streamside Protection and Enhancement Area and will remain with the City, and zoned AM (Amenity).

Both the proposed Hotel and Restaurant, as well as the townhouses would be subject to subsequent form and character Development Permit applications.

FINANCIAL CONTRIBUTIONS

The terms of the purchase and sale agreement included that Council would consider rezoning for these proposed purposes, and that the purchaser could abandon the deal if Council determined that it was not in the best interests of the City to rezone the property. The agreement stipulates that the purchaser will pay all required Development Cost Charges and amenity contributions per Council policy.

Table 3 – Amenity Contributions per Council Policy

Amenity Item	**Per unit contribution Townhomes**	**Total**
General Amenity Reserve Fund	$3,660 @ 30 units	$109,800
Affordable Housing Reserve Fund	$610 @ 30 units	$18,300
TOTAL POLICY CONTRIBUTIONS		**$128,100**

DEVELOPMENT COST CHARGES

This development will be paying Development Cost Charges in accordance with the Bylaw Requirements at the time of building permit. The final estimate of the DCCs are dependent on the size of the development, a detail which is not known at this time.

OPTIONS

Option 1

That Council:

1. Give First Reading of Bylaw No. 1931, a Bylaw to amend the zoning designation of the property located at 2885 West Shore Parkway and 1365 Goldstream Avenue from the AM (Amenity) Zone to the CT1 (Tourist Commercial 1) Zone and the RT2 (Residential Townhouse) Zone, subject to the following terms and conditions:

    a) That the owner agrees to provide, **as a bonus for increased density**, the following contributions per dwelling unit, prior to issuance of a building permit:

        i. $3660 per townhouse unit towards the General Amenity Reserve Fund; and
        ii. $610 per townhouse unit towards the Affordable Housing Reserve Fund;

    b) That the developer provides, prior to **Public Hearing** the following:

        i. A technical Stormwater Management Memo to the satisfaction of the Director of Engineering;

    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:

        i. That the developer agrees to submit and implement, prior to subdivision approval, a formal storm water management plan, approved by the Director of Engineering, and to complete any required improvements and/or upgrades to on site and off-site infrastructure necessary to facilitate proper drainage on the subject property at the developer's expense;

        ii. That the developer agrees to install, prior to subdivision approval or building permit issuance, which ever is first, full frontage improvements including, but not limited to: the installation of a sidewalks, boulevard landscaping, and light standards in accordance with Bylaw No.1000 and to the satisfaction of the Director of Engineering;

        iii. The developer will be required to submit fire underwriters survey (FUS) calculations prior to the issuance of a Development Permit to develop the property;

iv. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the standards of Bylaw No. 1000 and the Director of Engineering, and that costs incurred will be the responsibility of the developer;

v. That the applicant will submit a construction parking management plan, to the satisfaction of the Director of Engineering prior to building permit issuance;

vi. That the developer submits a fire safety plan prior to the issuance of development permit for the construction on the site;

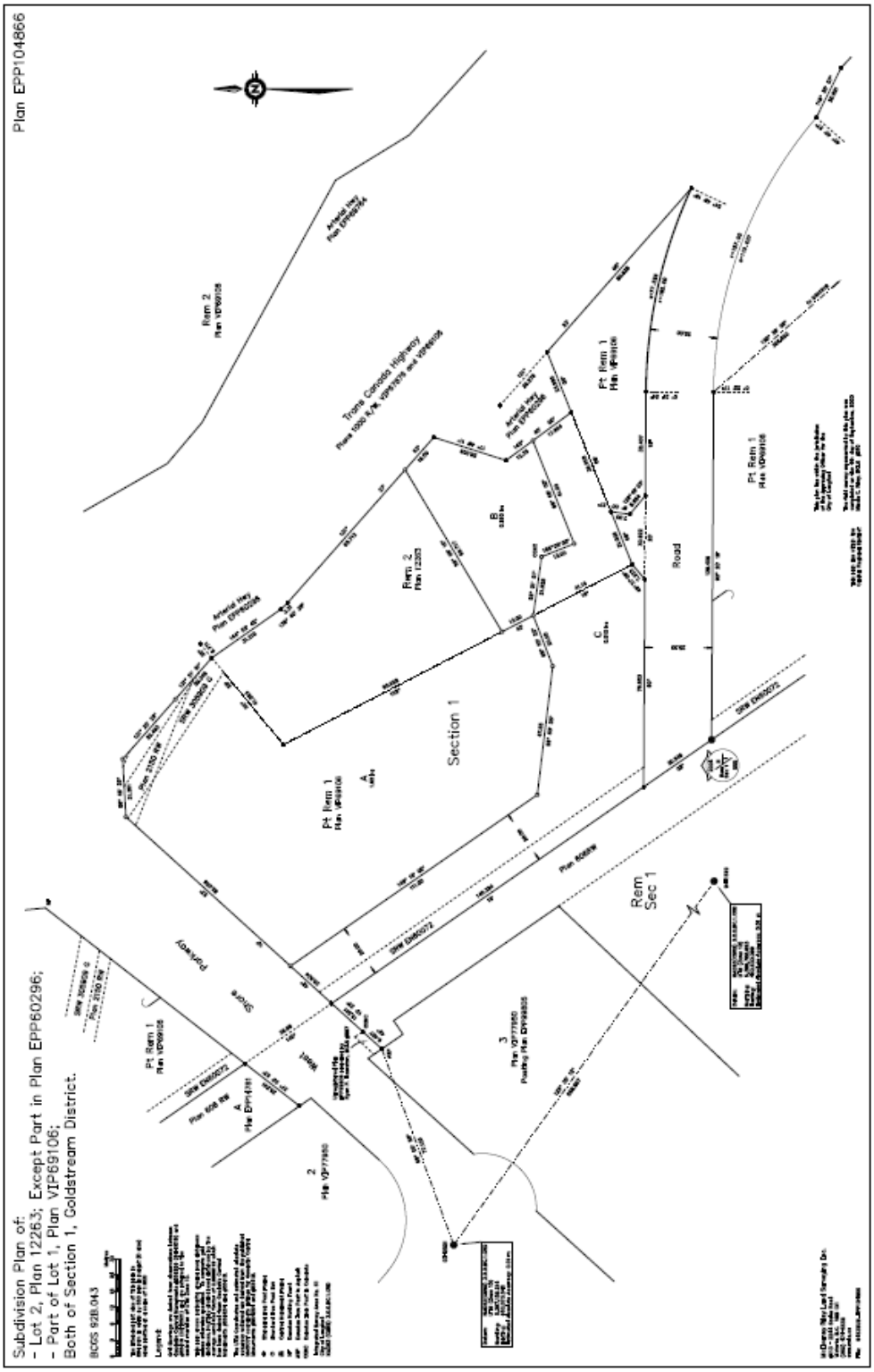
OR Option 2

2. Take no action at this time with respect to Bylaw No. 1931.

Submitted by:	Matthew Baldwin, MCIP, RPP, Director of Planning - approved
Concurrence:	Marie Watmough, Acting Manager of Legislative Services - approved
Concurrence:	Chris Aubrey, Fire Chief - approved
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement - approved
Concurrence:	Cory Manton, Manager of Parks and Recreation - approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - approved

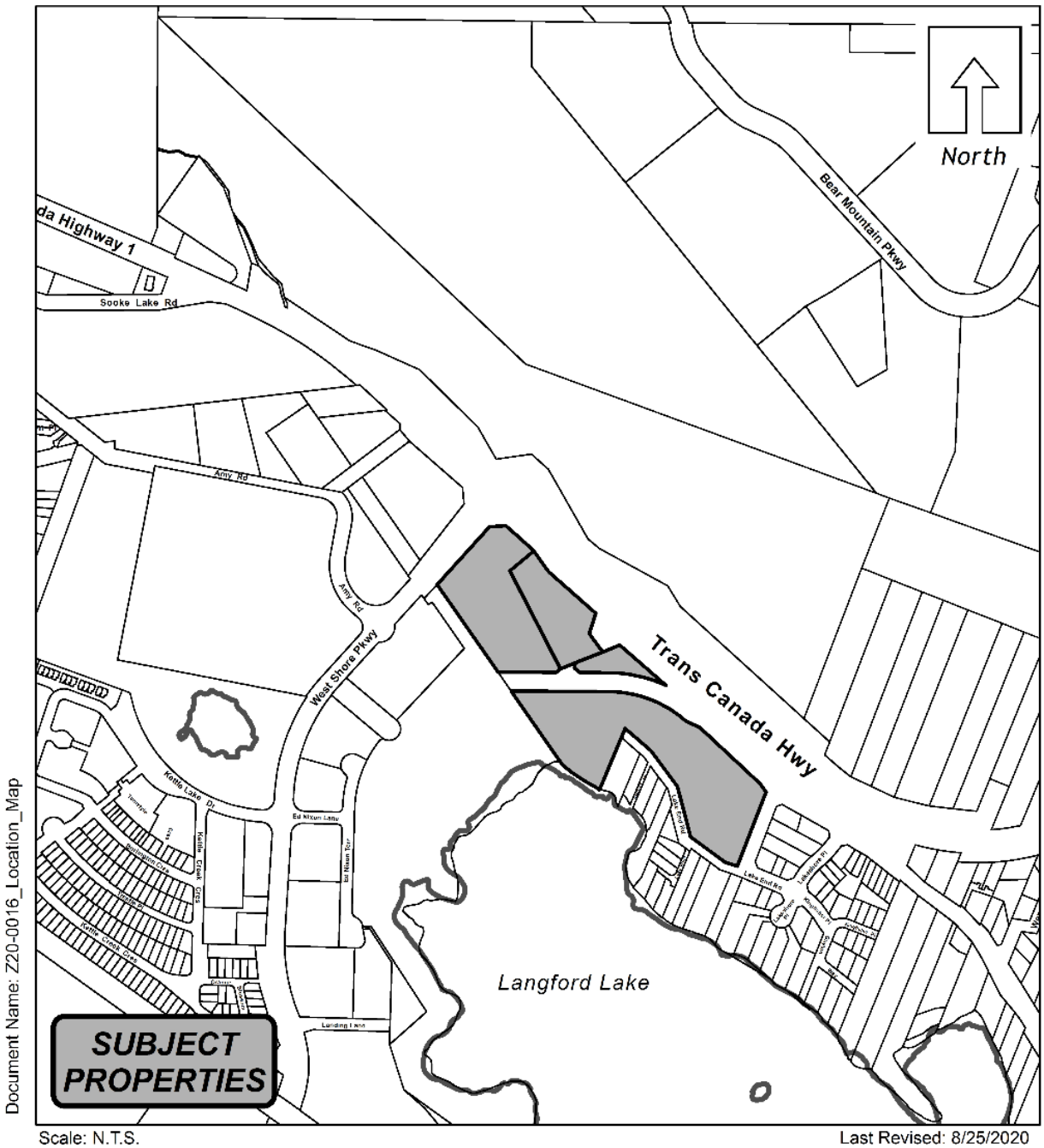
:mgsb

Appendix A


Plan EPP104866
Subdivision Plan of:
- Lot 2, Plan 12263; Except Part in Plan EPP60296;
- Part of Lot 1, Plan VIP69106;
Both of Section 1, Goldstream District.
Section 1
Road
Rem 2
Plan VIP69106
Rem 2
Plan 12263
Pt Rem 1
Plan VIP69106
Rem
Sec 1
Plan 40876
Trans Canada Highway
Plan 1590 N.W. VIP69106 and VIP69106
Arterial Hwy
Plan EPP60296
SRW EM60072
SRW 30960 G
Plan 2150 RW
Plan 2150 RW
Plan 658 RW
Plan EPP41181
Plan VIP77980
Plan VIP77980
Partially Plan EPP60296
Adamson
Drive

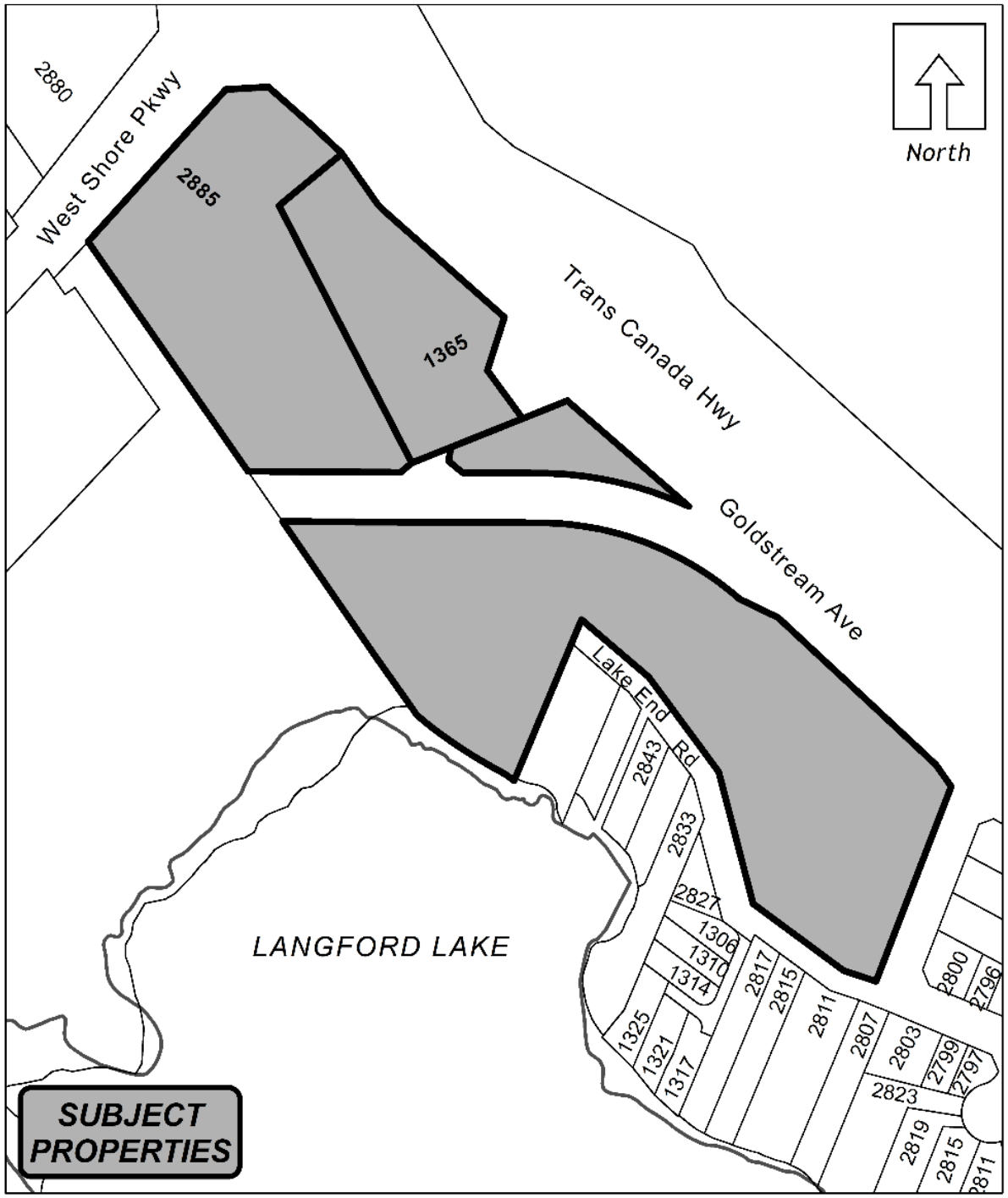
Appendix B

REZONING BYLAW AMENDMENT
(Z20-0016)
2885 West Shore Pkwy & 1365 Goldstream Ave



Appendix C

REZONING BYLAW AMENDMENT
(Z20-0016)
2885 West Shore Pkwy & 1365 Goldstream Ave



Scale: N.T.S.

Last Revised: 8/25/2020

CITY OF LANGFORD
BYLAW NO. 1931

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 AM (Amenity) Zone and adding to the CT1 (Tourist Commercial 1) Zone and the RT2 (Residential Townhouse) Zone the properties legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544; and in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw;

2. By adding the following as subsection 6.47.01(6) and renumbering subsequent subsections accordingly: "**Hotel** without a restaurant on the same lot on land legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544";

3. By adding the following as subsection 6.47.01(9) and renumbering subsequent subsections accordingly: "**Restaurant** on land legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544";

4. By adding the following as subsection 6.28A.03(3): "Despite Article 6.28A.03(1) on land legally described as Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544 the maximum density may be one **dwelling unit** per 80 m^2 (861 ft^2) of **lot area** if the owner of the land proposed to be developed pays to the City the amount specified in Column 4, or Table 1 of Schedule "AD" prior to issuance of a building permit;

5. By adding the following to Schedule "AD":
"

RT1	1931	Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544 (1365 Goldstream Avenue)	a) $3660 per dwelling unit towards the General Amenity Reserve fund; and b) $610 per dwelling unit towards the Affordable Housing Reserve Fund;	No

"

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 600, (2880 and 2885 West Shore Parkway, 1365 Goldstream Avenue), Bylaw No. 1931, 2020".

READ A FIRST TIME this day of, 2020.

PUBLIC HEARING held this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

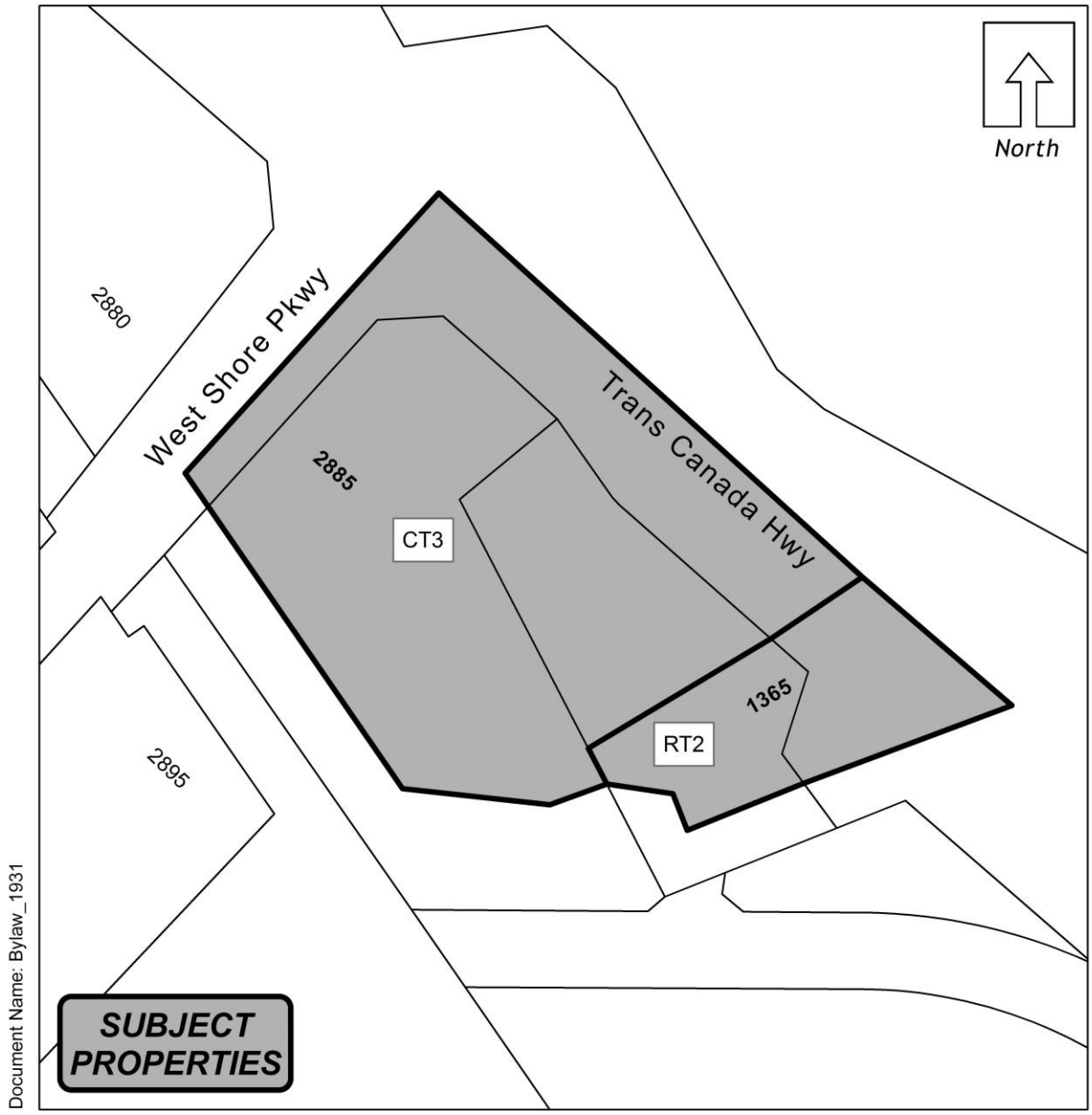
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS DAY OF, 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1931

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 9/22/2020

From: Matthew Baldwin
To: Suzette Chapman
Subject: Fwd: Department Directory - Land Development - sound fence
Date: Thursday, October 8, 2020 1:39:29 PM
Attachments: langford-instagram_6b46b211-9602-461e-bfd0-dd081187edcd.png
langford-email-rotating-banner-new_01b07e96-87cf-42d8-8992-7c6667e0cb46.gif

---

Include this in the PH package.

Matthew Baldwin, MCIP, RPP
Director of Planning
City of Langford

Sent from iPhone

Matthew Baldwin, MCIP, RPP
Director of Planning and Subdivision
250.391.3404

Begin forwarded message:

> **From:** Langford Planning General Mailbox <planning@langford.ca>
> **Date:** October 8, 2020 at 12:56:12 PM PDT
> **To:** Matthew Baldwin <mbaldwin@langford.ca>
> **Subject: FW: Department Directory - Land Development - sound fence**
>
> Can you please address this Matthew?
>
> **Suzette Chapman**
> Assistant Planning
> 250.478.7882
>
> ---
>
> **From:** Langford Administration General Mailbox
> **Sent:** Monday, October 5, 2020 8:38 AM
> **To:** Langford Planning General Mailbox <planning@langford.ca>
> **Subject:** FW: Department Directory - Land Development - sound fence
>
> **Administration Department**
>
> **City of Langford**
> **tel** 250.478.7882
> 2nd Floor, 877 Goldstream Avenue | Langford, BC V9B 2X8
>
> **Langford.ca**



Please review our email privacy policy at Langford.ca/privacypolicy

From: langford@atomic-crayon.com <langford@atomic-crayon.com> **On Behalf Of** [redacted]

Sent: October 3, 2020 7:11 PM

To: Langford Administration General Mailbox <administration@langford.ca>

Subject: Department Directory - Land Development - sound fence

You have received an email from [redacted] via the Langford website:

Department: Land Development

Name: [redacted]
Phone: [redacted]
Address: [redacted]
Topic: sound fence

Message:
Would it be possible to have the new townhouse development planned for 1365 Goldstream to carry their sound fence along the highway to where the Highways department ends theirs? This would make it quieter for residents and visitors to the lake.

CITY OF LANGFORD

MINUTES OF THE MEETING OF COUNCIL

Tuesday, February 18th, 2020 @ 5:30 p.m.

Council Chambers, 3rd Floor, 877 Goldstream Avenue

PRESENT

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

ATTENDING

Chief Administrative Officer, D. Kiedyk; Director of Finance, M. Dillabaugh; Director of Planning, M. Baldwin; Director of Engineering, M. Mahovlich; Director of Corporate Services, B. Hutchins; and Manager of Legislative Services, A. Proton.

ABSENT

Councillors: N. Stewart.

1. CALL TO ORDER

Mayor Young called the meeting to order at 5:32 pm.

2. APPROVAL OF THE AGENDA

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR WADE

That Council approve the agenda with the addition of 7b) Access to 2400 and 2420 Millstream Road.

CARRIED.

3. ADOPTION OF COUNCIL MINUTES

a) Minutes of the Regular Meeting of Council – February 3rd, 2020

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR BLACKWELL

That Council approve the minutes of the regular meeting of Council held on February 3rd, 2020.

CARRIED.

4. PUBLIC PARTICIPATION

Resident in Sooke Road Mobile Home Park – Requested more information about the proposed Development Variance Permit at 2924 Amy Road due to concern about landscaping, dust, noise, and nighttime lighting.

5. COMMITTEE RESOLUTIONS

a) Planning, Zoning and Affordable Housing Committee – February 10th, 2020

1. Minutes of the Planning, Zoning & Affordable Housing Committee – February 10th, 2020

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council receive the minutes of the Planning, Zoning and Affordable Housing Committee held on February 10th, 2020.

CARRIED.

2. Application to Rezone 1100 McCallum Road and 2780 Spencer Road to a new Mixed Use Employment Zone (MUE3) to Allow for Residential, Multi-Family, and Commercial Developments.

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council proceed with consideration of Bylaw No. 1885 to amend the zoning designation of the property located at 1100 McCallum Road and 2780 Spencer Road from R2 (One- and Two-Family Residential), CD12 (Comprehensive Development – South Skirt Mountain), RR4 (Rural Residential 4), RH1 (Mobile Home Park), and CT1 (Tourist Commercial – Motel) to a new MUE3 (Mixed-Use Employment 3) Zone subject to the following terms and conditions:

a) That the applicant provides, **as a bonus for increased density**, the following contribution prior to issuance of a building permit or subdivision approval:

   i. The dedication to the City of at least 4.0 hectares of land in a form and location to the satisfaction of the Director of Planning; and

   ii. The dedication to the City, or the registration of a non-disturbance covenant, of any additional lands that a qualified professional determines should be protected as per their analysis of the development permit areas; and

   iii. The construction of an 93m² (1,000 ft²) amenity building within Area 5 shown in Appendix A for the use of the residents of the mobile home park to the satisfaction of the Director of Planning.

b) That the applicant provides, **prior to Public Hearing,** the following:

i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed development, to the satisfaction of the Director of Engineering.

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:

i. That an overall mixed use concept plan implementing the objectives of the Mixed-Use Employment Centre OCP designation for each area identified in Appendix A be provided to the satisfaction of the Director of Planning prior to issuance of a Form and Character Development Permit for that area; and

ii. That a no-build and non-disturbance covenant be registered on Area 5 identified in Appendix A that restricts the use to a mobile home park only until the mobile home residents and Council approves a compensation plan for home owners per Council's Manufactured Home Park Redevelopment Policy; and

iii. That a qualified archaeologist assess the site prior to any site disturbance, and that the applicant complete the recommendations of the archeologist's report as a condition of development; and

iv. That all road dedication of new roads and/or widening of existing roads is provided prior to issuance of a building permit or subdivision approval, whichever is first, to the satisfaction of the Director of Engineering and Approving Officer; and

v. That a Traffic Impact Assessment (TIA) be completed prior to issuance of a master plan development permit to the satisfaction of the Director of Engineering for the proposed development, and that the recommendations of the TIA be implemented; and

vi. That a Statutory Right of Way be provided on 1121 McCallum Road (identified as Area 1 on Appendix A) for access to lands to the west prior to issuance of a building permit or subdivision approval, whichever is first; and

vii. That all frontage improvements to Bylaw 1000 standards are provided prior to issuance of a building permit or subdivision approval, whichever is first, to the satisfaction of the Director of Engineering;

viii. That a storm water management plan be provided prior to issuance of a building permit or subdivision approval, whichever is first, and implemented as per Bylaw 1000, all to the satisfaction of the Director of Engineering; and

ix. That the required parking stalls for this development are allocated for the use by individuals in each unit, as required by Bylaw 300 and designed accordingly, and that parking stalls are not rented out individually;

x. That the applicant provide a construction traffic and parking management plan to the satisfaction of the Director of Engineering prior to issuance of any Building Permit.

CARRIED.

b) Administration and Finance Committee – February 13th, 2020

1. Administration and Finance Committee – February 13th, 2020

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR SZPAK

That Council receive the minutes of the Administration and Finance Committee held on February 13th, 2020.

CARRIED.

2. Monthly Accounts Payable December 2019-January 2020

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR SZPAK

That Council approve the City of Langford disbursements from December 2019 to January 2020, as outlined in the Accounts Payable Report dated February 04, 2020.

CARRIED.

3. Funding Requests for 2020 Budget Year

MOVED BY: COUNCILLOR SAHLSTROM
SECONDED: COUNCILLOR SZPAK

That Council approve for the year 2020 the following funding applications for historically funded requests:

a) Vancouver Island South Film and Media Commission - $2,000 to promote the industry ;
b) Greater Victoria Bike to Work Society - $1,500 for Bike to Work Week;
c) Royal Canadian Legion - $3,000 for Remembrance Day luncheon, plus funding of $3,000 towards a Christmas Dinner 2020;
d) Goldstream Nature House – Chums sponsorship program $1,000;
e) Big Brothers Big Sisters of Victoria and Area - $1,000 for mentoring program;
f) Open Gate Church $1,250 to provide fresh produce to needy individuals and families in the Westshore;
g) Victoria Sexual Assault Centre $2,500 contribution towards maintaining the Sexual Assault clinic which supports Langford residents.

2. That Council approve for the year 2020 the following funding applications for new requests:
   h) Indigenous Perspectives Society –$1,000 to offer a session of Cultural Perspectives Training to the community in Langford;
   i) Victoria Women's Transition House Society –$1,500 for support of the Victoria Women's Transition House Violence is Preventable Program.

3. That Council include the following in the 2020 budget but not fund unless applied for:
   a) Fort Rodd Hill and Fisgard Lighthouse - $1,500 for Canada Day celebration;

b) M'Akola Housing Society - $1,500 for Westshore Indigenous Peoples Week

4. That Council direct staff to work with the Langford Fire Department Historical Society to investigate the purchase of a historical fire apparatus for the purposes of public education, parades and community events.

5. That Council consider the following funding request:
   a) Peninsula Streams – $50,000 for the Millstream Fishway Project.

6. That Council deny the following request:
   a) Juan de Fuca Performing Arts Centre Society –$3,000 towards a performing arts centre.

CARRIED.

6. NOTICES OF INTENT

a) DVP19-0010 – 2924 Amy Road

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Development Variance Permit No. DVP19-0010 be issued by the Council for the City of Langford to Richard Mayer of Bastion Management Ltd. to allow for an additional (3rd) storey for the proposed building at 2924 Amy 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 6.65.04 of Zoning Bylaw No. 300 be varied from 2 storeys to 3 storeys for the proposed building.

CARRIED.

7. REPORTS

a) CRD Regional Housing First Program
- **Staff report (Planning)**

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR BLACKWELL

That Council consent to the Capital Regional District (CRD) adopting Bylaw No. 4326, to amend the Land Banking and Housing Service Establishing Bylaw to update the borrowing amount, and Bylaw No. 4327 to authorize the borrowing of $10 Million to fund additional housing units under the Regional Housing First Program; and

THAT Langford notify the CRD that it will not consider supporting any future funding for regional affordable housing until the CRD provides a report detailing all contributions from each CRD municipality towards affordable housing, whether through CRD or local initiatives, and including the percentage of affordable housing that exists and is being built in each municipality, during the past ten years.

CARRIED.

b) Access to 2400 and 2420 Millstream Road
- Verbal Report (Administration)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR SZPAK

WHEREAS section 32 of the *Community Charter*, S.B.C. 2003, c. 26 authorizes the municipality to, for the purposes of one or more services of the municipality, enter on, break up, alter, take or enter into possession of and use real property, and construct works through, under or over real property, without the consent of the owner;

AND WHEREAS Council for the Corporation of the City of Langford (the "City") considers it necessary to, for the purposes of constructing, operating and installing a public sidewalk and retaining walls, enter upon, enter on and use property over a portion of the land located at 2400 Millstream Road and 2420 Millstream Road, B.C. and legally described as PID: 028-362-667, Lot 2, Sections 111 and 112 Esquimalt District Plan VIP88436 and PID: 028-362-659 Lot 1 Sections 111 and 112 Esquimalt District Plan VIP88436, which portion is made up of (i) the area shown outlined in heavy black on the reference plan prepared by James Worton BCLS 757 and certified correct on June 19, 2019 and deposited in the Land Title Office under plan numbers EPP92263 and Plan No. EPP92264 and (ii) 25 ft wide running immediately adjacent to the area described in (i) herein (collectively, the "Working Area");

BE IT RESOLVED that pursuant to section 32 of the *Community Charter*, S.B.C. 2003, c. 26 the Council of the City authorizes the City, by its employees, contractors, and agents to, in accordance with section 16 of the *Community Charter*, enter on, break up, alter, and enter into possession of the Working Area for the purpose of constructing, operating and installing a public sidewalk and retaining walls including to erect temporary fencing.

CARRIED.

8. BYLAWS

a) BYLAW NO. 1678
"Langford Zoning Bylaw, Amendment No. 474, (2681 Claude Rd), Bylaw No. 1678, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR SEATON

That Council give Bylaw 1678 first reading.

CARRIED.

b) BYLAW NO. 1662
"Langford Zoning Bylaw, Amendment No. 466, (Omnibus No. 44 –Various Amendments), Bylaw No. 1662, 2020".
(ADOPTION)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council adopt Bylaw 1662.

CARRIED.

c) BYLAW NO. 1883
"Langford Zoning Bylaw, Amendment No. 581, (2627 Sooke Rd), Bylaw No. 1883, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give Bylaw 1883 first reading.

CARRIED.

d) BYLAW NO. 1884
"Langford Zoning Bylaw, Amendment No. 582, (2716 and 2720 Strathmore Road), Bylaw 1884, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give Bylaw 1884 first reading.

CARRIED.

e) BYLAW NO. 1885
"Langford Zoning Bylaw, Amendment No. 583, (1100 McCallum Rd and 2780 Spencer Rd), Bylaw No. 1885, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give Bylaw 1885 first reading.

CARRIED.

9. ADJOURNMENT

Mayor Young adjourned the meeting at 5:55 pm.

_____ _____

PRESIDING COUNCIL MEMBER: CERTIFIED CORRECT
Corporate Officer

CITY OF LANGFORD

MINUTES OF THE REGULAR MEETING OF COUNCIL

Monday, October 5th, 2020 @ 5:30 p.m.

Council Chambers Closed due to COVID-19
Meeting by Teleconference

PRESENT

Mayor S. Young; D. Blackwell, L. Seaton, N. Stewart, M. Sahlstrom, L. Szpak, and R. Wade.

ATTENDING

Chief Administrative Officer, D. Kiedyk, Director of Corporate Services, B. Hutchins; Director of Engineering, M. Mahovlich; Director of Planning and Subdivision, M. Baldwin; Director of Finance, M. Dillabaugh; Manager of Legislative Services, M. Watmough; Fire Chief, C. Aubrey; and Manager of IT, K. Dube.

By Telephone: Manager of Bylaw Enforcement, L. Fletcher.

1. CALL TO ORDER

Mayor Young called the meeting to order at 5:30 pm.

2. APPROVAL OF THE AGENDA

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR BLACKWELL

That Council approve the agenda as presented.

CARRIED.

3. PRESENTATION

a) Mayor Young on behalf of LGMA
RE: Executive Service Award for Darren Kiedyk, CAO, for his term as the Vancouver Island Chapter Director for the LGMA Board of Directors

The Executive Service certificate is provided for service on the LGMA provincial Board of Directors upon retirement from the Board. On behalf of President Ron Bowles, Mayor Young is pleased to acknowledge with gratitude the contributions of Darren Kiedyk, CAO, City of Langford, who served on the LGMA Board of Directors for a term as the Chapter Director for the Vancouver Island Local Government Management Association. Darren provided advice, guidance and service to the members of the LGMA and made significant contributions to the leadership of the Chapter.

4. PUBLIC HEARING

a) BYLAW NO. 1905
"Langford Zoning Bylaw, Amendment No. 590, (494 Goldstream Ave), Bylaw No. 1905, 2020".

The Mayor opened the Public Hearing for Bylaw No. 1905 at 5:35 pm, and read a statement to inform those present of the public hearing procedure.

Director of Planning Matthew Baldwin advised that WA Architects has applied on behalf of Le Gers Properties Inc. to amend the zoning of 494 Goldstream Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre (CC1) Zone.

This is being proposed in order to allow for the construction of a 6-storey mixed-use building that would consist of approximately 71 residential units and 175m² (1,900 ft²) of office space on the ground floor.

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:

a) That the applicant provides, as a bonus for increased density, the following contributions per residential unit, prior to issuance of a building permit:
    i. $750 towards the Affordable Housing Fund;
    ii. $2,850 toward the General Amenity Fund; and
    iii. $10.75 per m2 of commercial Gross Floor Area.

b) That the applicant provides, prior to Public Hearing, the following:
    i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering.

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:
    i. That all frontage improvements along Goldstream Avenue and Kristina Place are provided as per Bylaw 1000, to the satisfaction of the Director of Engineering, prior to the issuance of a Building Permit;
    ii. That a storm water management plan be provided prior to issuance of a building permit and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;
    iii. That a construction parking and traffic management plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering;
    iv. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building that ensures parking is assigned and tied to each unit created in accordance with the minimum required parking stalls as per the zoning bylaw.
    v. That no occupancy permit be issued for the proposed building until a strata plan for the building has been registered, to the satisfaction of the Approving Officer.

Council has authorized the Director of Planning to issue the following variances within the Form and Character Development Permit:

a. That the exterior side yard setback be reduced from 4.0m to 2.0.m.
b. That the interior side yard setback be reduced from 3.0m to 2.0m.
c. That the minimum distance of an unenclosed surface parking space to a lot line abutting a highway be reduced from 3.0m to 2.0m.
d. That the minimum landscaped area between surface parking stalls and rear lot line be reduced from 3.0m to 2.0m.

This proposal is consistent with the Official Community City Centre designation.
Notifications and advertisements have been placed as required by the Local Government Act.

The Mayor called a first time for presentations.

Resident on Fairway Ave – Concerns with development and others on Goldstream 1.5km, roughly 1000-1500 new units. Traffic, bus and overdevelopment infrastructure. There needs to be more thought out collaborating on the heels of Goldstream road and Fairway Ave, 250+ units. Goldstream is over capacity. When COVID lifts it's going to be a nightmare.

Resident on Kingswood Rd – There is a decrease in home value, our home is brand new, we are concerned about what we are going to do. The scale of the building dwarfs anything around it, it is built in the centre of the neighbourhood. The development will destroy trees. There are several old large Douglas fir trees, you should study to see what's living in them. The plans for foliage on border of Kingswood rd need to ensure they provide privacy and in short term, not wait 20 years for the trees to grow. There are traffic issues, speeding, using roundabout to turn around, parking overflow onto the street. We are concerned about the safety of neighbourhood children and dogs. You are tearing apart the community. This was bought and built, it was supposed to be residential.

Mayor Young asked about the size of the trees and confirmed that they can plant larger trees.

Resident #1 on Goldstream Avenue - We would like a sound barrier fence put up, and our driveway to be moved from the front of Goldstream Ave to Kingsway Rd at the Developer's cost.

Mayor Young – Would like to see a sound barrier fence.

Mayor Young called a second time for presentations.

Resident #2 on Kingswood Rd – This is a single-family area with the exception of the duplex. 2 large buildings are being erected in Colwood on the outer eastern edge as opposed to rezoning. Development should be restricted to R2. There is a huge negative impact to traffic, parking and trees which are homes to owls, bats, and hawks. Overflow onto Kingswood and Kristina rd. Negative sight line, sunlight and privacy is negatively affected. This is not the proper type of building, there are huge condos all over Langford (Peatt, Hockley, Spencer and Goldstream). It is time for council to preserve single family homes.

Resident on Kristina Pl – The design is inappropriate. I bought 20 years ago on a single family. Young families with young kids are now put in danger. I don't know how we can have this his many without sewers. We oppose if passed and will probably block or protest.

M. Mahovlich, Direct of Engineering - advised that it is the developer who will pay for the extension of the sewer to the development.

Resident #1 on Goldstream spoke again saying that their tenant gave notice because of this development.

Another resident has been here for 50 years or more and is seeing a complete loss of places to build or rent. This is the path that Surrey, BC took, look where that went.

Resident #2 on Kingswood spoke again – the development is on his bill to pay for sewer. Seems we are being held hostage, if you want sewer you have to allow buildings entitled to the same access to sewers. There is a 2nd petition signed that has been dropped off in addition to letters and emails.

M. Mahovlich, Direct of Engineering - this means the sewer will be extended to the area sooner than the City's timeline and at the cost of the developer rather than the City.

Braden Hutchens, Director of Corporate Services – Confirmed all documents have been received and are included in the Public Hearing package considered by Council.

Mayor Young called a third and final time for speakers. There being none, he declared the Public Hearing for Bylaw No. 1905 closed at 5:59 p.m.

5. ADOPTION OF COUNCIL MINUTES

a) Minutes of the Regular Meeting of Council – September 8, 2020

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR WADE

That Council approve the minutes of the special meetings of Council held on September 8, 2020.

CARRIED.

6. OTHER BOARD AND COMMISSION MINUTES

a) Minutes of the West Shore Parks and Recreation Board of Directors Meeting– July 23, 2020

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR SAHLSTROM

That Council receive the minutes of the West Shore Parks and Recreation Board of Directors Meeting held on July 23, 2020.

CARRIED.

7. COMMITTEE RESOLUTIONS

a) Planning, Zoning and Affordable Housing Committee – September 14, 2020

1. Minutes of the Planning, Zoning and Affordable Housing Committee Meeting – September 14, 2020

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council receive the minutes of the Planning Zoning and Affordable Housing Committee held on September 14, 2020.

CARRIED.

2. Application to Rezone 2120 Millstream Road from RR4 (Rural Residential 4) Zone to the RS1, Residential Small Lot 1, Zone to allow for a 37-lot subdivision for one family dwellings, and 47 townhouses on the property

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council:

1. Give First Reading of Bylaw No. 1761, to amend the text within RS1 (Residential Small Lot 1) Zone to add Townhouses, not to exceed 47 units, as an allowable use on the subject property;

2. Give First Reading of Bylaw No. 1761, a Bylaw to amend the zoning designation of the property located at 2120 Millstream Road from the RR4 (Rural Residential 4) Zone to the RS1 (Residential Small Lot 1) Zone, subject to the following terms and conditions:

   a) That the owner agrees to provide, **as a bonus for increased density**, the following contributions per dwelling unit, prior to issuance of a building permit:

      i. $3,960 per small lot one family dwelling towards the General Amenity Reserve Fund;
      ii. $660 per small lot one family dwelling towards the Affordable Housing Reserve Fund;
      iii. $3660 per townhouse unit towards the General Amenity Reserve Fund; and
      iv. $610 per townhouse unit towards the Affordable Housing Reserve Fund;

   b) That the developer provides, prior to **Public Hearing** the following:

      i. A technical Stormwater Management Memo to the satisfaction of the Director of Engineering;
      ii. A frontage drawing for each road frontage (Millstream Road, Kingbird Drive and Longspur Drive), to the satisfaction of the Director of Engineering;

   c) That the applicant registers, prior to **Bylaw Adoption**, road dedication for the amount of frontage necessary along Millstream Road to accommodate required improvements, to the approval of the Director of Engineering and the standards of Bylaw No.1000;

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 developer agrees to submit and implement, prior to subdivision approval, a formal storm water management plan, approved by the Director of Engineering, and to complete any required improvements and/or upgrades to on site and off-site infrastructure necessary to facilitate proper drainage on the subject property at the developer's expense;
ii. That the developer agrees to install, prior to subdivision approval or building permit issuance, which ever is first, full frontage improvements including, but not limited to: the installation of a sidewalks, boulevard landscaping, and light standards in accordance with Bylaw No.1000 and to the satisfaction of the Director of Engineering;
iii. That the developer agrees that if at time of subdivision of the subject property a connection to Longspur Drive and Kingbird Road has not been constructed to Bylaw No.1000 standards and to the approval of the Director or Engineering, a temporary turnaround must be constructed where these roads meet the property at 2148 Millstream, prior to any subdivision approval on the property;
iv. The developer agrees to register a Section 219 covenant, prior to subdivision approval, on each individual property, that acknowledges proximity to Western Speedway and the potential nuisance this establishment may cause to future home owners;
v. That the developer agrees to dedicate to the City internal roads, Longspur Drive and Kingbird Road, and to develop these to Bylaw No.1000 standards, and to the approval of the Director of Engineering, prior to subdivision approval;
vi. The developer will be required to submit fire underwriters survey (FUS) calculations prior to the issuance of a Development Permit to develop the property;
vii. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the standards of Bylaw No. 1000 and the Director of Engineering, and that costs incurred will be the responsibility of the developer;
viii. That the applicant will submit a construction parking management plan, to the satisfaction of the Director of Engineering prior to building permit issuance;
ix. That the developer submits a fire safety plan prior to the issuance of development permit for the construction on the site;
x. That the developer covenants the non-disturbance areas along the westerly and easterly property boundaries as shown on the conceptual site plan as a condition of subdivision;

CARRIED.

3. Application to Rezone 630 Strandlund Ave from One-and Two Family Residential (R2) to Residential Townhouse 1 (RT1), to allow for a 10-unit townhouse development

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 630 Strandlund Avenue from R2 (One-and Two Family Residential) to RT1 (Residential Townhouse 1), subject to the following terms and conditions:

    a. That the applicant provide, **as a bonus for increased density**, the following contributions per dwelling unit, prior to issuance of a building permit:

        i. $3,660 towards the General Amenity Reserve Fund
        ii. $610 towards the Affordable Housing Reserve Fund

    b. That the applicant provide, **prior to Public Hearing**, the following:

        i. A technical memo from a qualified engineer that verifies stormwater can be managed on site, to the satisfaction of the Director of Engineering;

    c. That the applicant provides, **prior to Bylaw Adoption**, a section 219 covenant, registered in priority over all other charges on title, that agrees to the following:

        i. That the developer agrees to install, or bond for, all frontage improvements to Bylaw 1000 standards, and to the satisfaction of the Director of Engineering, prior to issuance of a building permit;
        ii. That the Oak trees within the City boulevard are to be preserved, and delineated with tree protection fencing to the satisfaction of the Parks Manager, prior to commencement of works;
        iii. That a stormwater management plan be provided and implemented, to the satisfaction of the Director of Engineering;
        iv. That the applicant provide a construction management plan to the satisfaction of the Director of Engineering, prior to issuance of a building permit;
        v. That the developer will connect and be responsible for any upgrades required to the services and utilities required to the development;
        vi. That the developer will submit Fire Underwriters Survey (FUS) calculations prior to issuance of a development permit, and acknowledges that the calculations may determine different setbacks than what is prescribed in the zone or authorized through variance, and dictate building material or the requirement for additional fire protection measures including sprinkler protection or fire walls;
        vii. That the enclosed parking garages for each unit are designated for parking of vehicles only and not replaced with storage or hobby space;

    d. That Council authorize of the Director of Planning to issue the following variance within the Form and Character Development Permit for the subject property:

        i. That section 6.28.07(1)(a) be varied to reduce the front lot line setback from the required 3.0 m to 2.13 m;
        ii. That section 6.28.07(1)(d) be varied to reduce the rear lot line setback from the required 5.5 m to 3.29 m;

CARRIED.

4. Application for Development Variance Permit to reduce the rear yard setback from the required 6.0 m to 3.0 m for the property located at 628 Kestrel Ridge

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council direct staff to provide notice that Council will consider issuing a Development Variance Permit:

a) That Section 6.21.06(1)(a) of Zoning Bylaw No. 300 be varied from the required 6.0 m to 3.0 m;

Subject to the following terms and conditions:

i) That the site is developed in accordance with the plan attached to this report as Appendix A;
ii) That the applicant constructs the deck in accordance with the recommendations of the report provided by Strathcona Consulting, dated June 2020 attached to this report as Appendix D.

CARRIED.

5. Application to Allow Temporary Parking at 3160 and 3150 Aggregate Court
(NB Correspondence has been received from the developer in respect of this application, attached and immediately following the original staff report, for review in conjunction with consideration of the committee recommendation).

MOVED BY: BLACKWELL
SECONDED: WADE

That Council reject this application for temporary use permit.

CARRIED.

b) Parks, Recreation, Culture and Beautification Committee – September 24, 2020

1. Minutes of the Parks, Recreation, Culture and Beautification Committee Meeting – September 24, 2020

MOVED BY: COUNCILLOR SEATON
SECONDED: COUNCILLOR WADE

That Council receive the minutes of the Parks, Recreation, Culture and Beautification Committee held on September 24, 2020.

CARRIED.

8. PUBLIC PARTICIPATION

None.

9. NOTICE OF INTENT

a) TUP20-0003 – 890 Goldstream Ave

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Temporary Use Permit No. TUP20-0003 be issued by the Council for the City of Langford to Jesse Bowness of Code Ninjas Westshore on behalf of David Baird to allow an after-school computer coding program for children on the lower floor of the front unit of 890 Goldstream 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. Conditions

The following requirements are imposed under Section 498 of the *Local Government Act*:

a) That addressing for the three units be clarified and revised as required to the satisfaction of the Fire Chief prior to issuance of a business licence;

b) That the applicant will retain an Architect to supply the appropriate code analysis for the building change of use and to ensure code compliant fire separations and B.C. Building Code 2018 code requirements are met for the unit prior to a business licence being issued, to the satisfaction of the Chief Building Inspector;

c) That the Temporary Use Permit be issued only to Jesse Bowness, doing business as Code Ninjas Westshore and not be transferred to any subsequent business or business owner should Jesse Bowness, Code Ninjas Westshore cease to operate.

CARRIED.

b) DVP20-0002 – 2029-2061 Pinehurst Terrace

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLORWADE

That Development Variance Permit No. DVP20-0002 be issued by the Council for the City of Langford to Ryan Mogensen, Ecoasis Development LLP on behalf of Bear Mountain to permit a reduction in the rear yard setback of the proposed lots 13-22 (location properties listed above) from the required 6.0 m to 3.0 m at (2029, 2033, 2037, 2041, 2045, 2049, 2053, 2054, 2057 and 2061 Pinehurst Terr) 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 6.95A.08(1)(b) of Zoning Bylaw No. 300 be varied from the required 6.0 m to 3.0 m for lots 13 to 22 only.

3. Conditions

The following requirements are imposed under Section 498 of the *Local Government Act*:

i) That the setback variance applies to lots 13 – 22 only;

ii) That the applicant provides prior to Development Variance Permit issuance**,** a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:

a) That residential fire sprinklers be installed to the NFPA standard as a condition of building permit for lots 15 - 22 or an acceptable alternate solution as approved by the forestry consultant and Fire Chief; and

b) The area between the 2.0 m non-disturbance area and 3.0 m required setback be replanted with native vegetation prior to issuance of an Occupancy Permit;

iii) That the applicant provides environmental monitoring reports verifying all conditions of the Development Permit DP18-0008 have been satisfied prior to issuance of the Development Variance Permit;

iv) That the applicant conduct selective vegetation management (thinning, pruning) of the BC Hydro Right-of-way behind Lot 14 to reduce surface and ladder fuels;

That the applicant remove broom along the perimeter boundary interface, under the direction of a project biologist and to the satisfaction of the Director of Planning

CARRIED.

10. REPORTS

a) Application to Rezone 2120 Millstream Road from RR4 (Rural Residential 4) Zone to the RS1, Residential Small Lot 1, Zone to allow for a 37-lot subdivision for one family dwellings, and 47 townhouses on the property
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That in addition to the motion above at item 7.a).2,

i. That the applicant dedicates approximately 5% of the subject property as park at the time of subdivision, as approved by the Manager of Parks and the Director of Planning prior to Public Hearing.

CARRIED.

b) Bylaw No. 1931 - Application to Rezone 2885 West Shore Parkway and 1365 Goldstream Avenue to Allow a Hotel, Restaurant and Approximately 30 Townhouse Residential Units

- **Staff Report (Planning)**

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council give First Reading of Bylaw No. 1931, a Bylaw to amend the zoning designation of the property located at 2885 West Shore Parkway and 1365 Goldstream Avenue from the AM (Amenity) Zone to the CT1 (Tourist Commercial 1) Zone and the RT2 (Residential Townhouse) Zone, subject to the following terms and conditions:

a) That the owner agrees to provide, **as a bonus for increased density**, the following contributions per dwelling unit, prior to issuance of a building permit:

i. $3660 per townhouse unit towards the General Amenity Reserve Fund; and
ii. $610 per townhouse unit towards the Affordable Housing Reserve Fund;

b) That the developer provides, prior to **Public Hearing** the following:

i. A technical Stormwater Management Memo to the satisfaction of the Director of Engineering;

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:

i. That the developer agrees to submit and implement, prior to subdivision approval, a formal storm water management plan, approved by the Director of Engineering, and to complete any required improvements and/or upgrades to on site and off-site infrastructure necessary to facilitate proper drainage on the subject property at the developer's expense;
ii. That the developer agrees to install, prior to subdivision approval or building permit issuance, which ever is first, full frontage improvements including, but not limited to: the installation of a sidewalks, boulevard landscaping, and light standards in accordance with Bylaw No.1000 and to the satisfaction of the Director of Engineering;
iii. The developer will be required to submit fire underwriters survey (FUS) calculations prior to the issuance of a Development Permit to develop the property;
iv. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the

standards of Bylaw No. 1000 and the Director of Engineering, and that costs incurred will be the responsibility of the developer;

v. That the applicant will submit a construction parking management plan, to the satisfaction of the Director of Engineering prior to building permit issuance;
vi. That the developer submits a fire safety plan prior to the issuance of development permit for the construction on the site.

CARRIED.

c) Application to Allow for the Additional Parking at 988 McCallum Rd
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR BLACKWELL
SECONDED: COUNCILLOR WADE

That Council proceed with consideration of issuing a Temporary Use Permit for a period of 3 years at 988 McCallum Road for additional employee parking, subject to the following terms and conditions:

a) That the applicant must, **prior to TUP issuance**, complete the following:
   i. Provide to the City, a landscape plan for the replanting and site remediation completed by Qualified Environmental Professional (QEP).
   ii. Provide to the City, landscape bonding in the amount of the estimated works to be completed as per the landscape plan completed by the QEP.
b) That only the portion of the property indicated in Figure 2 may be utilized for the employee parking; and
c) That all recommendations of the Environmental Professional Opinion Memorandum prepared by Craig Barlow, RPBio, are implemented and adhered to throughout the term of use for employee parking.

CARRIED.

d) Suspension of Fall Burn Period
- **Staff Report (Fire)**

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR BLACKWELL

That Council suspend the open burning policy for the Fall burn period, but continue to allow campfires and host a Community Cleanup Day as an alternative to burning for 0.5 acre lots or greater.

CARRIED.

11. CORRESPONDENCE

a) West Shore Parks and Recreation
RE: Amendment to the WSPR 2020 Budget

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR SZPAK

That Council approve the amendment to the West Shore Parks and Recreation 2020 Budget.

CARRIED.

12. BYLAWS

a) BYLAW NO. 1761
"Langford Zoning Bylaw, Amendment No. 523, (2120 Millstream Rd), Bylaw No. 1761, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1761 first reading.

CARRIED.

b) BYLAW NO. 1882
"Langford Zoning Bylaw, Amendment No. 580, (936 Jenkins Avenue), Bylaw No. 1882, 2020".
(ADOPTION)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council adopt Bylaw No. 1882.

CARRIED.

c) BYLAW NO. 1905
"Langford Zoning Bylaw, Amendment No. 590, (494 Goldstream Ave), Bylaw No. 1905, 2020".
(SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1905 second and third readings.

CARRIED.

d) BYLAW NO. 1913

"City of Langford Tax Exemption Public Athletic and Library Facility Bylaw No. 1588, 2015 Amendment No. 1, Bylaw No. 1913, 2020".
(ADOPTION)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR SZPAK

That Council adopt Bylaw No. 1913.

CARRIED.

e) BYLAW NO. 1925
"City of Langford Freedom of Information Bylaw No. 1925, 2020".
(ADOPTION)

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR STEWART

That Council adopt Bylaw No. 1925.

CARRIED.

f) BYLAW NO. 1930
"Road Closure Bylaw No. 1930 (Spencer Road), 2020".
(FIRST, SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1930 first, second and third readings; and

Direct staff to provide notice that Council will consider issuing a Development Variance Permit for the subject site for a 58-unit affordable senior's rental apartment building, with the following variance:

a. That Table 1 in Section 4.01 of Zoning Bylaw No. 0300 be varied to reduce the number of required onsite parking spaces from 1.25 unit to 0.58 per unit.

CARRIED.

g) BYLAW NO. 1931
"Langford Zoning Bylaw, Amendment No. 600, (2880 and 2885 West Shore Parkway, 1365 Goldstream Avenue), Bylaw No. 1931, 2020".
(FIRST READING)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1931 first reading.

CARRIED.

h) BYLAW NO. 1934
"Sign Bylaw Amendment Number 3, No. 1934, 2020".
(FIRST, SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1934 first, second and third readings.

CARRIED.

BYLAW NO. 1935
"Bylaw No. 1935, to Repeal Bylaw No. 1704, 2020"
(FIRST, SECOND AND THIRD READINGS)

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council give Bylaw No. 1935 first, second and third readings.

CARRIED.

13. IN-CAMERA RESOLUTION

THAT Council close the meeting to the public pursuant to section 90 (1) e and k of the *Community Charter* to consider:

- **the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;**
- **negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.**

MOVED BY: COUNCILLOR SZPAK
SECONDED: COUNCILLOR BLACKWELL

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 and the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary

stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public; under Section 90 (1) (e) and (k) of the Community Charter.

b) That Council continue the meeting in closed session.

CARRIED.

13.1 RISE AND REPORT

a) Request to Sewer Mill Hill
- **Staff Report (Engineering)**

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR BLACKWELL

That Council approve the extension of sewer on Mill Hill Road at an estimated construction cost of $450,000, receiving the typical sewer connection fees from residents and not charging the residents the difference in the cost to construct versus SCRF revenue.

AND

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR SZPAK

That Council release this information to the public.

CARRIED.

14. ADJOURNMENT

Mayor Young adjourned the meeting at 6:32 pm.

PRESIDING COUNCIL MEMBER:

CERTIFIED CORRECT
Corporate Officer

BOARD OF DIRECTORS

Minutes of the West Shore Parks and Recreation Society
Board of Directors Meeting
Thursday, September 10th, 2020 in the WSPR Fieldhouse

PRESENT: Directors Kyara Kahakauwila (chair), Stewart Parkinson, Leslie Anderson, Roger Wade, Damian Kowalewich

ABSENT: N/A

STAFF PRESENT:

Grant Brown, Administrator
Wade Davies, Manager of Operations
Geoff Welham, Manager of Recreation
Ben Currie, Manager of Finance and Administration
April Luchinski, Human Resources Advisor
Chantelle Bremner, Recorder

PUBLIC PRESENT: N/A

Adopted October 8th, 2020

CALL TO ORDER

1. The chair called the meeting to order at 4:48pm.

APPROVAL OF AGENDA

2. ***MOVED/SECONDED*** *BY DIRECTORS KOWALEWICH AND ANDERSON THAT THE AGENDA BE APPROVED WITH THE ADDITION OF THE FOLLOWING TO NEW BUSINESS: JDF ARENA PROJECT UPDATE AND EV CHARGING STATION DISCUSSION.*
   CARRIED

APPROVAL OF MINUTES

3. ***MOVED/SECONDED*** *BY DIRECTORS ANDERSON AND PARKINSON THAT THE MINUTES OF THE REGULAR MEETING HELD JULY 23RD, 2020 BE APPROVED AS PRESENTED.*
   NO ERRORS, NO OMMISIONS
   CARRIED

PUBLIC PARTICIPATION

4. N/A

CHAIR'S REMARKS

5. N/A

STANDING COMMITTEES

6 **a) Finance Committee**

MOVED/SECONDED *BY DIRECTORS PARKINSON AND WADE THAT THE FINANCE COMMITTEE RECOMMENDS THAT THE BOARD OF DIRECTORS TAKE THE AMENDED WSPRS 2020 BUDGET TO COUNCILS TO BE APPROVED.*
CARRIED

MOVED/SECONDED *BY PARKINSON AND KOWALEWICH THAT THE FINANCE COMMITTEE RECOMMENDS TO THE BOARD OF DIRECTORS THAT THE JDF POOL REMAIN CLOSED FOR 2020 AND THAT THE RE-OPENING BE TENATIVELY SCHEDULED FOR JANUARY 2021 SUBJECT TO CHANGE BASED ON THE PROVINCIAL HEALTH AUTHORITY.*
CARRIED

OLD BUSINESS

7. **a) COVID-19**
Geoff Welham, Manager of Recreation and April Luchinski, Human Resources Advisor commented on the following:

The WSPRS COVID-19 Safety Plan was handed out to the board of directors and a brief explanation was said on the document.

The board of directors requested a digital copy to share with council members.

b) Library Lease Agreement
Grant Brown, Administrator commented on the following:

The separate Library Maintenance Agreement that governs the services WSPRS provides to the library is up for renewal, however going forward, the library board would like to include the JDF branch in the next Library Operating Agreement and no longer enter into the separate Library Maintenance Agreement.

Member councils will now fund the JDF maintenance costs via the WSPR annual requisition instead of through the Victoria Public Library requisition.

The board of directors made the decision that it would be best to work directly with the library representatives on council to inform them of this change.

It was noted that the Town of View Royal contributes to the Victoria branch.

The board of directors asked that Ben Currie, Manager of Finance and Administration involve the library board and financial officers, as well as council members to help administer the change.

Staff were asked to provide a one-page report.

NEW BUSINESS

8. **a) JDF Arena Project**
Wade Davies, Manager of Operations commented on the following:

Adopted October 8th, 2020

Carscadden Stokes and McDonald has been selected to provide architectural planning, design & consulting services for the JDF Arena improvement project. The company will provide a time-lapse video of the renovation and educational stats from the heat recovery repair.

Staff were asked to prepare a press release to update the public and arena user groups.

a) Grant Application for Skatepark Development
Geoff Welham, Manager of Recreation commented on the following:

WSPR staff are preparing to apply for a grant to help fund the skatepark build. One of the requirements includes the grant seeker covering a percentage of the project costs. As of now, most municipal owners have approved the capital project in principal but have not yet provided funding. Estimated project costs have risen since the drawings were completed two years ago.

The board of directors noted that due to COVID-19, funding for this project cannot be committed to at this time.

The board of directors asked staff to determine the timeframe needed to obtain funding if the application for the grant goes forward in the meantime. Staff were also asked to provide a one-page report on the history of the project thus far.

b) Asset Management
Grant Brown, Administrator commented on the following:

Due to COVID-19, the asset management plan has been put on temporary hold until next year and will be added to the 2021 budget as a separate requisition.

c) Strategic Planning Development 2021-2024
Grant Brown, Administrator commented on the following:

David Hewko has been hired to assist with the development of the 2021-2025 strategic plan, which is included in this year's budget. Meeting with staff will commence next week and a meeting with the board is scheduled for two weeks after.

d) EV Charging Stations
Grant Brown, Administrator commented on the following:

The set of EV charging stations located in front of the library is maintained by the City of Colwood and they would like to hand the ownership and maintenance of these over to WSPR. The City of Colwood has committed to replacing one of the stations prior to transferring their ownership.

There was a board discussion surrounding the current usage and utility costs of the stations. Staff asked Ben Currie, Manager of Finance and Administration to provide a one-page report based on his recent experience with similar stations.

Adopted October 8th, 2020

FOR INFORMATION

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

Grant Brown, Administrator commented on the following:

Administration/Human Resources

We remain committed to following the Covid-19 safety guidelines put in place by local health authorities regarding our work spaces and areas used by the public.

The evaluation of the Recreation Management Software RFP submissions is ongoing and will wrap up shortly. Those vendors that were shortlisted took the evaluation team through three presentations that ranged from an overview to specific scripted scenarios.

The RFP for the JDF Arena project construction team closed August 6th and was awarded to Carscadden Stokes McDonald Architects Inc. Staff have begun contract discussion and initial project planning.

The RFP for the Child Care Centre project closed August 20th and staff are in the process of evaluating the submissions.

The competition for the Manager of Finance and Administration was carried out in July and many highly qualified submissions were received. We are excited to welcome Ben Currie to the West Shore team. Ben joins us from the District of Sechelt where he was the Manager of Financial Services.

Safety plans continue to be developed for each department as areas re-open to the public. As part of the provincial guidelines, these plans are posted and staff receive training prior to opening.

Work continues on our records management policy as we continue to move towards a greater use of electronic media as a means of file management.

Work has begun in all departments on the 2021 budget.

Operations

Maintenance staff continue to make alterations to the facilities as we open more areas and welcome public back into our spaces. This also includes staff making the rounds of the facilities and cleaning the high touch points more often.

Work continues on the replacement of the pool air handling unit which was a capital carry over from 2019. Repairs have been completed to the hot tub and main pool liner in preparation for the eventual re-opening of the pool. Work that would have taken place during the annual pool shutdown in December is being looked after while the pool remains closed.

Signage has been installed around the facility and at outdoor spaces, informing the public of our protocols and policies for re-opening.

Adopted October 8th, 2020

Programs

The golf course continues to have a very strong year with numbers comparing to the mid 2000s. July 2020 saw 5697 rounds played compared to 3368 rounds in July 2019. August is shaping up to be similar possibly breaking the 6000-round mark. We are averaging close to 200 rounds per day. The most rounds in one day was 255 on July 18th. The staff have really come together and are working great as a team. They are keeping fun stats, taking pride in how many rounds we do in a day, and tracking the days we sell the most merchandise. The largest liquor sales day was 62 units on Aug 5th. Since licencing the entire course, we have increased liquor sales in one month to what historically was sold in a season. To monitor the liquor consumption and player conduct, we have scheduled event security staff on random days.

Summer sport camps have been very busy. The program team has added additional camps where they could to meet demand staying within COVID guidelines. The Q Centre is up and running with day time ice being very busy with figure skating and hockey camps. The Grizzlies and Wolves have hosted successful camps over the past couple weeks. Entering phase 3 of the provincial Return to Sport plan will help all associations move forward. The sport program team will be working on how that will look in the coming week. The ISC is starting to book up heavily on the turf for fall with soccer taking the bulk of the time.

The "Parks Ambassador" program continued throughout the summer having staff monitor the lower park and various times throughout the week. Shifts decreased later in the summer as the need to monitor diminished.

The weight room usage remained strong throughout the summer, resulting in the addition of more time slots. The plans that staff put in place have been very successful, allowing use of the facility while keeping both staff and patrons safe.

Despite having to implement a whole new set of policies and procedures due to COVID-19, summer camps were once again a huge success. All camps remained on site this summer and children were able to enjoy all that the JDF site has to offer. Camps spent the majority of their days outside exploring the trails, fields, volleyball/basketball courts, playgrounds and natural areas, playing camp games and sports and partaking in craft activities.

Over 1600 children participated in 154 camps over the 10 weeks of summer. 22 different types of camps including General activity, Art, Technology, Sports and Nature camps were offered. Camps ran at 94% capacity. WSPR was able to provide one-on-one support to 10 children this summer.

The JDF Seniors Association Executive after much consideration have elected to keep the seniors centre closed until January 2021. WSPR staff helped the JDF Seniors Association Executive make this decision by providing them with COVID-19 info received from Work safe, BCRPA and Island health as well as help them navigate and understand the official announcements and how that impacts the day-to-day operations and its re-opening. The seniors recognize that they are an at-risk population and want to ensure that their members stay healthy and safe. Although the building itself has closed, WSPR and the JDF Seniors Association have worked together to enable the opportunity for the seniors to gather outdoors and continue with some courses and social activities that can be done while ensuring that physical distancing is maintained. Examples of this programming include lawn chair coffee groups, Thai Chi, line dancing, chair aerobics and horse shoes.

Adopted October 8th, 2020

WSPR staff have also worked together to utilize the seniors centre for programming in a consistent and economical way to ensure few added maintenance costs. The large dance floor and classrooms have enabled programs to increase numbers yet remain within COVID-19 capacities. The seniors centre will accommodate dance classes, yoga, Zumba, photography, First aid, CPR, technology classes, home alone and babysitter courses, as well as rental bookings.

On Saturday, Aug 22nd, the Westshore Skate Park Coalition and WSPR held a COVID-friendly bottle drive in the WSPR parking lots as a fundraiser for the future Westshore Skatepark. Three 5-ton trucks were filled with bottles and cans dropped off by community members. The final total of the fundraising efforts will be available soon after the Bottle Depot sorts the bottles.

On Thursday August 27th, registration was held for the up-coming fall season. This season's guide, or brochure as we are calling it, was a little different than past versions. Given the state of programming during this pandemic, we have tried to remain flexible with regards to the addition of programming, the concerns around safety and the ability to add or change courses.

A conscious choice was made to move the brochure predominately online with some supporting documents at reception. This is to be mindful of the budget, the physical limitation of distribution and to ensure that we remain nimble as the community's needs evolve. We are offering a full compliment of programming for preschool and school-aged kids in line with the school district and within staffing limits. The weight room and fitness classes are the anchor for our programming as they have performed well over the summer and can be offered with safety protocols put in place. There is also a strong offering of arts programming for all ages.

Staff update their 2020 financial projections bi-monthly considering the current restrictions and forecasting what is expected for the remainder of the year.

Since our closure, the food & beverage department has prepared more than 500 frozen meals per week for various organizations working with the less fortunate. These groups include the Island Metis Society, Salvation Army, Living Edge Market, and Boys and Girls Club.

*Verbal addition to the report included the confirmation that user groups must restrict their numbers to a maximum of 50. Staff have asked user groups to provide their plan to operate within those parameters.

FOR INFORMATION ONLY

MOVED/SECONDED *BY DIRECTORS WADE AND ANDERSON THAT THE REPORT BE RECEIVED AS PRESENTED.*
CARRIED

IN CAMERA

10. N/A

ADJOURNMENT

11. ***MOVED/SECONDED*** *BY DIRECTORS PARKINSON AND KOWALEWICH THAT THE MEETING BE ADJOURNED AT 5:55PM.*
CARRIED

Adopted October 8th, 2020

CITY OF LANGFORD

MINUTES OF THE TRANSPORTATION AND PUBLIC WORKS COMMITTEE

Tuesday, October 13th, 2020 @ 5:30 pm

Council Chambers Closed due to COVID-19
Meeting by Teleconference

PRESENT

Councillors R. Wade (Chair), N. Stewart (Vice Chair); Members: N. Johal, and B. Sifert.

By Telephone: Member C. Lervold.

ATTENDING

Deputy Director of Engineering and Public Works, G. Henshall.

ABSENT

Member: L. Bjola.

1. CALL TO ORDER

The Chair called the meeting to order at 5:39 pm.

2. APPROVAL OF THE AGENDA

MOVED BY: COUNCILLOR STEWART
SECONDED: N. JOHAL

That the Transportation and Public Works Committee approve the agenda as presented.

CARRIED.

3. ADOPTION OF THE MINUTES

a) Transportation and Public Works Committee Meeting – March 10th, 2020

MOVED BY: COUNCILLOR STEWART
SECONDED: B. SIFERT

That the Transportation and Public Works Committee approve the minutes of the meeting held on March 10th, 2020.

CARRIED.

4. REPORTS

a) Humpback Road Goldstream Meadows Access/Egress Staff Update

- **Staff Report (Engineering)**

MOVED BY: COUNCILLOR STEWART
SECONDED: COUNCILLOR WADE

That the Transportation and Public Works Committee recommend to Council:
That Council:

1. Receive this report for information acknowledging that the new through lane on the Trans-Canada Highway will open in the Fall of 2020 and allow an estimated 300 more vehicles at a time to travel north on the Trans-Canada Highway from the Leigh Road Interchange north to approximately 500m north of the West Shore Parkway; and

2. Direct staff to bring back an update report in July of 2021 with respect to traffic operations in the area of the West Shore Parkway/Amy Road roundabout and area north to the Trans-Canada Highway; and

3. That staff include the review of a gate as part of the July 2021 West Shore Parkway, Amy Rd, and Trans-Canada Highway traffic operations to the Committee.

CARRIED.

b) Request for Crosswalk on Leigh Road at Kiwi Road

- **Staff Report (Engineering)**

MOVED BY: COUNCILLOR STEWART
SECONDED: N. JOHAL

That the Transportation and Public Works Committee recommend to Council:
That Council:

1. Instruct staff to create a crosswalk at the intersection of Leigh Road and Kiwi Place at a cost of $30,000 to be funded through the 2021 Traffic Signal Upgrade budget and to contact ICBC for a cost-share of $17,600.

CARRIED.

5. ADJOURNMENT

The Chair adjourned the meeting at 6:01 pm.

PRESIDING COUNCIL MEMBER

CERTIFIED CORRECT
Corporate Officer

City of Langford
www.cityoflangford.ca

Staff Report

to

Transportation and Public Works Committee

Date: **October 13, 2020**

Department: **Engineering**

Subject: Humpback Road Goldstream Meadows Access/Egress Staff Update Report

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Background

During the completion of the West Shore Parkway in 2017, the City was obligated to close off the road access over the railway tracks on Humpback Road in order to get a new access over the railway tracks on the West Shore Parkway. This closure was mandated by the Island Corridor Foundation (ICF) who indicated that they wanted to minimize crossings over their rail corridor.

Upon the closure of the Humpback Road railway closure, emergency access gates were installed there. In 2020, the City completed a multi-use trail over the Humpback Road railway crossing using the then existing southbound driving lane as the new trail. This moved both the northbound and southbound driving lanes into the original northbound driving lane, resulting in one driving lane being left as a potential emergency crossing over the Humpback Road railway tracks.

The purpose of this report is to update the committee on traffic flow in this area.

Figure 1: Goldstream Meadows Area



Commentary

During heavy traffic times, particularly Fridays in the summer months, and if an accident occurs on the Malahat Highway that closes the northbound lanes, traffic backs up onto the West Shore Parkway to the Amy Road roundabout and south of the Amy Road roundabout. The result of this traffic back up on the West Shore Parkway results in limited access for residents of the Goldstream Meadows area that reside south of the Trans Canada Highway No.1 (TCH), north of the railway tracks and west of the West Shore Parkway (see Figure 1 above).

The Ministry of Transportation and Infrastructure (MoTI) is completing the construction of a second northbound through lane on the TCH between the Leigh Road Interchange Exit No. 16 to approximately 500m north of the intersection with the West Shore Parkway (locally referred to as the Ice Cream Mountain location). This second lane will open this later this Fall.

At a length of 500m past the West Shore Parkway the segment of new laning can store approximately 100 standard sized personal vehicles. The remaining portion of the second through lane located between West Shore Parkway and the Leigh Road northbound onramp is approximately 1.1km and could store over 200 standard sized personal vehicles. This combined volume of storage/use will improve travel on the TCH and will alleviate some of the back up occurring on high volume days for the West Shore Parkway, for example Fridays in the summer.

Staff have been conversing with local MoTI staff regarding options for access to this residential area. The MoTI and Langford staff have mutually agreed to install an emergency access gate at the northerly end of Sooke Lake Road where it reaches the TCH. This gate would allow traffic to exit the Goldstream Meadows area to travel south on the TCH if there is an emergency. The gate could be operational during accidents on the TCH and would be operated and managed by the Ministry. The gate will only be opened by the MoTI maintenance contractor when given approval from the Ministry Representative. The gate would not be opened without having an emergency traffic management detour with flaggers in place by the MoTI maintenance contractor. (All Email Comm. Mike Pearson, District Manager).

At this time staff are suggesting that we continue to work with the MoTI to install the emergency access gate at the end of Sooke Lake Road and monitor road use for the next year into the Summer of 2021 to judge the degree of improvements with the second through lane opened up for northbound traffic on the TCH.

Legal Implications

None noted

Financial Implications

The cost to install the new gate on Sooke Lake Road is estimated at between $15,000 and $20,000. The engineering department can install this in the Fall of 2020 using our existing public works budget.

Options

That the Transportation and Public Works Committee recommend that Council:

1. Receive this report for information acknowledging that the new through lane on the Trans Canada Highway will open in the Fall of 2020 and allow an estimated 300 more vehicles at a time to travel north on the Trans Canada Highway from the Leigh Road Interchange north to approximately 500m north of the West Shore Parkway;
   and
2. Direct staff to install an emergency access gate at the northerly end of Sooke Lake Road where Sooke Lake Road meets the Trans Canada Highway with the gate operated and controlled by the MoTI and their road contractor;
   And
3. Direct staff to bring back an update report in July of 2021 with respect to traffic operations in the area of the West Shore Parkway/Amy Road roundabout and area north to the Trans Canada Highway;
   Or
4. Do nothing at this time with respect to traffic in the Goldstream Meadows Area.

Respectfully submitted,

Submitted by:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	George Henshall, ASCT, Deputy Director of Engineering & Public Works
Concurrence:	Chris Aubrey, Fire Chief
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning
Concurrence:	Marie Watmough, Manager of Legislative Services
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance
Concurrence:	Braden Hutchins, Director of Corporate Services
Concurrence:	Darren Kiedyk, Chief Administrative Officer

:mm

City of Langford
www.cityoflangford.ca

Staff Report

to

Transportation and Public Works Committee

Date: **October 13, 2020**

Department: **Engineering**

Subject: **Request for Crosswalk on Leigh Road at Kiwi Road**

Background

The City has received concerns about pedestrian safety at the intersection of Leigh Road at Kiwi Road (see Map 1). This report will review the current condition and provide options for this request.

Commentary

Leigh Road is a north-south collector road that connects Langford Parkway to the Trans-Canada Highway and eventually to Bear Mountain Parkway. Kiwi Road is a local road with cul-de-sacs on both sides of Leigh Rd: on the east side there are six lots and on the west side are four lots where one lot is a 29-unit townhouse complex.

On the east side of Leigh Road there is a paved walking path that runs from the signalized intersection at Goldstream Ave to the north to the intersection with Leigh Place to the south. There is one crosswalk at the intersection with Leigh Place that includes a pedestrian activated warning flasher. Kiwi Road is the only other road on the west side of Leigh Rd. There is a small gravel walking area on the west side of Leigh that can access both Goldstream Ave to the north and Leigh Place to the south; however, utility poles, streetlights and landscaping does narrow the walkway in some places.

The traffic signal at Goldstream Ave and Leigh Road, despite the signal timing being designed to favour the north-south movement, still does present large gaps in the southbound traffic to allow for pedestrians to cross this location. As northbound traffic comes from Dunford Ave, Leigh Place and Langford Parkway, there are no traffic control devices within a reasonable distance to accurately predict any gaps in the traffic. Numerous site visits by staff have determined that there are considerable opportunities to cross at this location at various times throughout the day due to gaps in traffic for both directions.

Sight distance from the proposed crossing location is adequate to the north on both sides of the road (Photos 1 and 2), however, that visual is not the same to the south on the east side due to the presence of a boulevard tree (see Photo 4). Should a pedestrian step back to the walking path then that sight distance is increased significantly.

There is a national standard for when crosswalks are to be installed and that is set out by the *Pedestrian Crossing Control Guide* produced by the Transportation Association of Canada. Per that guide's warrant matrix, the crossing would be required to have a minimum of 15 Equivalent Adult Units[1] per hour, *over a seven-hour period.* Although staff did not conduct a pedestrian count that volume of pedestrians would not reasonably be produced by either side of Kiwi Road over that length of time. Therefore, a crosswalk is not warranted.

In October 2015 and January 2019, the City engaged Watt Consulting Group, a traffic engineering consulting firm the Engineering Department has kepy on an as-and-when contract. Watt Consulting Group reviewed the area in question for a crosswalk (their technical memos are attached). In both reviews they determined that a crosswalk was not warranted. Furthermore, as noted in the memos, Leigh/ Kiwi is already an intersection it is considered to be a legal crossing location without the need for signs and markings.

Should a formal crosswalk be installed the most suitable location would be the south side of the intersection as this is well lit from the existing streetlights. The following infrastructure would be required to build it out:

- Pedestrian crossing signs;
- 'Zebra' pavement markings;
- New concrete curbs with crosswalk drops and concrete landings on both sides: this to allow for pedestrian access to the crossing as the current conditions feature non-mountable curb along this road;
- Removal of a portion of the irrigation system/ natural grass in the boulevard on the east side of Leigh Rd for this accessible landing;
    - Possibly removing the boulevard tree to the south of the crossing on the east side;
- Pedestrian-activated crossing flasher: some cost savings can be realized relative to other installations as they would be attached to the existing streetlights with arms;
- "Pedestrian Crossing Ahead" warning signs should be installed ahead of the crosswalk to advise motorists of this new condition; although these would be temporary in nature and removed after a period of 3 months.

Legal Implication

None noted.

Financial Implications

A preliminary cost estimate of the required works as noted above is approx. $30,000.

However, ICBC has offered the City financial support through their Road Improvement Program at a cost-share of $17,600 or 75 percent of the project cost, whichever is lower.

Per the above estimate this means the City would incur a total cost of approx. $12,400. This amount would be funded through the Departments' 2021 Traffic Signal Upgrade budget as the budget for this year is already committed.

[1] Pedestrian volume is converted to Equivalent Adult Units (EAUs) to account for the age and physical ability as follows: Adults are a 1.0 EAUs; Unaccompanied Children ≤ 12 years = 2.0 EAUs; Seniors ≥ 65 years = 1.5 EAUs; pedestrians with physical impairments 2.0 EAUs. A ped count would produce the volume of each type, multiplied by the above EAUs, to provide the total EAUs for that crossing.

Options

That the Transportation and Public Works Committee recommend that Council:

1. Instruct staff to create a crosswalk at the intersection of Leigh Road and Kiwi Place at a cost of $30,000 to be funded through the 2021 Traffic Signal Upgrade budget and to contact ICBC for a cost-share of $17,600

2. Do nothing at this time with respect to creating a crosswalk at the intersection of Leigh Road and Kiwi Place, OR;

Respectfully submitted,

Submitted by:	David Lenton, AScT, Senior Engineering Technologist
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering & Public Works
Concurrence:	George Henshall, AScT, Deputy Director of Engineering & Public Works
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance
Concurrence:	Braden Hutchins, Director of Corporate Services
Concurrence:	Darren Kiedyk, Chief Administrative Officer

:dl

Attachments

Map 1 – Leigh Road, Dunford Avenue to Goldstream Avenue



Photo 1 – Leigh Rd at Kiwi Rd, west side looking south



Photo 2 – Leigh Rd at Kiwi Rd, west side looking north



Photo 3 – Leigh Rd looking north at the crossing location



The crosswalk location would be best suited at the south side of the intersection as this is well lit from the existing streetlights and the pedestrian-activated flashers can be mounted with arms off of the poles rather than have their own stand-alone poles.

Photo 4 – Sight Distance to the south from east side of Leigh Road



Photo 5 – Leigh Rd looking west at the crossing location



A portion of the grass boulevard above would need to be removed and replaced with a hard surface apron (most likely concrete as revised curbs would be required to create a letdown for the crosswalk). However, due to the grade difference between the paved walking path and the road grade of this apron would be approx. 17% which is above what is recommended for pedestrian use.

Boulevard Transportation
a division of Watt Consulting Group

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MEMORANDUM

To: Raphiel Mattson and Michelle Mahovlich, City of Langford

From: Nadine King, P.Eng., PTOE

Our File #: 1717.B01

Project: Kiwi Road / Leigh Road

Date: October 3, 2015

RE: Crosswalk Warrant

Introduction

Boulevard Transportation, a division of Watt Consulting Group, was retained by the City of Langford to conduct a review to determine the need for a crosswalk on Leigh Road at Kiwi Road. The crosswalk review was initiated due to concerns regarding pedestrians on the west side of Kiwi Road crossing Leigh Road to access the Ed Nixon Trail on the east side of Leigh Road. This review includes a crosswalk warrant review and alternative measures to facilitate pedestrians.

Data Collection

A manual traffic count was conducted at the Leigh Road / Kiwi Road intersection on Thursday September 24, 2015. The traffic count was conducted during the PM peak hour of travel between 4:00pm and 5:00pm.This traffic count captured all vehicle and pedestrian movements in and around the intersection. A total of two pedestrians were counted crossing Leigh Road in the area and just over 600 vph were counted during the PM peak hour (estimated daily traffic 6,200 vpd).

Analysis

The Kiwi Road / Leigh Road intersection was reviewed for a crosswalk using the Transportation Association of Canada's *Pedestrian Crossing Guide* (2012). It is recommended if there is less than 15 pedestrians per hour crossing at a site and the site is not a pedestrian desire line or part of a pedestrian system that the is not a good candidate for a crosswalk. Based on this the location is not part of a pedestrian system / corridor and the volume of pedestrians crossing is too low.

We also looked at the possibility that our traffic count did not accurately depict the usual pedestrian activity and continued the analysis assuming a minimum of 15 pedestrians were present. The Kiwi Road intersection is approximately 140 metres south of the marked crosswalks at Goldstream Avenue / Leigh Road. Leigh Road is also currently a no-through road approximately 135 metres south of Kiwi Road (south of Dunford Avenue). While there is no actual crossing at Dunford Avenue the low volume of traffic on the south leg of Leigh Road makes crossing Leigh Road at Dunford Road more desirable. The TAC Guide recommends 200 metre crosswalks. The Dunford Road crossing and Goldstream Avenue crosswalks are within 200m and therefore Kiwi Road is not a good candidate for a crosswalk. However, access to the crossing points north and south of Kiwi Road may be challenging due to obstacles along the western edge of the roadway. It is recommended that the City paint a shoulder on the west side (if there is sufficient asphalt width) or provide a gravel pathway without obstacles.



Examples of Obstacles – Overgrown Vegetation



Examples of Obstacles – Loose Boards / Raised Driveway Edging

The ultimate design for the Leigh Road corridor includes sidewalk on both sides of the road which would eliminate the desire for a crosswalk at Kiwi Road. The removal of crosswalks, once installed, is a difficult task.

Conclusions

The Leigh Road / Kiwi Road is not a good candidate for a crosswalk based on the relatively low pedestrian activity, the location no be a pedestrian corridor / system, and the proximity to alternate crossings north and south of this location. In addition, Kiwi Road is a legal crossing location, even without the signage and paint markings. Until the long term plans on Leigh Road can be realized, with the inclusion of sidewalk on both sides of the road, some temporary measure could be put in place to increase pedestrian safety and comfort. A shoulder could be delineated with paint and / or a temporary gravel path placed on the west side of Leigh Road to improve connectivity to alternate crossing locations.

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MEMORANDUM

To: Michelle Mahovlich – City of Langford

From: Nadine King, P.Eng., PTOE and Tanner Vollema, EIT

Our File #: 2603.B01

Project: Langford As & When 2019

Date: January 31, 2019

RE: Crosswalk Warrant – Leigh Road at Kiwi Road

1.0 INTRODUCTION

Watt Consulting Group was retained by the City of Langford to conduct a review to determine the need for a crosswalk on Leigh Road at Kiwi Road. A previous review conducted by Watt in 2015 concluded that a crosswalk at this location was not warranted; however, a new crosswalk review was initiated in response to public requests for a crosswalk at this location. This review will consider the completion of the Leigh Road / Langford Parkway signalized intersection (expected to open in spring 2019).

2.0 EXISTING CONDITIONS

Leigh Road has a three lane cross section with a two-way left turn centre lane and bike lanes on both sides. The Ed Nixon Trail runs along the east side of Leigh Road between Goldstream Avenue and Leigh Place; there is no sidewalk on the west side of Leigh Road south of Goldstream Avenue. Kiwi Road is a two lane cul-de-sac with no pedestrian facilities. The nearest marked crosswalks across Leigh Road are located 140m north of Kiwi Road at the Goldstream Avenue intersection and 200m south at the Leigh Place intersection.

3.0 DATA COLLECTION

Existing traffic volumes were obtained from automatic tube counts conducted on Leigh Road south of Dunford Avenue between Monday, October 22nd, 2018, and Friday, November 2nd, 2018. The weekday average daily traffic volume on Leigh Road is 8,000 vpd with a PM peak of 800 vph. The volumes expected after completion of the Leigh Road / Langford Parkway intersection were obtained from Langford's Visum model. Upon completion of the connection, the average daily traffic volume on Leigh Road is estimated to increase to 13,000 vpd.

Two PM peak hour counts of the Leigh Road / Kiwi Road intersection were conducted on September 25 and October 8, 2015 for use in the previous Kiwi Road crosswalk study. During the two counts, a total of 3 pedestrians (two on Sept 25 and one on Oct 8) were observed crossing Leigh Road.

4.0 ANALYSIS

The TAC *Pedestrian Crossing Control Guide* (2012) was used to determine whether a crosswalk is warranted at this location. The volume of pedestrians observed crossing Leigh Road was less than 15 pedestrians per hour and no pedestrian desire lines are present at the intersection. As there are no pedestrian facilities on Kiwi Road, there is no requirement for system connectivity. Therefore, based on the TAC guidelines, a crosswalk is not warranted at this location.

A marked crosswalk across Leigh Road at Kiwi Road would be located 140m south of the existing crosswalk at Goldstream Avenue and 200m north of the crosswalk at Leigh Place Road. The TAC guidelines suggest a minimum crosswalk separation of 100-200m with 200m preferred on major collectors with higher volumes. The crosswalk separation between the potential marked crosswalk location and the existing crosswalk on Goldstream Avenue is not met.

In order to access the pedestrian network and amenities north and south of the proposed crossing, pedestrians from Kiwi Road west of Leigh Road are required to either cross Leigh Road to use the Ed Nixon Trail or use the gravel path on the west side of Leigh Road. The gravel path includes narrow sections and obstructions such as utility poles and vegetation that limit the accessible use of the pathway (see Figure 1).



Figure 1: Gravel Path on Leigh Road (Looking North From Kiwi Road)

The ultimate Leigh Road cross-section includes a sidewalk on the west side of Leigh Road that will provide a pedestrian connection to the existing crosswalks at Goldstream Avenue and Leigh Place.

Although there is no marked crosswalk at Kiwi Road, crossing Leigh Road at the intersection is legal as it is considered an unmarked crosswalk. The existence of the signal at Goldstream Avenue provides gaps in traffic flow to allow pedestrians to cross even with the higher volumes expected.

5.0 CONCLUSIONS

The observed number of pedestrians crossing Leigh Road at Kiwi Road is very low (<2 pedestrians per hour), there are no observed pedestrian desire lines for the crossing, and there is no requirement for pedestrian network connectivity at the proposed crosswalk location. When the sidewalk on the west side of Leigh Road is installed, the need for a crosswalk is further reduced. A crosswalk across Leigh Road at Kiwi Road is not warranted based on the connection of Leigh Road to Langford Parkway.

Sincerely,
Watt Consulting Group

Tanner Vollema, EIT
Transportation Engineer

Nadine King, P.Eng., PTOE
Senior Transportation Engineer

CITY OF LANGFORD

MINUTES OF THE PLANNING, ZONING AND AFFORDABLE HOUSING COMMITTEE

Monday, October 26th, 2020 @ 5:30 pm

Due to COVID-19 Council Chambers is Closed
Meeting by Teleconference

PRESENT

In Person: Councillors: D. Blackwell (Chair), and R. Wade (Vice-Chair).

By Telephone: Members: C. Brown, D. Horner, A. Creuzot, J. Raappana, and K Sheldrake.

ATTENDING

In Person: M. Baldwin, Director of Planning and Subdivision; and M. Mahovlich, Director of Engineering.

ABSENT

Members: M. Hall and S. Harvey.

1. CALL TO ORDER

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

2. APPROVAL OF THE AGENDA

MOVED BY: COUNCILLOR WADE
SECONDED: C. BROWN

That the Planning, Zoning and Affordable Housing Committee approve the agenda as presented.

CARRIED.

3. ADOPTION OF THE MINUTES

a) Planning, Zoning & Affordable Housing Committee Meeting – September 14th, 2020

MOVED BY: COUNCILLOR WADE
SECONDED: C BROWN

That the Planning, Zoning and Affordable Housing Committee approve the minutes of the meeting held on September 14th, 2020.

CARRIED.

4. REPORTS

a) Bylaw No. 1874 - Application to Rezone 2929 Sooke Road, 2995 Sooke Road, 3201 Loledo Place, 3211 Loledo Place, and 1297 Glenshire Drive from Rural Residential 2 (RR2) Zone and General Industrial (M2) Zone to Business Park 2A – Sooke Rd West (BP2A) Zone

- **Staff Report (Planning)**

MOVED BY: C. BROWN
SECONDED: K. SHELDRAKE

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
That Council:

Proceed with consideration of Bylaw No. 1874 to amend the zoning designation of the property located at 2929 Sooke Road, 2995 Sooke Road, 3201 Loledo Place, 3211 Loledo Place, and 1297 Glenshire Drive from Rural Residential 2 (RR2) Zone and General Industrial (M2) Zone to Business Park 2A – Sooke Rd West (BP2A) zone subject to the following terms and conditions:

a) That the applicant provides, **prior to Public Hearing**, the following:

   i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed development, to the satisfaction of the Director of Engineering;
   ii. A Traffic Impact Assessment, completed by a Professional Traffic Engineer who is licensed to practice in the Province of BC, that investigates the impact of the ultimate development, according to the Terms of Reference and the format of the Ministry of Transportation and Infrastructure "Planning and Designing Access to Developments" Manual, all to the satisfaction of the Ministry and the Director of Engineering.

b) That the applicant provides, **prior to Bylaw Adoption,** the following:

   i. A legal survey plan that consolidates the five subject properties and includes required road dedication, to the satisfaction of the Ministry and the Director of Engineering.

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:

   i. That all municipal frontage improvements to Bylaw 1000 standards are provided to the satisfaction of the Director of Engineering prior to issuance of a building permit or subdivision approval, whichever is first;
   ii. That the recommendations from the Traffic Impact Assessment be implemented as part of the required frontage improvements for Sooke Road, to the satisfaction of the Ministry and the Director of Engineering;
   iii. That a storm water management plan be provided prior to issuance of a building permit or subdivision approval, whichever is first, and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering; and

iv. That a construction parking management plan be provide prior to the issuance of a building permit, to the satisfaction of the Director of Engineering.

CARRIED.

b) Bylaw No. 1912 - Application to Rezone 913, 917, 921, 925, 929 Bray Avenue from the R2 (One and Two Family Residential) Zone to the CC1 (City Centre 1) Zone to allow for the construction of a high-density building

- **Staff Report (Planning)**

MOVED BY: K. SHELDRAKE
SECONDED: C. BROWN

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
That Council:

Proceed with consideration of First Reading of Bylaw No. 1912 to amend the zoning designation of the properties located at 929, 925, 921, 917 and 913 Bray from the R2 (One- and Two-Family Residential Zone) to the CC1 (City Centre) Zone subject to the following terms and conditions:

a. That the applicant provides, as a bonus for increased density, the following contributions, per unit, prior to the issuance of a building permit to develop the property:

   i. $2,850 per unit towards the General Amenity Reserve Fund;
   ii. $750 per unit towards the Affordable Housing Fund; and
      1. that the total amount of amenity contributions may be reduced by 50% for units on the 5th and 6th storey and by 75% for units above the 7th storey; and
   iii. $10.75 per m2 commercial GFA towards the General Amenity Reserve Fund.

b. That the applicant provides, **prior to Public Hearing,** the following:

   i. A frontage drawing to the satisfaction of the Director of Engineering to confirm if road dedication is required to complete all required frontage improvements; and
   ii. A traffic impact assessment, prepared by a professional engineer and approved by the Director of Engineering, to assess whether a left-turn lane into the site is required;
   iii. A technical stormwater management memo approved by the Director of Engineering;

c. That **prior to Bylaw Adoption**, the developer registers a road dedication plan, if required, in accordance with the frontage drawings provided and 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 developer agrees to install, or bond for, all required frontage improvements to Bylaw No. 1000 standards along the Bray Avenue frontage including but not limited to the installation of sidewalks, road edge parking and boulevard landscaping to the satisfaction of the Director of Engineering, prior to issuance of a building permit;
ii. That the developer agrees to install and implement recommendations from the prepared Traffic Impact Assessment report to the satisfaction of the Director of Engineering, prior to the issuance of a building permit;
iii. That the developer acknowledges their obligation to cover any costs associated with upgrades, installation and/or connections to new and existing infrastructure needed to service the site for the proposed development;
iv. That the developer agrees to provide a detailed stormwater management plan and install all recommended infrastructure prior to issuance of a building permit, in accordance with Bylaw No. 1000, and to the satisfaction of the Director of Engineering;
v. That a construction parking management plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering.
vi. That the driveway access to the building will align with Knotty Pine Rd and Bray Ave intersection, and must be explicit on drawings submitted with the Development Permit application for form and character;
vii. That the required parking stalls for this development are allocated for the use by individuals in each unit and visitors, as required by Bylaw No. 300; and that parking is not separated from individual units nor provided in exchange for compensation separate than that of a residential unit;
viii. That the developer will submit Fire Underwriters Survey (FUS) calculations prior to the issuance of a development permit to develop the site, and acknowledges that these calculations may determine setbacks other than what is prescribed in the zone;
ix. That the developer agrees to submit a Fire Safety Plan, approved by the Langford Fire Chief, prior to the issuance of a building permit to construct on the site; and
x. That the developer registers a strata plan, prior to the issuance of an occupancy permit, that creates individual strata titles for each resident unit; and
xi. That the five subject properties must be consolidated, prior to issuance of a Development Permit.

CARRIED.

c) Bylaw No. 1918 - Application to Rezone 840, 844, and 848 Orono Avenue from R1 (One Family Residential) to CC1 (City Centre) to Allow a 45-unit apartment building
- **Staff Report (Planning)**

MOVED BY: C. BROWN
SECONDED: COUNCILLOR WADE

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
That Council:

Consider proceeding with first reading of Bylaw No. 1918 to amend the zoning designation of the properties located at 840, 844, and 848 Orono Avenue from R1 (One-Family Residential) to CC1 (City Centre) subject to the following terms and conditions:

a. That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to the issuance of a building permit:

    i. $750 towards the Affordable Housing Reserve Fund; and
    ii. $2,850 towards the General Amenity Reserve Fund.

    Subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.

b. That the applicant provides, **prior to Second Reading**, the following:

    i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering; and
    ii. A frontage drawing to the satisfaction of the Director of Engineering to confirm if road dedication is required to complete all required frontage improvements; and

c. That the applicant registers, **prior to Bylaw Adoption**, a road dedication plan, if required, 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 all frontage improvements to Bylaw 1000 standards are provided to the satisfaction of the Director of Engineering prior to issuance of a building permit;
    ii. That a storm water management plan be provided prior to issuance of a building permit and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;
    iii. That a construction parking and traffic management plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering;
    iv. That the building be strata titled into individual residential units prior to the issuance of an occupancy permit;
    v. That the required parking stalls for this development are allocated for the use by individuals in each unit, as required by Bylaw 300 and designed accordingly, and that parking stalls are not sold or rented out individually; and
    vi. That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space; and

        1. Energized outlets shall be labelled for the use of electric vehicle charging;
        2. Where an electric vehicle energy management system is implemented (load sharing), the Director of Engineering may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and

3. The owner is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council may not prevent an owner, occupant, or tenant from installing the EV charging equipment.

e. Authorize the Director of Planning to issue the following variances within the development permit:

i. Section 6.57.06(1)(a) be varied to permit ground floor patios within 0.32 m of the front lot line, and to permit the ornamental bump outs to be located within 1.24 m of the front lot line;
ii. Section 6.57.06(2)(a) be varied to permit the building face within 2 m of the front lot line on the third storey or above, and to permit the ornamental bump outs to be located within 1.24 m of the front lot line on the third storey or above;
iii. Section 6.57.08(1) be varied to permit the location of unenclosed parking spaces to be located within 1.7 m of the front lot line;
iv. Section 6.57.08(2) be varied to permit the location of parking stalls that are adjacent to a highway to be screened by fencing and landscaping; and
v. Section 6.57.08(3) be varied to permit the location of parking stalls adjacent to an interior side or rear lot line when the landscaping strip is as narrow as 0.94 m.

CARRIED.

d) Application to Rezone a portion of 738 and 742 Walfred Road from RR5 to R2 and to amend the text within the R2 Zone to reduce the minimum lot size of duplex lots to 500 m2 when the lots have a minimum width of 17 m, and to vary the conditions of subdivision in the RR5 Zone such that lots less than 40 hectares (98.8 acres) may be created by subdivision when not connected to the municipal sanitary sewer system

- **Staff Report (Planning)**

MOVED BY: COUNCILLOR WADE
SECONDED: K. SHELDRAKE

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
That Council:

Authorize staff to prepare a bylaw to amend the zoning designation of a portion of the property located at 738 and 742 Walfred Road from Rural Residential 5 (RR5) to One-and Two Family Residential (R2) and to amend the text within the R2 Zone such that the minimum lot size for duplex lots is decreased to 500 m2 when the lot width is at least 17m on the subject properties only, subject to the following terms and conditions:

d) That the the applicant provides, **as a bonus for increased density**, the following contributions per one-family lot or ½ duplex unit, prior to subdivision approval:

i. $660 towards the Affordable Housing Fund; and
ii. $3,960 towards the General Amenity Reserve Fund.

b) That the applicant provides, **prior to Public Hearing**, the following:

i. A technical storm water management memo from a qualified engineer that verifies storm water can be adequately managed on-site and downstream, to the satisfaction of the Director of Engineering.

ii. An approved alternative to providing secondary access within 305 m of the development site for emergency vehicles, to the satisfaction of the Fire Chief,

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:

i. That a storm water management plan be provided and implemented to the satisfaction of the Director of Engineering prior to subdivision approval or building permit issuance, whichever is first;
ii. That a statutory right of way for a temporary turnaround of a size and location to the satisfaction of the Director of Engineering and Fire Chief be registered prior to subdivision approval;
iii. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the standards of Bylaw No. 1000 and the Director of Engineering;
iv. That, prior to subdivision approval or building permit issuance, which ever is first, full frontage improvements including, but not limited to, the installation of sidewalks, boulevard landscaping, scallop parking stall(s), and light standards in accordance with Bylaw No.1000 and to the satisfaction of the Director of Engineering. These improvements shall include that portion of new road extending between Myles Mansell Rd and Proposed Lot C to be dedicated from the adjoining parcel, Lot 3, Plan 21075 to provide access to Lot C;
v. That further subdivision or rezoning for proposed Lots A and B is prohibited until sewer servicing is installed and frontage improvements are secured;
i. That the applicant registers a section 219 covenant on title of proposed Lot C agreeing to construct, to Bylaw No. 1000 standards, the public road extension from Myles Mansell Rd to the subject property;
vi. That the applicant provides a non-disturbance covenant over 51% of the subject properties, at the time of subdivision to the satisfaction of the Director of Planning.

AND

Defer further consideration of a Development Variance Permit for sewer servicing and secondary emergency access until the applicant has explored all alternatives related to secondary access for emergency vehicles, to the satisfaction of the Fire Chief, prior to Public Hearing.

CARRIED.

e) Bylaw No. 1933, a Bylaw to rezone a portion of the property located at 3235 Happy Valley from the R2, Residential One and Two Family, Zone to the RS1, Residential Small Lot 1, Zone to allow for a three-lot subdivision

- **Staff Report (Planning)**

MOVED BY: COUNCILLOR WADE

SECONDED: C. BROWN

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
That Council:

Consider proceeding with First Reading of Bylaw No. 1933 to amend the zoning designation of a portion of the property located at 3235 Happy Valley Road from the R2 (Residential One and Two Family Dwelling) Zone to RS1 (Residential Small Lot 1), subject to the following terms and conditions:

a) That the owner agrees to provide, **as a bonus for increased density**, the following contributions per dwelling unit, prior to issuance of a building permit:

   i. $3,960 per small lot one family dwelling towards the General Amenity Reserve Fund;
   ii. $660 per small lot one family dwelling towards the Affordable Housing Reserve Fund;

b) That the developer provides, prior to **Public Hearing** the following:

   i. A technical Stormwater Management Memo to the satisfaction of the Director of Engineering;
   ii. A frontage drawing for each road frontage (Happy Valley Road, Isabell Avenue and the new road) that specifies road dedication required to contain frontage improvements, to the satisfaction of the Director of Engineering and in accordance with Bylaw No. 1000;

c) That the applicant registers, prior to **Bylaw Adoption**, a SRW over that portion of the subject property required to accommodate the new road, to the approval of the Director of Engineering and in accordance with the standards of Bylaw No.1000;

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

   i. That the developer agrees to complete any required improvements and/or upgrades to on-site and off-site infrastructure necessary to facilitate proper drainage on the subject property at the developer's expense;
   ii. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the standards of Bylaw No. 1000 and the Director of Engineering, and that costs incurred will be the responsibility of the developer;
   iii. That, prior to subdivision approval or building permit issuance, which ever is first, full frontage improvements including, but not limited to, the installation of sidewalks, boulevard landscaping, scallop parking stall(s), and light standards in accordance with Bylaw No.1000 and to the satisfaction of the Director of Engineering;
   iv. That the new road is dedicated at the time of subdivision;
   v. That, prior to subdivision approval or building permit issuance, which ever is first, the developer submits and agrees to implement, a formal stormwater management

plan to the standards of the Bylaw No.1000 and to the approval of the Director of Engineering;

vi. That, prior to subdivision approval or building permit issuance, which ever is first, the developer submits design drawings, for all three dwellings that shows how the designs are complementary to one another. Design drawings shall be to the approval of the Director of Planning;

vii. That the owner acknowledges the property's proximity to the South Island Rangers shooting range and the potential noise nuisance this establishment may cause;

viii. That a secondary suite is not permitted on Proposed Lots B and C and that individual Building Permit plans shall be reviewed by the Director of Planning, prior to the issuance of a building permit, and shall have the authority to request alternate building drawings if there is reasonable cause to believe the dwelling may be constructed with a secondary suite;

ix. That, prior to subdivision approval, a fire safety plan, reviewed and approved by a Fire Prevention Officer, must be submitted;

x. That, prior to subdivision approval, the developer will submit fire underwriters survey (FUS) calculations to determine the waterflow at the site and that the developer shall be aware and acknowledge that the FUS will determine the appropriate spatial distance between buildings, regardless of zoning regulations or granted variances to property lines, in order to maintain adequate waterflow;

xi. That, prior to building permit issuance, the applicant will submit a construction parking management plan, to the satisfaction of the Director of Engineering;

Direct staff to provide notice that Council will consider issuing a Development Variance Permit with the following variances for the property at 3235 Happy Valley Road:

a. That Section 6.22.07(1)(a) be varied to reduce the building setback from a front lot line from the required 3.0 m to 1.64 m to accommodate the existing house, subject to the following condition:

    i. The developer agrees to modify the design of the front façade of the existing house, facing Happy Valley Road, so as to align with the Design Guidelines for Intensive Residential Developments on corner properties, and that fencing is installed along this property line, in accordance with Section 3.21 of the Zoning Bylaw;

b. That Section 6.20.06(1)(c) be varied to reduce the building setback from an exterior side lot line from the required 3.5 m to 1.5 m to accommodate the proposed dwelling, subject to the following condition:

    i. The developer agrees to install fencing along this property line in accordance with Section 3.21 of the Zoning Bylaw.

CARRIED.

f) Application for Development Variance Permit to allow a variance to the required building setback from the interior side property line as well as reduce the amount of landscaping along an interior side property line to accommodate an apartment building proposed at 2716 and 2720 Strathmore Road

- **Staff Report (planning)**

MOVED BY: COUNCILLOR WADE
SECONDED: C. BROWN

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
That Council:

Direct staff to provide notice that Council will consider issuing a Development Variance Permit for 2716 and 2720 Strathmore Rd with the following variances:

a. That Section 6.36A.06(3) of Zoning Bylaw No.300 be varied to reduce the required the interior side setback from the required 3.0 m to 0.60 m to accommodate a garbage enclosure;

Subject to the following conditions:

1. That the developer provides updated elevation drawings more in keeping with the drawings presented in the rezoning process prior to issuance of the Development Variance Permit; and

2. That the developer installs decorative fencing with a minimum height of 1.8m around the interior side and rear lot lines; and

AND

Reject the applicant's request for a variance to reduce the width of landscaping required along an interior side property line for buildings within a multi-family residential zone from 1 m to 0 m.

CARRIED.

5. **ADJOURNMENT**

The Chair adjourned the meeting at 7:40 p.m.

CHAIR

CERTIFIED CORRECT
(Corporate Officer)

City of Langford
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Staff Report
to
Planning, Zoning and Affordable Housing Committee

Date:	**October 26, 2020**
Department:	**Planning**
Application No.:	**Z19-0018**
Subject:	**Bylaw No. 1874 - Application to Rezone 2929 Sooke Road, 2995 Sooke Road, 3201 Loledo Place, 3211 Loledo Place, and 1297 Glenshire Drive from Rural Residential 2 (RR2) Zone and General Industrial (M2) Zone to Business Park 2A – Sooke Rd West (BP2A) Zone**

PURPOSE

Danny Jadesko of Woodsmere Holding Corp. has applied to rezone 2929 Sooke Road, 2995 Sooke Road, 3201 Loledo Place, 3211 Loledo Place, and 1297 Glenshire Drive from Rural Residential 2 (RR2) Zone and General Industrial (M2) Zone to Business Park 2A – Sooke Rd West (BP2A) Zone.

BACKGROUND

PREVIOUS APPLICATIONS

In 2017 an environmental development permit (DP17-0038) was issued to allow for the clearing and blasting of the properties closest to Glenshire Drive.

In 2020 an OCP Amendment was adopted, which changed the designation of the subject properties to 'Business or Light Industrial' and allowed for lands to be cleared and blasted.

Table 1: Site Data

Applicant	Danny Jadresko
Owner	Woodsmere Holdings Corp.
Civic Addresses	2929 Sooke Road, 2995 Sooke Road 3201 Loledo Place, 3211 Loledo Place 1297 Glenshire Drive
Size of Properties	3.7 hectares (9.2 acres)
DP Areas	Habitat and Biodiversity, Steep Slopes

Zoning Designation	Existing: Rural Residential 2 (RR2) and General Industrial (M2)	Proposed: Business Park 2A – Sooke Rd West (BP2A)
OCP Designation	Existing: Business or Light Industrial	Proposed: Business or Light Industrial

SITE AND SURROUNDING AREA

The subject properties are located along the east side of Sooke Road, south of Glenshire Drive (Figure 1). The northern properties have been cleared and blasted so that the lands are level with surrounding roads. Onsite works are ongoing to clear and blast the remaining parcels so that they are level with the properties that have already been cleared and blasted.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North	General Industrial (M2)	Light Industrial
East	Business Park 2 - Sooke Road (BP2)	Light Industrial
South	Rural Residential 2 (RR2)	Residential
West	Business Park 2A - Sooke Rd West (BP2A)	Commercial, Light Industrial

Figure 1: Subject Properties



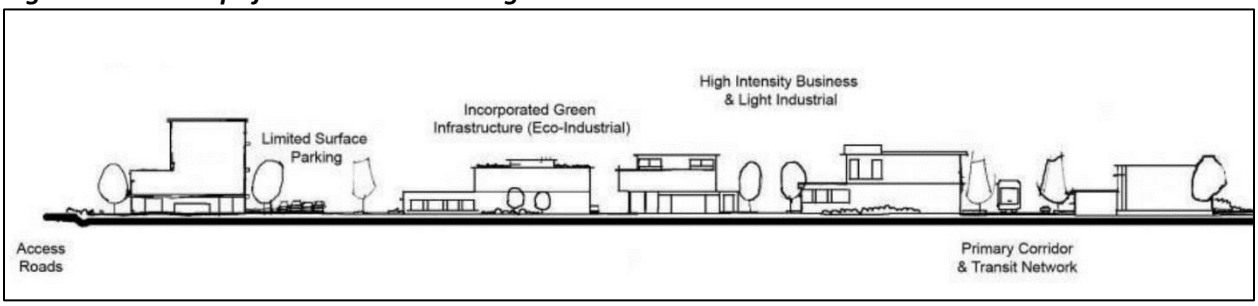
COUNCIL POLICY

Official Community Plan

The Official Community Plan designates the subject properties as *Business or Light Industrial*, which is defined by the following text:

- Predominantly business and light industrial precinct that supports a range of business uses
- Parks, open spaces are integrated throughout the centre where appropriate to serve users and employees and green corridors (creeks, wildlife corridors, trails, etc.) that connect to other parts of the community where appropriate
- Transit stops are located where appropriate

Figure 2: A Concept for the Business or Light Industrial



DEVELOPMENT PERMIT AREAS

The properties are subject to a several development permit areas, including Steep Slopes and Potential Habitat and Biodiversity. Both of these have previously been addressed through development permits that have been issued (DP17-0038 and DP19-0020). No additional environmental development permits are required, but a Form and Character Development Permits will be required prior to issuance of any building permits.

COMMENTS

DEVELOPMENT PROPOSAL

Currently, there is no specific proposal for the lands. If the applicant is successful with this rezoning, it would allow the owner to advertise for prospective businesses that wish to establish at this location. There would likely be a mix of uses that may include mini-storage and light industrial businesses.

Given that the proposal is for an encompassing concept plan that envisions the five lots being consolidated, Council may wish to require the applicant to consolidate the five properties prior to Bylaw adoption. This would ensure that the properties that only have frontage along Sooke Road will have access to Glenshire and/or Loledo, and that the development plan is coordinated.

The subject properties are located within an area that has a number of properties zoned for business park or industrial uses. There are 8 properties along Loledo that are used for residential purposes, but the vast majority of land with the larger area is non-residential. Given that this area of Langford is seeing a growth in demand for light industrial properties, Council may wish to rezone the subject lands as presented in this report, which may encourage redevelopment of the remaining residential properties along Loledo Place.

The OCP does not trigger any policies with respect to greenspace dedication for business park or industrial rezoning applications. Unless more than 3 new parcels are ultimately created, the 5% parkland dedication requirement of the Local Government Act will not apply.

Table 3: Proposal Data

	Permitted by RR2 (Current Majority Zone)	**Permitted by BP2A Zone (Proposed Zone)**
Permitted Uses	• One- or Two-Family Dwelling • Group Daycare • Accessory Buildings	• Automobile repair and sales • Building and lumber supply store • Commercial nursery • Financial Institution • Gasoline Service Station • Industrial Use • Mini-Storage • Restaurant • Retail store
Minimum Lot Size	4.0 ha	1,000 m2
Height	10.5m (34.5 ft)	4 storeys
Site Coverage	35%	60%
Front Yard Setback	7.5m (24.6 ft)	3.0m (9.8 ft)
Interior Side Yard Setback	3.0m (9.8 ft)	0.0m (0 ft)
Exterior Side Yard Setback	3.0m (9.8 ft)	4.5m (15 ft)
Rear Yard Setback	10.0m (32.8 ft)	0.0m (0 ft)
Parking Requirement	• 2 per dwelling + 1 for a suite	• Based on use and building size

FRONTAGE IMPROVEMENTS

Sooke Road

Any required improvements to Sooke Road will be to The Ministry of Transportation and Infrastructure's (MOTI) standards and in relation to recommendations from the required Traffic Impact Assessment (TIA) for the development. Currently, the City of Langford's Director of Engineering is with working with MOTI and the author of the TIA in order to determine what improvements will be completed on Sooke Road at this location, which are anticipated to be known prior to public hearing.

Glenshire Drive

The applicant will be required to provide full frontage improvements in accordance with the R11 cross section of Bylaw 1000, as a condition of building permit or subdivision approval, whichever is first. The one exception is that a sidewalk would not be required.

Loledo Place

The applicant will be required to provide full frontage improvements in accordance with the R17 cross section of Bylaw 1000 if industrial traffic is planned for this road, as a condition of building permit or subdivision approval, whichever is first. The one exception is that a sidewalk would not be required.

SEWERS

Sewer mains do not exist along the road frontages of this site. The nearest sewer main is located at the intersection of Sooke Road and West Shore Parkway, but it is not operational at this time. If there are any improvements/extensions to the sewer main within a municipal road right-of-way, it will be completed by West Shore Environmental Services at the applicant's expense.

DRAINAGE AND STORMWATER MANAGEMENT

This site is located within an area where stormwater detention is required as per Bylaw 1000. The applicants engineer will need to determine how best to achieve this, to the satisfaction of the Director of Engineering. As a condition of rezoning, Council may wish to request the applicant to examine how storm water can be managed on-site and provide a technical memo from a qualified engineer in this regard to the satisfaction of the Director of Engineering prior to public hearing.

FINANCIAL IMPLICATIONS

Rezoning the subject properties to permit higher density of development will increase the assessed value of lands and eventually will increase municipal revenue due to the new industrial and/or commercial development. As the developer is responsible to complete all frontage improvements, the direct capital costs to the City associated with this development will be negligible. A summary of Development Cost Charges that the developer will be expected to pay, is outlined in Table 4 below

FINANCIAL CONTRIBUTIONS

Council's Amenity Contribution Policy

As there is no residential development is proposed, and the future business park development is outside the City Centre, no Amenity Contributions would be collected with this development.

Development Cost Charges

DCC's would be collected at the time of building permit and based on the size of the proposed building(s). Table 4 below outlines what DCC's would be collected and how much the rate is. The totals are unknown until building permits are submitted as these are based on the size of the buildings.

Table 4 – Development Cost Charges

Development Cost Charge	Per area contribution	Total
Roads	$55.78 per m² gfa (commercial) $7.97 per m² gfa (industrial)	TBD
Storm Drainage	$5.20 per m² gfa (commercial) $28,886 per ha (industrial)	TBD
Park Improvement	N/A	
Park Acquisition	N/A	
Incremental Storage Improvement Fees	$140/1000 ft² of floor area (comm) $208/1000 ft² of floor area (indust)	TBD
Integrated Survey Area	N/A	
CRD Water	$10.74 per m² gfa (commercial) $5.82 per m² gfa (industrial)	TBD
School Site Acquisition	N/A	

OPTIONS

Option 1

That the Planning, Zoning and Affordable Housing Committee recommend that Council:

1. Proceed with consideration of Bylaw No. 1874 to amend the zoning designation of the property located at 2929 Sooke Road, 2995 Sooke Road, 3201 Loledo Place, 3211 Loledo Place, and 1297 Glenshire Drive from Rural Residential 2 (RR2) Zone and General Industrial (M2) Zone to Business Park 2A – Sooke Rd West (BP2A) zone subject to the following terms and conditions:

    a) That the applicant provides, **prior to Public Hearing**, the following:

        i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed development, to the satisfaction of the Director of Engineering;

        ii. A Traffic Impact Assessment, completed by a Professional Traffic Engineer who is licensed to practice in the Province of BC, that investigates the impact of the ultimate development, according to the Terms of Reference and the format of the Ministry of Transportation and Infrastructure "Planning and Designing Access to Developments" Manual, all to the satisfaction of the Ministry and the Director of Engineering.

b) That the applicant provides, **prior to Bylaw Adoption,** the following:

   i. A legal survey plan that consolidates the five subject properties and includes required road dedication, to the satisfaction of the Ministry and the Director of Engineering.

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:

   i. That all municipal frontage improvements to Bylaw 1000 standards are provided to the satisfaction of the Director of Engineering prior to issuance of a building permit or subdivision approval, whichever is first;

   ii. That the recommendations from the Traffic Impact Assessment be implemented as part of the required frontage improvements for Sooke Road, to the satisfaction of the Ministry and the Director of Engineering;

   iii. That a storm water management plan be provided prior to issuance of a building permit or subdivision approval, whichever is first, and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering; and

   iv. That a construction parking management plan be provide prior to the issuance of a building permit, to the satisfaction of the Director of Engineering.

OR Option 2

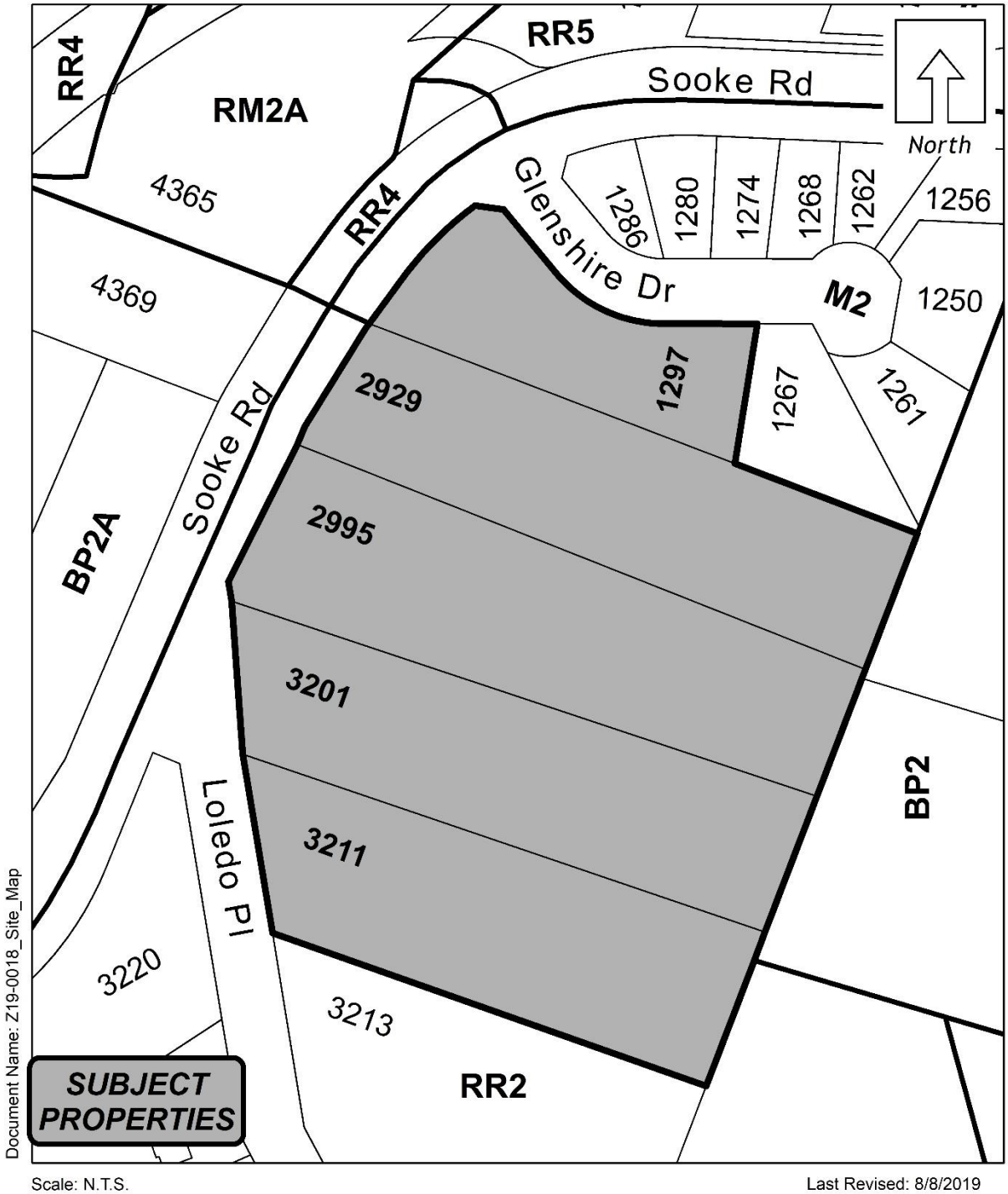
1. Take no action at this time with respect to Bylaw No. 1874.

Submitted by:	Robert Dykstra, MCIP, RPP Planner II – Approved
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning - Approved
Concurrence:	Marie Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Cory Manton, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP Deputy Director of Planning - Approved
Concurrence:	Michael Dillabaugh, CPA, CA Director of Finance – Approval
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:rd

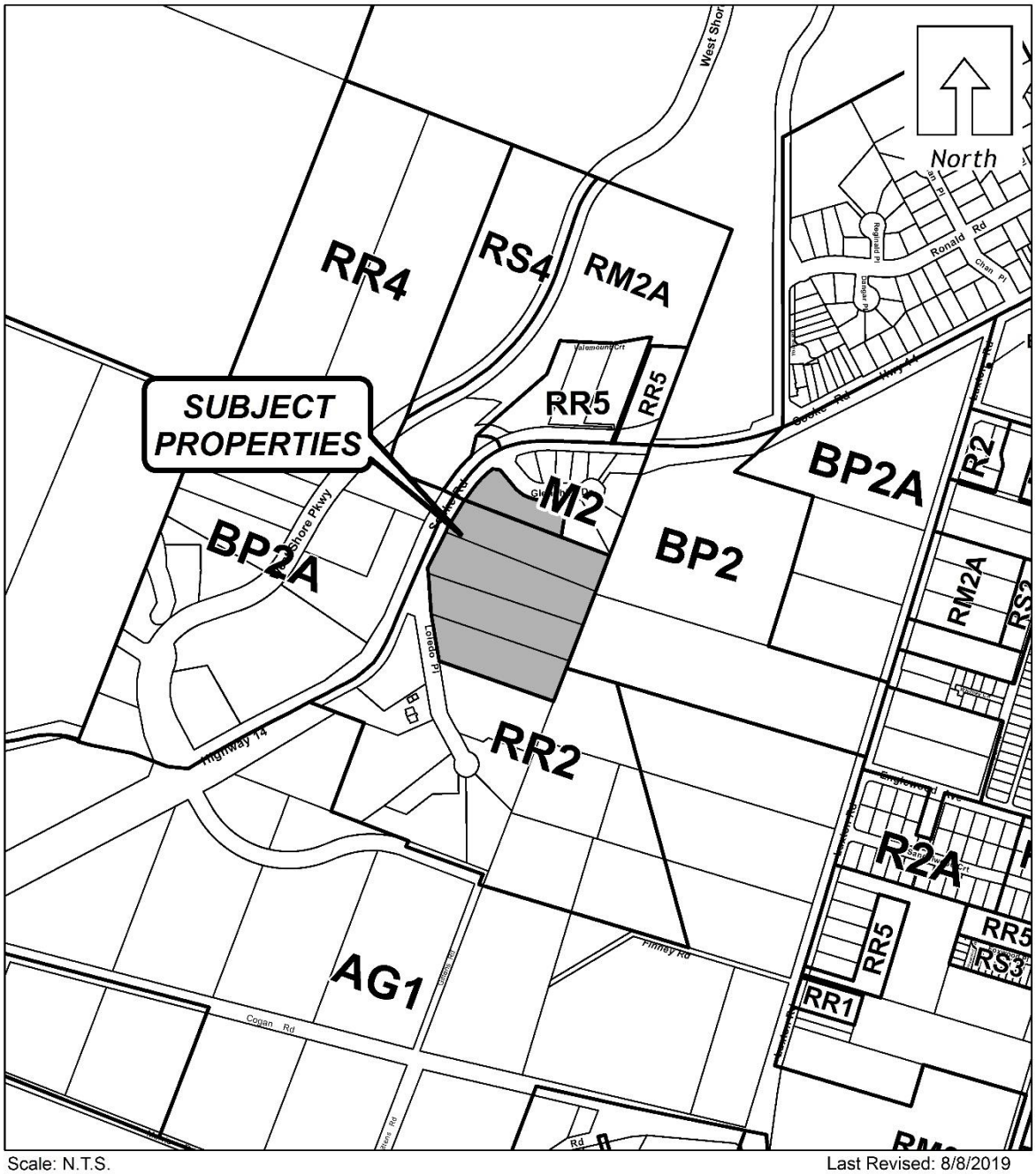
Appendix A

REZONING BYLAW AMENDMENT
(Z19-0018)
1297 Glenshire Dr, 2929 & 2995 Sooke Rd, 3201 & 3211 Loledo Pl



Appendix B

REZONING BYLAW AMENDMENT
(Z19-0018)
1297 Glenshire Dr, 2929 & 2995 Sooke Rd, 3201 & 3211 Loledo



Document Name: Z19-0018_Location_Map

Scale: N.T.S. Last Revised: 8/8/2019

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Staff Report to Committee

Date:	**October 26, 2020**
Department:	**Planning**
Application No.:	**Z20-0008**
Subject:	**Bylaw No. 1912 - Application to Rezone 913, 917, 921, 925, 929 Bray Avenue from the R2 (One and Two Family Residential) Zone to the CC1 (City Centre 1) Zone to allow for the construction of a high-density building**

PURPOSE

Rachael Sansom has applied on behalf of Rejuvenate Dt Langford Inc. in order to rezone the properties located at 913, 917, 921, 925, 929 Bray Avenue from the R2 (One and Two Family Residential) Zone to the CC1 (City Centre 1) Zone to allow for the construction of a high-density development.

BACKGROUND

PREVIOUS APPLICATIONS

- 929 Bray Avenue – no development related applications to date;
- 925 Bray Avenue – no development related applications; however, a building permit was issued in 1998 for renovations to the existing two-family dwelling;
- 921 Bray Avenue - no development related applications; however, a building permit was issued in 1997 for renovations to the existing two-family dwelling;
- 917 Bray Avenue -no development related application; however, a building permit was issued in 1998 to construct a garage.

Table 1: Site Data

Applicant	Rachael Sansom
Owner	Rejuvenate Dt Langford Nominee Inc.
Civic Address	913, 917, 921/23, 925/27 and 929/31 Bray Avenue
Legal Description	Lots 3-7, Section 79, Esquimalt District, Plan 17397
Size of Property	4589 m^2 (combined)
DP Areas	City Centre Development Permit Area
Zoning Designation	R2 (One and Two Family Residential)
OCP Designation	City Centre

SITE AND SURROUNDING AREA

The subject properties are relatively flat, uniformly shaped rectangular sites facing Bray Avenue. The assembly of five properties are located on the eastern half of the block, near the corner of Jacklin Road. Three of the properties contain two-family dwellings, which are not strata titled, whereas the remaining two properties contain one-family dwellings. All five subject properties have frontage and driveway access off of Bray Avenue.

Bray Avenue is made up of low-density residential homes, primarily original single-family dwellings on lots with wider frontages. Despite its Official Community Plan (OCP) designation as City Centre, Bray Avenue has not seen a large uptake in the amount of applications to rezone in order to meet the density objectives found within the OCP. Redevelopment on the street to date has consisted of two-family dwellings, both attached and detached. An application to rezone the property at Carlow Road and Bray Avenue (2865 Carlow Road) to allow a 9-unit townhouse development was adopted in August 2020.

Beyond Bray Avenue, the City Centre OCP designation of the area has resulted in high density commercial and residential redevelopment. In the past 10 years, properties along Jacklin Road have been redeveloped into high density residential uses.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North (932 -908 Bray Avenue)	R2 (One and Two Family Residential)	one family dwellings
West (933 Bray Avenue)	R2	one family dwelling
South (924-908 Dunford Avenue)	R2, RM2 (Attached Housing)	one family dwellings, townhouses
East (909 Bray Avenue, 2884 Jacklin Road)	R2	two family dwellings

Figure 1: Arial photo of subject properties, in red, (2017):



COMMENTS

OFFICIAL COMMUNITY PLAN

As mentioned, the properties are within the City Centre OCP designation, a designation that supports and encourages high density commercial and residential redevelopment. The proposal meets the objectives outlined below by redeveloping low density properties into a higher density development thus providing housing for a greater number of people in the City Centre where amenities and services are already established.

City Centre Policy Designation Objectives:

- A major regional growth and employment centre that supports a wide range of high-density housing, including affordable and rental housing, in conjunction with commercial, office, institutional and light industrial uses;
- A place with the highest degree of inter-city connection through a regional transportation network and transportation hubs;
- A place where a wide range of public squares, parks, and open spaces are integrated throughout;
- A place of community gathering and celebration where civic uses and public buildings are key landmarks; and
- A place of interactive and animated streetscapes where public art and public space are employed to celebrate local cultural and natural history.

DEVELOPMENT PERMIT AREAS

The subject properties are not within any of the Environmental Protection or Hazardous Area Development Permit Areas. They are, however, within the City Centre Development Permit Area (Map 21 of the OCP) and, depending on the ultimate use of the building, will also be within a Development Permit Area for Multi-Family Residential or Mixed Use Residential Commercial development. As such, the developer will be required to submit a Development Permit application prior to issuance of a Building Permit. The Development Permit submission will include drawings that show the layout, size, elevation plans, landscaping and parking proposed, and will be reviewed against Langford's Design Guidelines and Zoning Bylaw for compliance.

DESIGN GUIDELINES

The subject properties are located within the Centennial Park (S1) District of the City Centre Design Guidelines. As such the following guidelines apply to a Multi-Family or Mixed-Use building in this location:

Apartment Buildings

Intent: To have apartment buildings contribute to the housing density and visual appearance of the City Centre.

Guidelines:

a) Large apartment buildings shall have a ground level that engages the pedestrian environment, animates the street and provides individuality from adjacent buildings;
b) Large façades are expected to be broken up by using a variety of materials and architectural features;
c) Balconies and patios should be a feature of every unit;
    i. Balcony and patio screening shall be an opaque glass; and
    ii. Area must be a functional area, not solely an architectural feature.
d) Visual characteristics of adjacent buildings should be incorporated into new development; and
e) Adjacent developments should promote sense of community through incorporating adjoining green or open space.

Mixed-Use

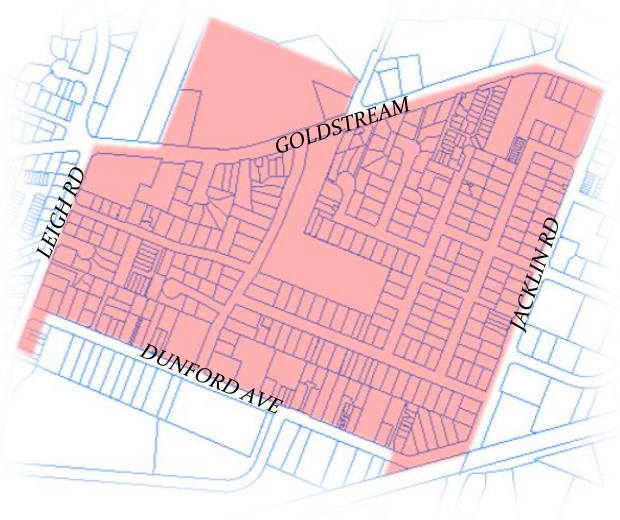
Intent: To create symbiotic relationships between commercial and residential applications within the same development.

Guidelines:

a) Commercial spaces are expected be located on the ground level with direct pedestrian access;
b) Ground level should be taller than typical upper level;
c) Clear glass fenestration is encouraged for the façade of ground level commercial spaces;
d) Front facades should be designed in smaller segments, avoiding large continuous façade designs;
e) Entrances for commercial and residential uses are expected to be easily distinguishable; and
f) Upper floors should project over lower commercial space.

S1 Centennial Park

- Surrounding a large green space, the Centennial Park neighbourhood boasts late century single family dwellings located on cul-de-sac roads.
- This neighbourhood is very suitable for mixed-use development, shared streets and enlarged walkways as well as high-density apartment buildings near Goldstream Ave.
- Other opportunities for development in this neighbourhood include townhouses and medium-density apartments to replace the single-family dwellings on cul-de-sacs and shared streets.
- Emphasis within the Centennial Park neighbourhood shall be placed on a family focus and being able to move through the housing continuum by addressing various housing types.



ZONING BYLAW

The applicant wishes to rezone the properties in order to construct a high-density development, which may be entirely multi-family residential or mixed use residential and commercial, with a floor area ratio (FAR) of up to 5.0 on the site.

As Council is aware, a new City Centre (CC1) Zone has been created in order to support the City Centre Design Guidelines created in 2019 as part of a visioning exercise with Dr. Avi Freeman, a Professor of Architecture at McGill University. The Bylaw to create the CC1 Zone was adopted on September 8th, 2020.

The CC1 Zone is intended for rezoning applications for properties that are within the City Centre OCP designation area but not within the downtown core. As the subject proposal anticipates a high-density development, and is situated beyond the downtown core, the CC1 Zone is appropriate for the proposal.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The subject properties are located close to the intersection of Bray Ave with Jacklin Road. As such, they have easy access to not only the downtown core but also to Veteran's Memorial Parkway, the Trans-Canada Highway, and Sooke Rd (Highway 14).

A Traffic Impact Assessment (TIA) will be required prior to Public Hearing in order to assess whether a left turn lane into the development from Bray Ave (westbound) is warranted. The developer will be required to implement the recommendations contained within the TIA prior to a building permit being issued to develop the site, a provision that should be secured as a condition within a Section 219 covenant registered with the property.

The E & N rail trail passes through Langford, and runs along Station Avenue about 100 m south of the subject properties. The trail is a part of a regional system of trails that includes the Galloping Goose trail and spans from Sydney to Sooke.

A bus exchange hub for BC Transit is located on Station Avenue, approximately 300 m from the subject properties. The exchange location serves bus routes between north and south Langford, Colwood, Sooke, and downtown Victoria.

FRONTAGE IMPROVEMENTS

As part of redeveloping the properties, the developer will be required to install infrastructure within the Bray Avenue right-of-way, in accordance with the R1 cross section (Schedule 4 of the Subdivision and Servicing Bylaw No.1000). The frontage improvements within the R1 cross section call for sidewalks, streetlighting, off-site public parking scallops, and boulevard planting. A frontage design drawing, showing these improvements, will be required prior to Public Hearing, to determine if any road dedication is required. The developer will be required to install, or bond for, the required frontage improvements before a building permit can be issued to construct on the site, a condition that should be secured within a Section 219 covenant registered with the property.

INFRASTRUCTURE

Sewer was installed on Bray Avenue as part of a capitally funded improvement project in 2017 to install sewers west of Langford's downtown core. The expansion of the sewer servicing increased the development potential of the properties to densities that could not be supported using the septic systems in place. To realize this potential, Council also approved the expansion of the City Centre OCP Policy area in order to encourage redevelopment.

Water services are available at the site and are provided by the CRD Integrated Water Service. Gas is provided by Fortis BC and electricity by BC Hydro. The costs associated with connecting to these servicing, including upgrades to existing infrastructure, and/or the installation of new infrastructure, will be the responsibility of the applicant. A condition ensuring the applicant is aware of this responsibility should be secured within a Section 219 covenant registered with the property.

The City of Langford does not have an integrated system capable of directing stormwater drainage to catchment areas elsewhere. A technical Stormwater Management memo that specifies how drainage will be managed on site has been submitted by the applicant, but not yet approved by the Director of Engineering. Council may wish to secure the requirement to provide and implement a detailed stormwater management plan prior to issuance of a Building Permit, within a Section 219 covenant registered on the property.

The developer will be responsible for ensuring that adequate water supply is available for the project. A Fire Underwriters Survey (FUS) will be required prior to the issuance of a Development Permit to develop the site, and may result in setbacks that are greater than those specified in the CC1 Zone. As well, a construction Fire Safety Plan, approved by the Fire Department, will be required prior to the issuance of construction permit to construct on the site. The provision of a FUS prior to the issuance of a Development Permit and the Fire Safety Plan prior to Building Permit issuance should be included as a condition within a Section 219 covenant registered with the property.

DEVELOPMENT PROPOSAL

The developer plans to redevelop the subject properties to accommodate a high density residential or mixed-use residential development but would like flexibility in the design of the building with the understanding that the building must be designed to reflect the regulations of the CC1 Zone.

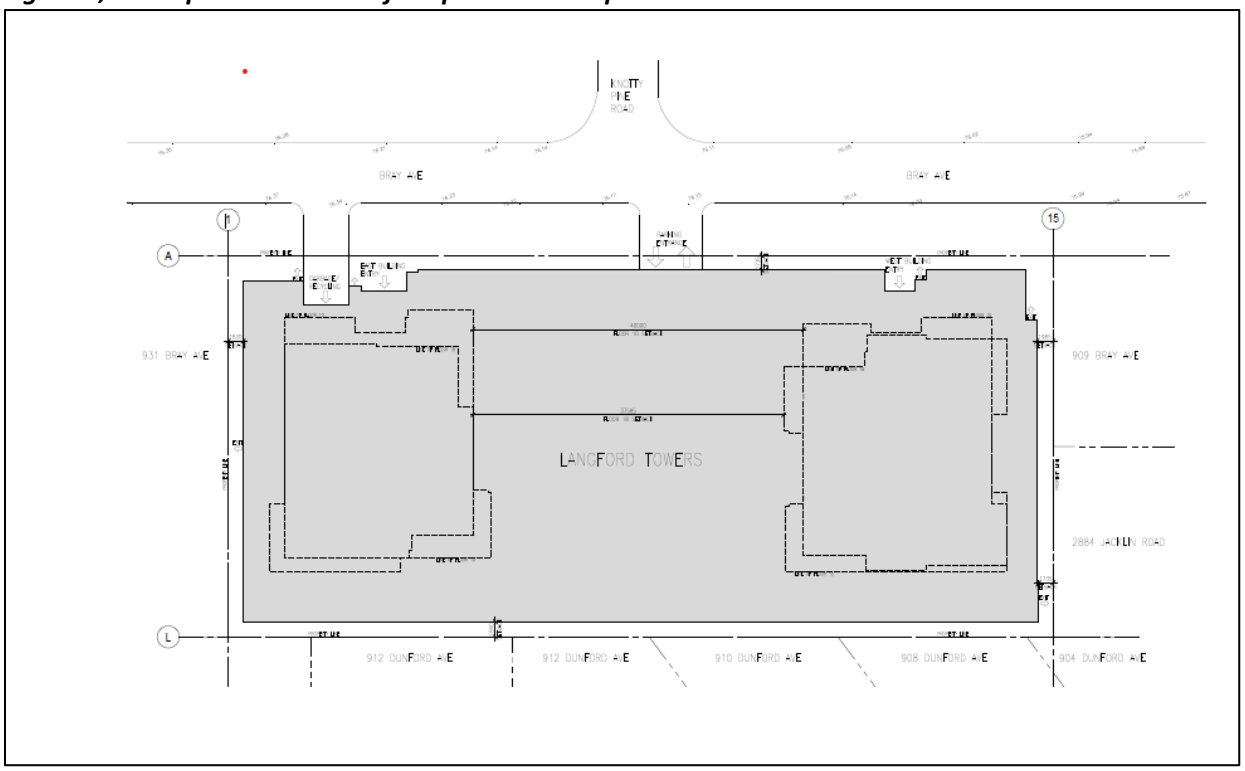
The plans submitted, shown in Figure 2, should only be considered as a potential layout for the proposed building, however, some design considerations will have to be included to meet the regulations around density (FAR), use of the building, and parking to accommodate the requested density. Conceptual design drawings include three levels of parking, two underground and one at the grade level with residential units above. In front of the ground level parking, six units will face the street frontage and will be able to have direct walk in access from Bray Avenue, thus satisfying the requirement to create an active building frontage to achieve the higher FAR of 5.0. To access the underground and surface parking a driveway is proposed off of Bray Avenue. Currently the driveway is offset to the intersection of Knotty Pine Rd and Bray Ave, so Council may wish to include a condition in the Section 219 Covenant, registered prior to Bylaw Adoption, that requires a road alignment so as the driveway aligns with the Knotty Pine intersection.

As mentioned, the developer would like to delay construction of the building to coincide with the sale of the property, after Council has approved rezoning the property to accommodate a higher density. The developer would like to retain the ownership of the properties, as five separate entities owned together, until plans are made for redevelopment, wherein they would consolidate creating one large parcel. Council should be aware that retaining the separate ownership of the properties means these homes can remain as valuable rental stock within the downtown, however, as separate entities they will not singularly satisfy the density requirements of the CC1 Zone, which requires a minimum 1,400 m^2 lot size, when they apply for a Development Permit. Therefore, prior to obtaining a development permit they will be required to consolidate to meet this CC1 regulation that cannot be varied.

The developer will be required to provide parking in accordance with Table 4.01.01 of the Zoning Bylaw for the density and uses proposed. In order to ensure parking stalls are not provided for tenure separately from the residential or commercial units, Council may wish to add a condition into a Section 219 covenant prohibiting parking stalls to be offered for tenure separately from the units.

While it is not known at this time whether the proposed residential units will be offered as rental or ownership tenure, in an effort to provide a variety of housing types to Langford residents, Council may wish to secure that the future building be stratified, as individual units, prior to the issuance of an occupancy permit for the building(s). This way, if the units are initially rented but a future owner would like to sell units for individual ownership, they may do so without requiring a strata title conversion application to Council and potentially be required to undertake costly upgrades to the BC Building Code in place at the time of conversion.

Figure 2, Conceptual Site Plan of Proposed Development:



The submitted site plan proposes setbacks that will require variances to those specified in the CC1 Zone for the front and rear lot lines. However as full design drawings are not submitted, Council may wish to defer consideration of variances to the Development Permit stage such that staff can determine if the requested setbacks are consistent with the design guidelines. The Director of Planning does have the authority to issue setback variances under certain circumstances, such as where the variance improves the relationship of the building to the adjoining street.

Figure 3: Conceptual Renderings of Proposed Development:



No building elevation plans have been submitted so it cannot be determined how the design complies with the Design Guidelines for the City Centre. The developer has, however, submitted a rendering which should be considered as a concept without elevation plans to substantiate whether it will fit within the City Centre Guidelines or within the regulations of the CC1 Zone.

Detailed landscape drawings have not been included as part of the rezoning submission and will be required as part of a development permit application for form and character. Landscape plans prepared by a registered landscape architect will have to abide by the City Centre Design Guidelines as well as the Zoning Bylaw, Section 3.21.

Table 3: Proposal Data

	Permitted by R2 (Current Zoning)	**Permitted by CC1 (Proposed Zone)**	**Proposed Development (Concept only, no variances are being requested at this time)**
Density (FAR and/or min. lot size)	550 m^2 (min. lot size)	5.0 (FAR)	As per Zone
Height	9 m	n/a	As per Zone

	Permitted by R2 (Current Zoning)	**Permitted by CC1 (Proposed Zone)**	**Proposed Development (Concept only, no variances are being requested at this time)**
Front Yard Setback	• 6 m • 5.5 m for a driveway	• 2 m • 4 m for any portion of the building above 3 storeys • where a building or structure greater than 6 storeys in height has a building façade with a horizontal plane greater than 20 m (65.6 ft), a minimum 30% of the façade must be setback an additional 1 m (3.3 ft) from the established setback;	As per Zone
Interior Side Yard Setback	1.5	• 3 m	As per Zone
Exterior Side Yard Setback	• 4.5 m • 5.5 m for a driveway	• 2 m • 4 m for any portion of a building higher than 3 storeys • where a building or structure greater than 6 storeys in height has a building façade with a horizontal plane greater than 20 m (65.6 ft), a minimum 30% of the façade must be setback an additional 1 m (3.3 ft) from the established setback;	As per Zone
Rear Yard Setback	6 m	• 3 m	As per Zone

	Permitted by R2 (Current Zoning)	**Permitted by CC1 (Proposed Zone)**	**Proposed Development (Concept only, no variances are being requested at this time)**
Parking Requirement	2 spaces, plus one for a secondary suite	• 2 bedrooms or less: 1.25 spaces per unit, of which 0.25 is for visitor parking • 3 bedrooms or more: 2.25 spaces per unit, of which 0.25 is for visitor parking	As per Table 4.01.01

Variances to CC1 Zoning Regulations required if proposal developed as per concept submitted*

FINANCIAL CONTRIBUTIONS

COUNCIL'S AFFORDABLE HOUSING AND AMENITY CONTRIBUTION POLICY

The amenity contributions that apply as per Council's current Affordable Housing and Amenity Contribution Policy are summarized in Table 4 below. Reductions to the total amount of Amenity Contributions are in accordance with Council's Amenity Contribution Policy, Table D, wherein apartments in the City Centre may have reduced amenity contributions based on the use and the number of new units above the 4th storey of the building.

Table 4: Council's Affordable Housing Reserve Fund and General Amenity Reserve Fund Policy Contributions

Amenity Item	**Per unit contributions**	**Possible Reductions**
General Amenity Reserve Fund	$2850*	• 50% reduction to total contributions for units on the 5th and 6th storeys • 75% reduction to total contribution amount for units on the 7th storeys and above
Affordable Housing Reserve Fund	$750*	
Total Policy Contributions for Residential Units	**$3600***	
General Amenity Reserve Fund for Commercial Space	$10.75 per m^2 GFA	No

DEVELOPMENT COST CHARGES

Rezoning the subject properties to permit higher density of development will increase the assessed value of lands and eventually will increase municipal revenue due to the number of units created. As the developer is responsible to complete all frontage improvements, servicing connections and upgrades

necessary to service the site, the direct capital costs to the City associated with this development will be negligible. A summary of Development Cost Charges that the developer will be expected to pay, is outlined in Table 5 below

Table 5 – Development Cost Charges

Development Cost Charge	**Per unit / area contribution**
Roads	$3,188
Park Improvement	$1,890
Park Acquisition	$1,100
Incremental Storage Improvement Fees	$331.65
Integrated Survey Area	$35/per lot created
Subtotal (DCCs paid to City of Langford)	**$6,544.65**
CRD Water	$1,644
School Site Acquisition	$600
TOTAL (estimate) DCCs	**$8,788.65**

OPTIONS

Option 1

That Council:

1. Proceed with consideration of First Reading of Bylaw No. 1912 to amend the zoning designation of the properties located at 929, 925, 921, 917 and 913 Bray from the R2 (One- and Two-Family Residential Zone) to the CC1 (City Centre) Zone subject to the following terms and conditions:

    a. That the applicant provides, as a bonus for increased density, the following contributions, per unit, prior to the issuance of a building permit to develop the property:

        i. $2,850 per unit towards the General Amenity Reserve Fund;
        ii. $750 per unit towards the Affordable Housing Fund; and
            1. that the total amount of amenity contributions may be reduced by 50% for units on the 5th and 6th storey and by 75% for units above the 7th storey; and
        iii. $10.75 per m2 commercial GFA towards the General Amenity Reserve Fund.

    b. That the applicant provides, **prior to Public Hearing,** the following:

        i. A frontage drawing to the satisfaction of the Director of Engineering to confirm if road dedication is required to complete all required frontage improvements; and

ii. A traffic impact assessment, prepared by a professional engineer and approved by the Director of Engineering, to assess whether a left-turn lane into the site is required;

iii. A technical stormwater management memo approved by the Director of Engineering;

c. That **prior to Bylaw Adoption**, the developer registers a road dedication plan, if required, in accordance with the frontage drawings provided and 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 developer agrees to install, or bond for, all required frontage improvements to Bylaw No. 1000 standards along the Bray Avenue frontage including but not limited to the installation of sidewalks, road edge parking and boulevard landscaping to the satisfaction of the Director of Engineering, prior to issuance of a building permit;
ii. That the developer agrees to install and implement recommendations from the prepared Traffic Impact Assessment report to the satisfaction of the Director of Engineering, prior to the issuance of a building permit;
iii. That the developer acknowledges their obligation to cover any costs associated with upgrades, installation and/or connections to new and existing infrastructure needed to service the site for the proposed development;
iv. That the developer agrees to provide a detailed stormwater management plan and install all recommended infrastructure prior to issuance of a building permit, in accordance with Bylaw No. 1000, and to the satisfaction of the Director of Engineering;
v. That a construction parking management plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering.
vi. That the driveway access to the building will align with Knotty Pine Rd and Bray Ave intersection, and must be explicit on drawings submitted with the Development Permit application for form and character;
vii. That the required parking stalls for this development are allocated for the use by individuals in each unit and visitors, as required by Bylaw No. 300; and that parking is not separated from individual units nor provided in exchange for compensation separate than that of a residential unit;
viii. That the developer will submit Fire Underwriters Survey (FUS) calculations prior to the issuance of a development permit to develop the site, and acknowledges that these calculations may determine setbacks other than what is prescribed in the zone;
ix. That the developer agrees to submit a Fire Safety Plan, approved by the Langford Fire Chief, prior to the issuance of a building permit to construct on the site; and
x. That the developer registers a strata plan, prior to the issuance of an occupancy permit, that creates individual strata titles for each resident unit;

xi. That the five subject properties must be consolidated, prior to issuance of a Development Permit;

OR Option 2

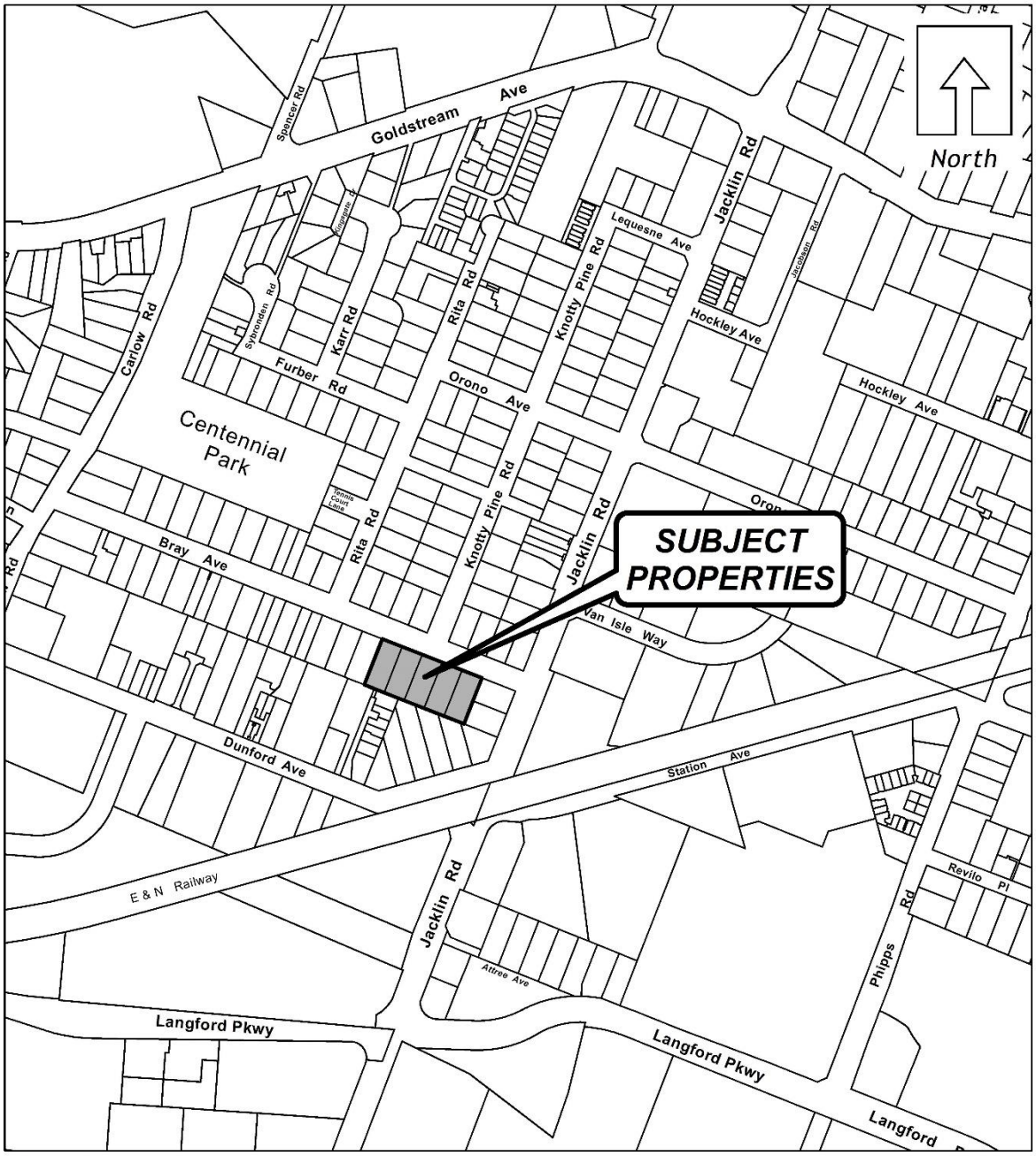
1. Take no action at this time with respect to Bylaw No. 1912.

Submitted by:	Lauren Morhart, MCIP, RPP, Planner 2 – Email Approval
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning – Email Approval
Concurrence:	Adriana Proton, Manager of Legislative Services – Email Approval
Concurrence:	Chris Aubrey, Fire Chief – Email Approval
Concurrence:	Cory Manton, Manager of Parks and Recreation – Email Approval
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering – Email Approval
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning – Email Approval
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance – Email Approval
Concurrence:	Braden Hutchins, Director of Corporate Services – Email Approval
Concurrence:	Darren Kiedyk, Chief Administrative Officer – Email Approval

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Appendix A

REZONING BYLAW AMENDMENT
(Z20-0008)
913,917,921,925 & 929 Bray Ave



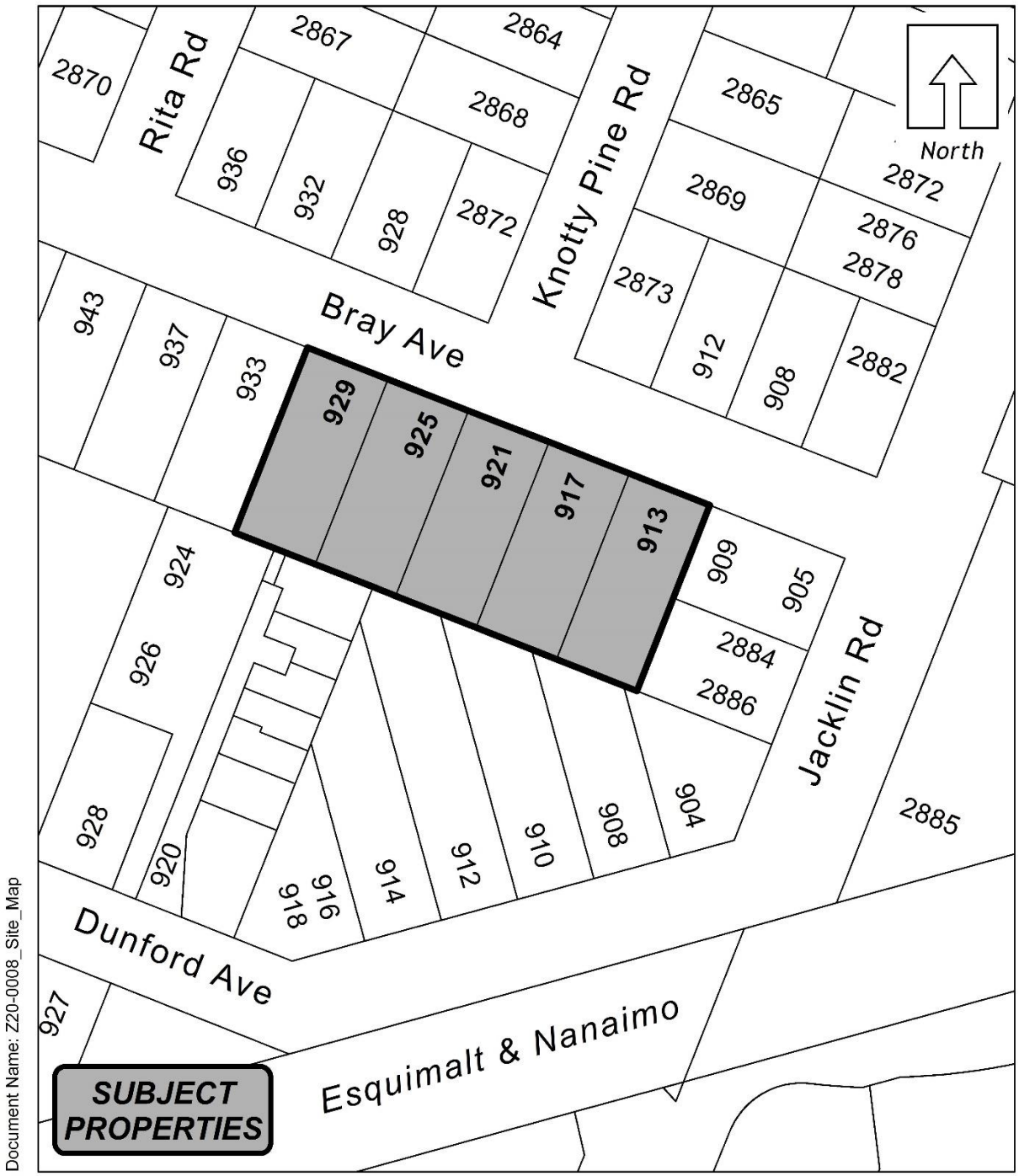
Document Name: Z20-0008_Location_Map

Scale: N.T.S.

Last Revised: 5/26/2020

Appendix B

REZONING BYLAW AMENDMENT
(Z20-0008)
913,917,921,925 & 929 Bray Ave



Document Name: Z20-0008_Site_Map

Scale: N.T.S.

Last Revised: 5/26/2020

City of Langford
www.cityoflangford.ca

Staff Report
to
Planning, Zoning, and Affordable Housing Committee

Date: **October 26, 2020**

Department: **Planning**

Application No.: **Z20-0011**

Subject: **Bylaw No. 1918 - Application to Rezone 840, 844, and 848 Orono Avenue from R1 (One Family Residential) to CC1 (City Centre) to Allow a 45-unit apartment building**

PURPOSE

Ben Gulbrandsen of Pacific Coast Land Company has applied on behalf of Jacques Ouellet, Cecil Higgins, Jodi-lyn Benson, and Cheryl and Stewart Clark to rezone 840, 844, and 848 Orono Avenue from R1 (One-Family Residential) to CC1 (City Centre) to allow a 45 unit apartment building. The applicant intends to sell the units as condos, rather than operate it as a rental building.

BACKGROUND

PREVIOUS APPLICATIONS

The subject properties, along with all other properties within the Sewer Specified Area No. 1, were rezoned from a One- and Two-Family Zone to a One-Family Zone in 1995 (Z95-0008) as part of a large scale amendment to encourage greater densification of the City Centre area.

Table 1: Site Data

Applicant	Ben Gulbrandsen, Pacific Coast Land Company
Owner	Jacques Ouellet (840 Orono Ave) Cecil Higgins and Jodi-lyn Benson (844 Orono Ave) Cheryl and Stewart Clark (848 Orono Ave)
Civic Address	840, 844, and 848 Orono Avenue
Legal Description	LOT 4, LOT 5, and LOT 6, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186
Size of Property	2247.9 m^2 (combined total)
DP Areas	Multi-Family Form and Character, City Centre
Zoning Designation	R1 - One-Family Residential

OCP Designation	City Centre

SITE AND SURROUNDING AREA

Each of the existing lots contain a single-family dwelling and are located at the middle of Orono Avenue, between Jacklin Road and Peatt Road. Some redevelopment to multi-storey mixed use and multi-family residential has occurred in the surrounding area and within this block of Orono Avenue, most recently towards Peatt Road at 812, 816, and 820 Orono Avenue and at 813 and 817 Orono Avenue. These projects were rezoned to MU2 (Mixed-Use Residential Commercial) in January of 2020 and June of 2020, respectively. Directly to the west is a 120-unit apartment that was rezoned to MU1A in 2018, and on the corner of Jacklin and Orono are two rental buildings with a combined total of 123 units zoned as MU2. The Hockley Mobile Home Park is located directly north of the subject properties and one- and two-family residential uses also occur in the vicinity. Additionally, there are some light industrial lands to the south.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North	RH1 (Mobile Home Park)	Mobile Home Park
East	R1 (One-Family Residential)	Single Family Dwellings
South	M2 (General Industrial)	ReStore, West Shore Environmental, amongst others
West	MU1A (Mixed Use Residential Commercial A)	120 unit apartment building

Figure 1 – Aerial Map (2019)



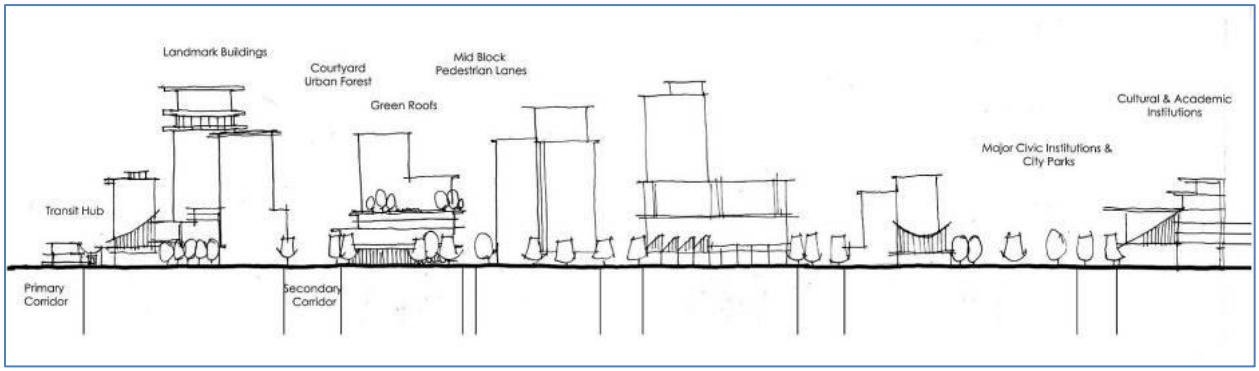
COMMENTS

OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) Bylaw No. 1200 designated the subject properties as "City Centre", which is defined by the following text:

- A major regional growth centre that support a wide range of high-density housing, including affordable and rental housing
- A major employment area for institutional, office, commercial, light industrial uses
- Major civic uses and public buildings are key landmarks
- A major place of community gathering and celebration
- A wide range of public squares, parks and open spaces are integrated throughout
- The City's major entertainment and/or cultural precinct
- Inter-city and/or inter-regional transit hub connect residents

A Concept for the City Centre



DEVELOPMENT PERMIT AREAS

The subject properties are not located within any environmentally sensitive or hazardous Development Permit areas. However, a Form and Character Development Permit in accordance with the City's Multi-Family and City Centre Design Guidelines will be required.

DEVELOPMENT PROPOSAL

The applicant wishes to consolidate three existing properties in order to construct a 6 storey, 45-unit apartment building. As proposed, the building contains one walk-up unit, lobby, common room, parking, and landscaped areas at grade, with an additional 5 storeys of residential units above. This type of lot consolidation and activation of the front façade is encouraged by the new City Centre Design Guidelines recently adopted by Council. The subject properties are located within the *City Hall* neighbourhood defined by the new Guidelines, which encourage the inclusion of a range of uses including medium to high density residential.

The applicant has provided the draft plans for staff and Council review as part of this application which can be seen below in Figure 2. The proposal is complimentary to the applicant's other project located at 812, 816, and 820 Orono Avenue as shown in Figure 3, but with the addition of a large 2nd floor common patio and defined 6th floor. For context, there are 4 single family lots separating the two developments, equating to approximately 80 meters of frontage.

Figure 2 – Front elevation for proposed apartment at 840, 844, and 848 Orono Ave



Figure 3 – 812, 816, and 820 Orono Ave (approved for rezoning in June of 2020)



Table 3: Proposal Data

	Permitted by CC1 Zone	**Proposed by Rezoning Application**
Density (FAR and/or min. lot size)	5.0 FAR	2.26 FAR
Height	No restriction	6 storeys
Site Coverage	80%	48.35%
Front Yard Setback	2 m (up to 2nd storey) 4 m (3rd storey and above)	0.32 m for ground floor patios 1.24 m for ornamental features
Interior Side Yard Setback	3 m	4.25 m 3.26 m
Exterior Side Yard Setback	3 m	n/a
Rear Yard Setback	2 m	12.03 m
Parking Requirement	1.25 spaces per unit, of which 0.25 is designated to visitors 45 units x 1.25 = 56.25 spaces	56 spaces

The applicant originally applied for this rezoning before the new CC1 (City Centre Residential) Zone was approved and implemented by Council. They had intended to zone the project to MU2 (Mixed Use Residential Commercial 2) Zone, as they had done with their two previous projects at 812, 816, and 820 Orono Ave, as well as at 813 and 815 Orono Ave. Due to the implementation of the CC1 zone, staff required the applicant to make various changes to their design to better conform with the new zoning which was created with the intent of being used on these kinds of multi-family developments within the City Centre. The design changes resulted in the loss of one unit, in favour of an increase in outdoor common amenity space, increased landscaping, among others. The applicant is seeking some minor variances to the new CC1 zone as their application was already in-stream when the regulations were adopted. Council may wish to authorize the Director of Planning to issue these variances within the Development Permit.

Front lot line setback variances

The new CC1 zone requires a front setback of 2 meters for the first two storeys of the building. The proposal meets this, with the exception of two small ground floor patios that are located 0.32 m from the front lot line, and the projection of the blue bump outs to 1.24 m. Council may wish to grant these variances to the front setback as ground floor patios help to activate the front façade of a building, and ornamental features like bump outs create more visual interest, both of which are objectives of the City Centre Design Guidelines. Staff have worked with the applicant to reduce the size of the patios to create a balance between the objectives of façade activation and the creation of sufficient landscaping areas, while minimizing the area requiring a setback variance. It should be noted that the majority of the building meets the 2 m setback for this portion of the building.

The CC1 zone also requires that any portion of the building that is 3 storeys and greater to have an increased front lot line setback of 4 m. The applicant is seeking a variance to allow the 3rd storey and above to be located 2 m from the front lot line, with the exception of additional blue bump outs to 1.24 m. As noted above, Council may wish to grant this variance as the building was designed prior to the CC1 zoning information being available, and the bump outs add greater visual interest to the building façade.

Parking location variances

The new CC1 zone has a number of new requirements pertaining to the location of on-site parking stalls, for which the applicant is requesting a variance. The first is that no unenclosed surface parking may be located within 3 m of a lot line abutting a highway. The applicant is showing one parking space located 1.7 m away from the front property line which abuts Orono Avenue. A site plan can be viewed on Appendix A.

The second is that all parking stalls located adjacent to a highway must be screened by a building containing an active use. The applicant does have some parking located on the western side of the property that is not screened by a building, but is proposed to be screened by a fence/landscaping structure that can be seen in the rendering shown previously in Figure 2.

Finally, the new CC1 zone requires that all surface parking stalls located adjacent to a rear or interior side lot line be screened by a 1.8 m fence and a by a landscaping strip of no less than 3 m in width. The applicant is proposing to install a 1.8 m fence as per the bylaw, but is unable to meet the requirement of a 3 m landscaping buffer for all portions of the parking. While some portions have a buffer up to 4.25 m, other portions are as narrow as 0.94 m.

Again, Council may wish to grant these variances as the project was already designed prior to the implementation of the CC1 zone and compliance with the above bylaw requirements would cause a loss in unit numbers. Alternatively, Council could ask the applicant to redesign the project to include underground parking.

The development proposal meets the bylaw required for off-street parking by providing 1.25 spaces per unit. As the applicants are intending to construct this building as a condo, Council may wish to require the applicant to assign one parking space to each unit, included in the sale price, to avoid the scenario of residents forgoing the extra cost and choosing to park on the street instead. This has been applied to many similar rezoning applications recently to help prevent parking problems that have occurred when residents do not wish to pay extra on top of the sale price for a parking space.

Planning Staff have been working on an amendment to the Zoning Bylaw regarding electric vehicle charging. The proposed amendment would require developers to install some of the electrical infrastructure to support electric vehicle charging stations for all multi-family residential parking stalls, excluding visitor parking. The applicant has informed staff that they have a corporate green strategy which includes electric vehicle charging stations, conduits for expanded charging station capacity, and the installation of solar panel systems on the roof. Given this, Council may wish to secure the electric vehicle charging capacity in a Section 219 Covenant as they did during the rezoning of 812, 816, and 820 Orono Avenue.

FRONTAGE IMPROVEMENTS

The Engineering Department has noted that as part of the required frontage improvements, a redbrick sidewalk, streetlighting, on-street scallop parking, boulevard landscaping, and bike lane will need to be constructed as part of the Orono Avenue cross section. Council may wish that the applicant provide frontage drawings to the satisfaction of the Director of Engineering prior to Public Hearing to ensure they can accommodate all frontage improvements without road dedication. If road dedication is necessary to complete the work, Council may wish that the applicant provide the road dedication prior to Bylaw Adoption.

INFRASTRUCTURE

Sewer and water mains exist on Orono Ave fronting this site. Any improvements or modifications needed for the sewer mains within the municipal road right-of-way will be constructed by West Shore Environmental Services at the applicant's expense. The applicant will be required to provide a Fire Underwriters Survey (FUS) Report to verify that sufficient water pressure is available to serve the development. Any upgrades to the water system noted in the FUS report would need to be completed at the applicant's expense prior to the issuance of a building permit.

DRAINAGE AND STORMWATER MANAGEMENT

This site is located within an area where stormwater infiltration is required as per Bylaw 1000. Such a system will be designed through the civil engineering process that appropriately addresses the 2- and 10-year storm events. As a condition of rezoning, Council may wish to request the applicant examine how stormwater can be managed on-site through infiltration and provide a technical memo from a qualified engineer in this regard to the satisfaction of the Director of Engineer, prior to public hearing.

FINANCIAL CONTRIBUTIONS

FINANCIAL IMPLICATIONS

Rezoning the subject properties to permit higher density of development will increase the assessed value of lands and eventually will increase municipal revenue due to the number of units created. As the developer is responsible to complete all frontage improvements, the direct capital costs to the City associated with this development will be negligible. A summary of Amenity Contributions and Development Cost Charges that the developer will be expected to pay, is outlined in Tables 4 and 5 below

Council's Amenity Contribution Policy

The amenity contributions that apply as per Council's current Affordable Housing, Park and Amenity Contribution Policy are summarized in Table 4 below, based the current floor plans and total density of 45 units.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per unit / area contribution	Total (for 45 units)
Affordable Housing Reserve Fund	$750 per unit (1st through 4th storeys)	@ 27 units = $20,250
	$375 per unit (5th and 6th storeys)	@ 18 units = $6,750
	187.50 (7th storey and above)	n/a
General Amenity Reserve Fund	$2,850 per unit (1st through 4th storeys)	@ 27 units = $76,950
	$1,425 (5th and 6th storeys)	@ 18 units = $25,650
	$712.50 (7th storey and above)	n/a
TOTAL POLICY CONTRIBUTIONS		**$129,600**

Table 5 – Development Cost Charges

Development Cost Charge	Per unit contribution	Total (for 45 units)
Roads	$3,188 per unit (residential)	$143,460
Park Improvement	$1,890 per unit (residential)	$85,050
Park Acquisition	$1,100 per unit (residential)	$49,500
Incremental Storage Improvement Fees	$331.65 per unit (residential)	$14,924.25
Integrated Survey Area	$35 per lot	n/a
Subtotal (DCCs paid to City of Langford)		**$292,934.25**
CRD Water	$1,644 per unit (residential)	$73,980
School Site Acquisition	$600 per unit (residential)	$27,000
TOTAL (estimate) DCCs		**$393,914.25**

OPTIONS

Option 1

That the Planning, Zoning and Affordable Housing Committee recommend that Council:

1. Consider proceeding with first reading of Bylaw No. 1918 to amend the zoning designation of the properties located at 840, 844, and 848 Orono Avenue from R1 (One-Family Residential) to CC1 (Mixed-Use Residential Commercial 2) subject to the following terms and conditions:

    a. That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to the issuance of a building permit:

i. $750 towards the Affordable Housing Reserve Fund; and
ii. $2,850 towards the General Amenity Reserve Fund.

Subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.

b. That the applicant provides, **prior to Second Reading**, the following:

i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering; and

ii. A frontage drawing to the satisfaction of the Director of Engineering to confirm if road dedication is required to complete all required frontage improvements; and

c. That the applicant registers, **prior to Bylaw Adoption**, a road dedication plan, if required, 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 all frontage improvements to Bylaw 1000 standards are provided to the satisfaction of the Director of Engineering prior to issuance of a building permit;

ii. That a storm water management plan be provided prior to issuance of a building permit and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;

iii. That a construction parking and traffic management plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering;

iv. That the building be strata titled into individual residential units prior to the issuance of an occupancy permit;

v. That the required parking stalls for this development are allocated for the use by individuals in each unit, as required by Bylaw 300 and designed accordingly, and that parking stalls are not sold or rented out individually; and

vi. That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space; and

1. Energized outlets shall be labelled for the use of electric vehicle charging;

2. Where an electric vehicle energy management system is implemented (load sharing), the Director of Engineering may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and

3. The owner is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council may not prevent an owner, occupant, or tenant from installing the EV charging equipment.

e. Authorize the Director of Planning to issue the following variances within the development permit:

   i. Section 6.57.06(1)(a) be varied to permit ground floor patios within 0.32 m of the front lot line, and to permit the ornamental bump outs to be located within 1.24 m of the front lot line;

   ii. Section 6.57.06(2)(a) be varied to permit the building face within 2 m of the front lot line on the third storey or above, and to permit the ornamental bump outs to be located within 1.24 m of the front lot line on the third storey or above;

   iii. Section 6.57.08(1) be varied to permit the location of unenclosed parking spaces to be located within 1.7 m of the front lot line;

   iv. Section 6.57.08(2) be varied to permit the location of parking stalls that are adjacent to a highway to be screened by fencing and landscaping; and

   v. Section 6.57.08(3) be varied to permit the location of parking stalls adjacent to an interior side or rear lot line when the landscaping strip is as narrow as 0.94 m.

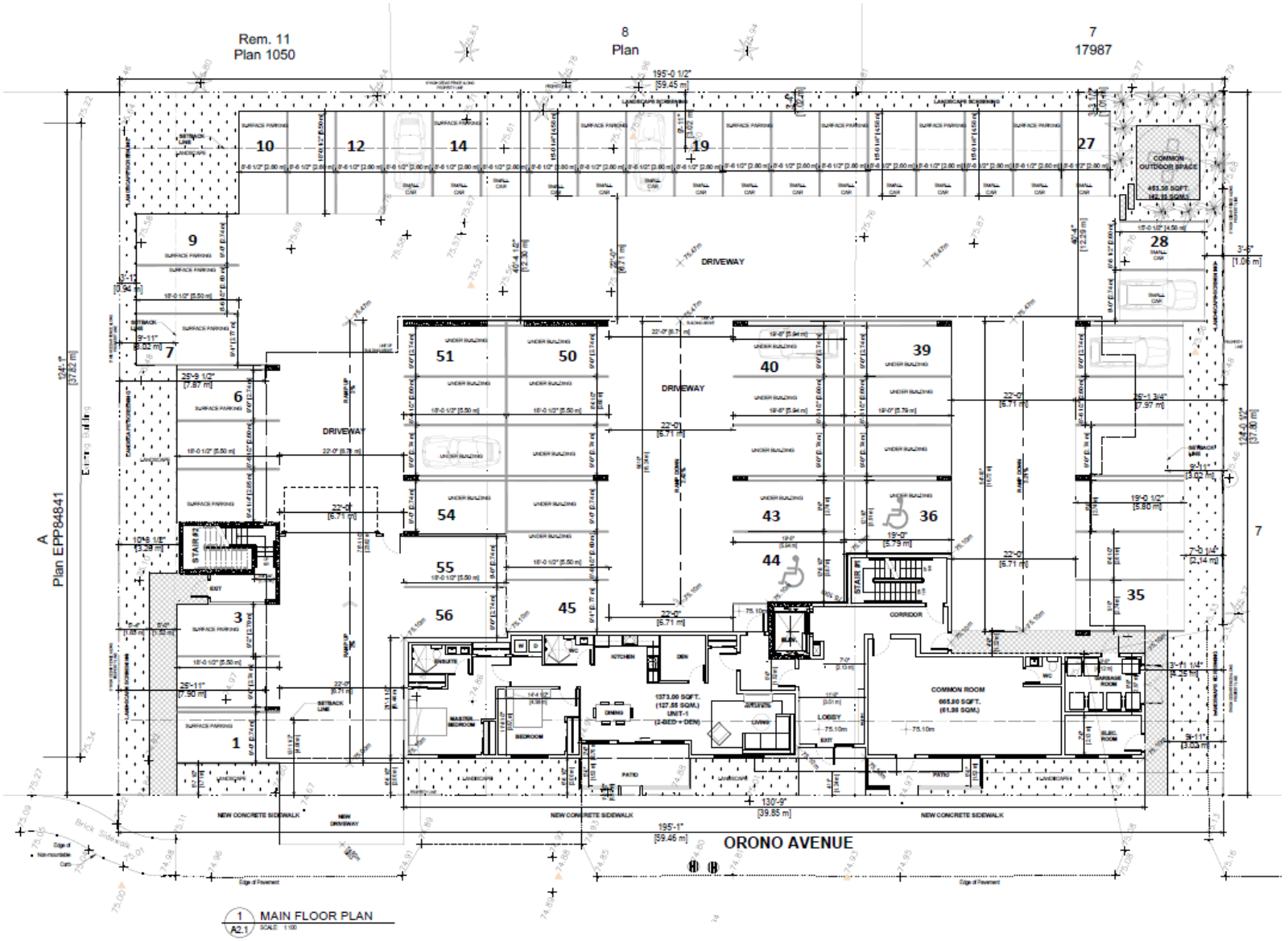
OR Option 2

2. Take no action at this time in regards to Bylaw No. 1918 for the rezoning of 840, 844, and 848 Orono Avenue.

Submitted by:	Julia Buckingham, Planner I - approved
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning - approved
Concurrence:	Marie Watmough, Manager of Legislative Services - approved
Concurrence:	Chris Aubrey, Fire Chief - approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning – approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance – approved
Concurrence:	Braden Hutchins, Director of Corporate Services - approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - approved

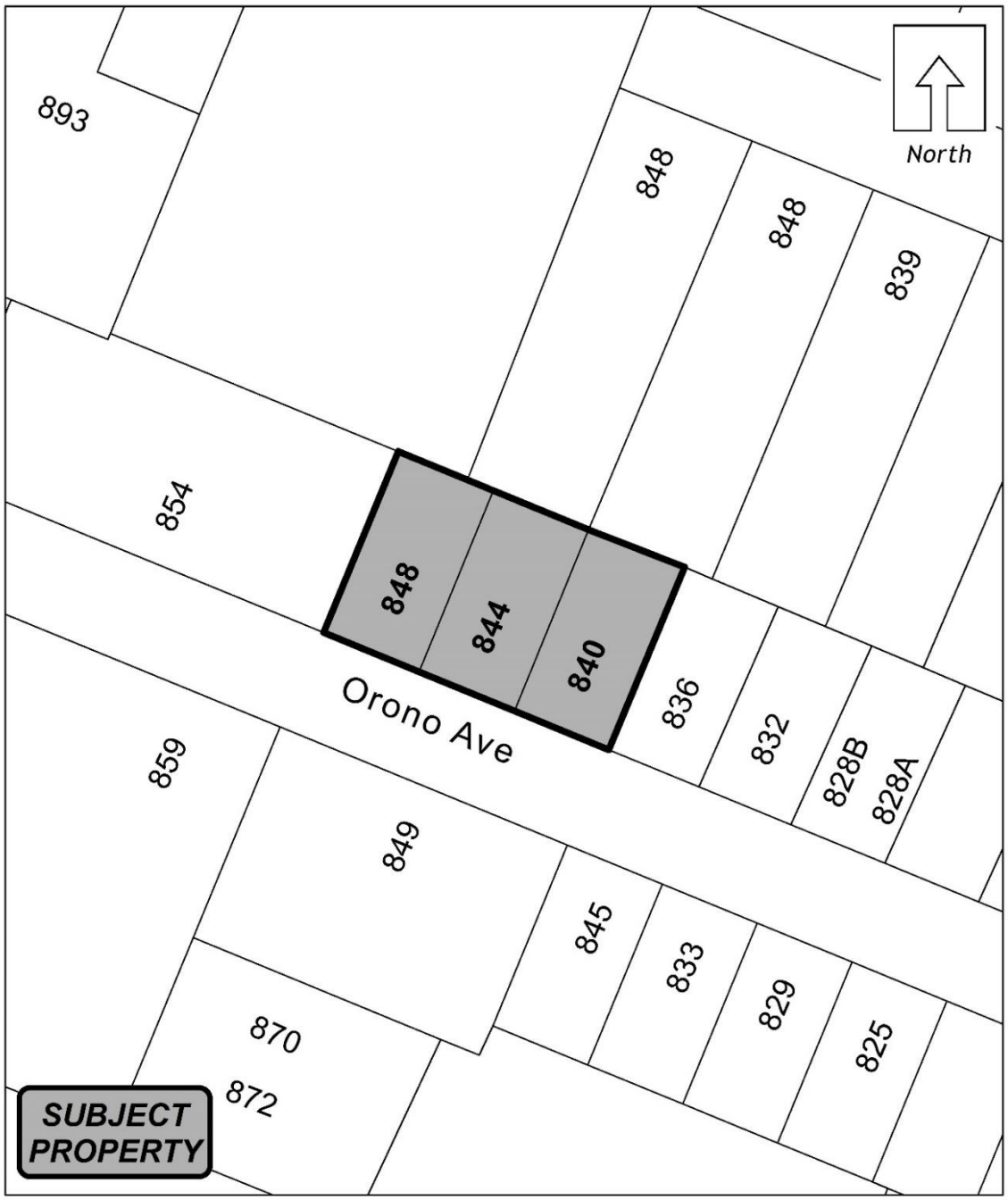
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Appendix A


Rem. 11
Plan 1050
8
Plan
7
17987
A
Plan EPP84841
DRIVEWAY
DRIVEWAY
DRIVEWAY
COMMON OUTDOOR SPACE
COMMON ROOM
ORONO AVENUE
NEW CONCRETE SIDEWALK
NEW CONCRETE SIDEWALK
NEW CONCRETE SIDEWALK
1 MAIN FLOOR PLAN
A2.1

Appendix B

REZONING BYLAW AMENDMENT
(Z20-0011)
840, 844 & 848 Orono Ave



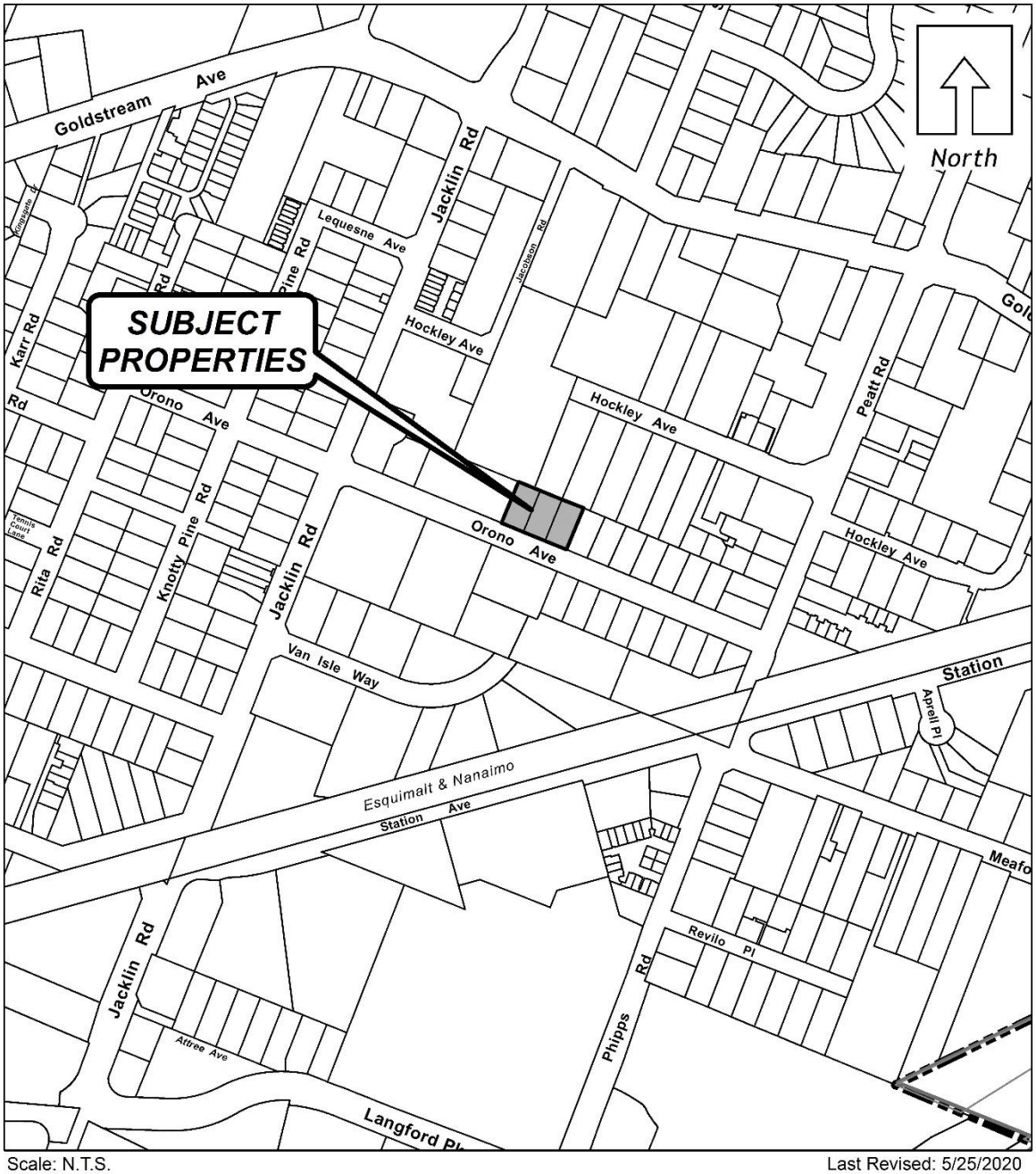
Document Name: Z20-0011_Site_Map

Scale: N.T.S.

Last Revised: 5/25/2020

Appendix C

REZONING BYLAW AMENDMENT
(Z20-0011)
840, 844 & 848 Orono Ave



Document Name: Z20-0011_Location_Map

Scale: N.T.S.

Last Revised: 5/25/2020

City of Langford
www.cityoflangford.ca

Staff Report
to
Planning, Zoning and Affordable Housing Committee

Date: **October 26, 2020**

Department: **Planning**

Application No.: **Z20-0019**

Subject: **Application to Rezone a portion of 738 and 742 Walfred Road from RR5 to R2 and to amend the text within the R2 Zone to reduce the minimum lot size of duplex lots to 500 m2 when the lots have a minimum width of 17 m.**

PURPOSE

Ron Coutre has applied on behalf of Ryan Craycroft to: rezone a portion of 738 and 742 Walfred Road from RR5 to R2 in order to develop a mix of approximately 28 single-family and duplex lots, to amend the text within the R2 zone to decrease the minimum lot size for duplex lots when the lot width is at least 17 m, from the required 600 m2 to 500 m2

BACKGROUND

PREVIOUS APPLICATIONS

The City has not received any previous planning applications on the subject property.

Table 1: Site Data

Applicant	Ron Coutre	
Owner	Ryan Craycroft	
Civic Address	738 and 742 Walfred Road	
Legal Description	LOT D SECTIONS 78 AND 84 ESQUIMALT DISTRICT PLAN VIP86630 (742 Walfred); and LOT 9, SECTIONS 78 AND 84, ESQUIMALT DISTRICT, PLAN 23129 (738 Walfred)	
Size of Property	2.2 ha/5.31 acres (738 Walfred) 2.6 ha/6.50 acres (742 Walfred)	
DP Areas	Interface Fire Hazard, Steep Slopes, and Potential Habitat and Biodiversity	
Zoning Designation	Current	Proposed
	Rural Residential 5 (RR5)	One- and Two-Family Residential (R2)

OCP Designation	Current: Hillside or Shoreline	Proposed: No Change

SITE AND SURROUNDING AREA

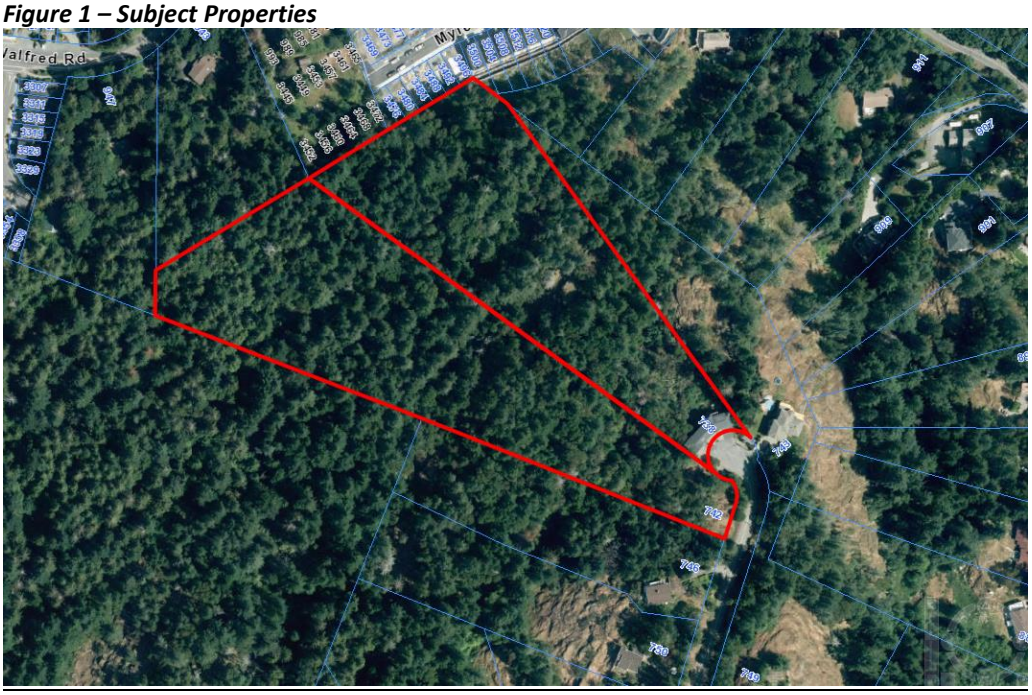
The two lots combined total of an area of 47,797 m2 (4.8 hectares) and are mostly treed and undeveloped, with exception of a single-family dwelling on 738 Walfred Road.

The surrounding properties to the south, east, west and northwest remain primarily in a natural state with large acreage type lots. The properties to the immediate northeast have recently been redeveloped into small lot single-family housing. Access to the northern portion of the site, which the applicant wishes to rezone to R2 (hereafter referred to as the "R2 properties") will be via a continuation of Myles Mansell Road. The majority of the existing lots are proposed to retain their current RR5 zoning and will continue to have access off the Walfred Road cul-de-sac. Directly east of the subject property is a city park. The applicant has provided an environmental overview assessment report which indicates approximately 51% of the subject property would be protected by a non-disturbance covenant.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North *North-northwest*	RS3 (Residential Small-Lot 3) RR5 (Rural Residential 5)	Small Lot Single Family; Single-Family
East	RR5 (Rural Residential 5); Parkland	Single-Family; Parkland
South	RR5 (Rural Residential 5)	Single-Family
West	RR2 (Rural Residential 2)	Single-Family

Figure 1 – Subject Properties



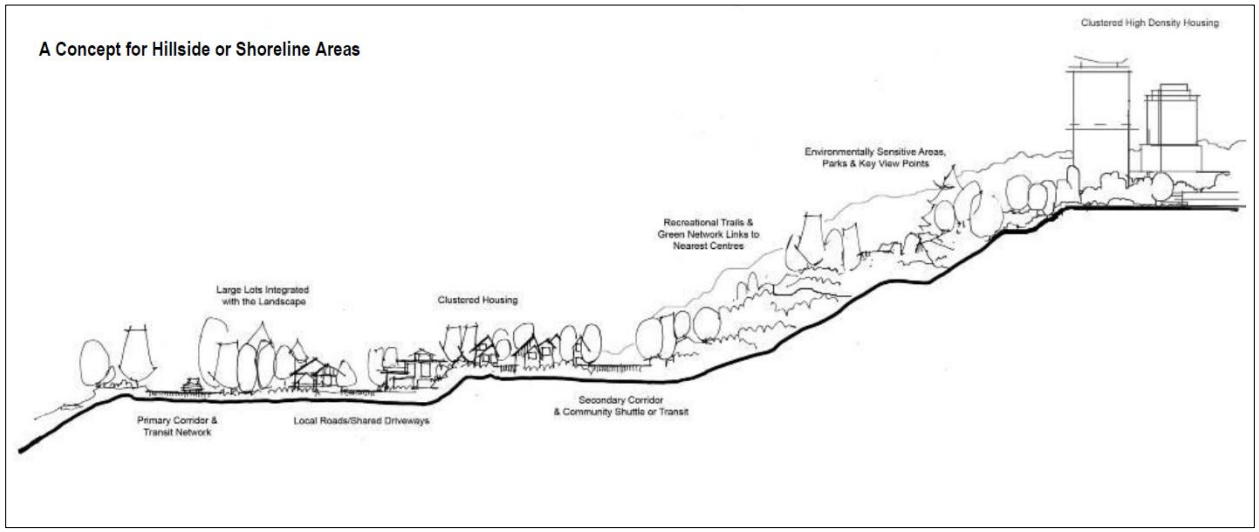
COMMENTS

OFFICIAL COMMUNITY PLAN

Langford's Official Community Plan (OCP) Bylaw No. 1200 designates the subject properties as 'Hillside or Shoreline Neighbourhood', which are defined by the following text:

- Predominately residential precinct that supports a range of clustered low, medium and high-density housing choices including secondary suites. Higher building forms, such as point towers, will be permitted on hillsides to maximize open space provided some conditions are satisfied;
- Schools, community facilities and other institutional uses are permitted throughout the area;
- Home-based business, live-work housing is encouraged; Home-based accommodations (e.g. Bed and Breakfasts) are permitted;
- Parks, open spaces and green corridors (creeks, wildlife corridors, trails, etc.) are integrated throughout the area. Large playfields are discouraged due to grading requirements. Site and topographic responsive pocket parks, enhanced viewpoints, graded hiking and walking trails, children's play areas, including 'tot lots' and outdoor exercise areas are strongly encouraged on hillside area;
- This area allows for Neighbourhood Centres to emerge in the form of high and medium density clustered mixed-use nodes; and
- Transit stops are located where appropriate.

Figure 2: A Concept for Hillside and Shoreline



An important consideration of the 'Hillside and Shoreline' OCP designation is to distinguish between greenfield sites and previously developed rural residential properties, which guides policy around the requirement for open space dedication, as defined in section 3.11 of the City's OCP. Although the property

at 738 Walfred Road does not meet the definition of greenfield, 742 Walfred is completely undeveloped and subject to the open space dedication of at least 40%.

Notwithstanding this, the applicant has voluntarily offered to allocate 51% of the combined subject properties as protected/private greenspace.

DEVELOPMENT PERMIT AREAS

The subject properties are within the Interface Fire Hazard and Potential Habitat and Biodiversity development permit areas, which will require reports outlining measures to mitigate the risk of wildfire and to identify areas of sensitive habitat features. A portion of the subject properties are also within the Steep Slopes development permit area, which will require geotechnical review. The development permits would be required prior to any land alteration or subdivision approval, whichever occurs first. In addition, the lots within the R2 portion of the development are subject to a form and character development permit.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

As noted, access to the proposed R2 properties would be by an extension of Myles Mansell Road to the north, although the new road into the property would likely be given a different name at the time of development. Staff anticipate that the R2 properties will be connected to future road network if/when the lots to the west are developed. The two remaining RR5 properties would continue to have access off the Walfred Road cul-de-sac.

Pedestrian connectivity via a trail network along the western property boundary of the development to the north of the subject property (939 Walfred Road) will be constructed in the future, which will allow cyclists and pedestrians within the proposed development to access bus routes and bike lanes on Walfred Road.

DRAINAGE AND STOMRWATER MANAGEMENT

As the site develops, an engineer of record would need to submit a detailed stormwater management plan, to the satisfaction of the Director of Engineering outlining how stormwater will be managed on-site. As a condition of rezoning, Council may wish to request the applicant to provide a preliminary technical memo from an engineer, prior to *Public Hearing*, and to the satisfaction of the Director of Engineering.

FIRE ACCESS AND FIRE SERVICES PROTECTION

Where the new internal access road terminates at the property boundary to the east or west, a turnaround shall be provided to the satisfaction of the Fire Chief and may be provided on private property and protected by a covenant or SRW in favour of the City.

As per Subdivision and Development Servicing Bylaw No 1000, any portion of road within the development must be within 305 m of a highway that has two access routes available to emergency vehicles. Although the development proposal does not currently meet this requirement, staff have noted that the development will eventually link into the road network to the west once the properties are developed, which would provide a secondary access route in accordance with the provisions of the bylaw.

However, concerns have been raised with respect to lack of a secondary access route and a request was made by the Fire Department to explore further options which may provide additional access points or safety measures to improve resident and fire employee safety in the event of emergency.

It is noted for reference that the rezoning proposal is dependent on securing a Development Variance Permit.

The Committee may wish to recommend to Council that they proceed with consideration of the rezoning proposal but defer consideration of the variance request until alternative access scenarios have been more fully explored, to the satisfaction of the Fire Chief, prior to Public Hearing.

SEWER

A sewer main does not exist within Walfred to the south fronting the RR5 lots but is available to the R2 lots by extending the sewer main through the subdivision to the north (from Myles Mansell Road).

The applicant is requesting to vary the requirements of the RR5 Zone such that lots less than 40 ha may be created by subdivision when not connected to the municipal sanitary sewer system. Once sewer is available from Walfred Rd, the properties would be required to connect to sewer and would be responsible for any improvements or modifications needed to the mains within the road right-of-way.

As with the conditions to vary secondary access for emergency vehicles as stated above, the Committee may wish to recommend to Council to review all variance requests under a single application.

In addition, the developer will be required to submit fire underwriters survey (FUS) calculations to determine the water flow at the site and whether the building setbacks proposed are adequate to achieve the required water flow necessary to combat a fire. FUS calculations should be submitted prior to a development permit being issued.

COMMENTS

DEVELOPMENT PROPOSAL

The applicant is proposing to subdivide the 47,797 m2 (4.8 hectare) site into three initial lots. Lots A and B would retain their current RR5 zoning and continue to function as two acreage-style lots totalling 4.27 acres and 3.12 acres respectively, of which 51% of would be protected by a non-disturbance covenant. Lot C comprises that portion of the subject properties proposed to be rezoned to R2 and would ultimately be re-subdivided in accordance with the specification of that zone into approximately 28 single-family and duplex lots. The applicant is requesting that the proportion of single-family to duplex lots be determined at the time of subdivision. No further development of the RR5 lots off the Walfred Road could take place until the lots are connected to sewer and all frontage improvements have been secured.

As part of the development proposal, the applicant is requesting to amend the text within the R2 Zone in order to decrease the minimum lot size of duplex lots from the required 600 m2 to 500 m2, subject to increasing the lot width from the required 15m to 17m. Considering the surrounding properties to the north have recently developed into small-lot single-family dwellings, the decreased minimum lot size should have minimal impact on the perceived character and scale of the surrounding neighbourhood, particularly with the increased lot width, and may provide a lower-cost option for home ownership in a relatively low-density neighbourhood.

Table 3: Proposal Data

	Permitted by RR5	**Permitted by R2**	**Proposed**
Use	One-and two family	One-and two family	One-and two family
Density	• Minimum Lot Size with sewer 0.4 ha (1 acre) • Minimum lot size without sewer 40 ha (98.8 acres)	• Duplex min lot size: 600 m2 • Single Family with suite: 400 m2	• Duplex min lot size: 500 m2 • Single Family with suite: 400 m2
Height	10.5 m	9.0 m	9.0 m
Site Coverage	N/A	50% (lots less than 550 m2)	50% (lots less than 550 m2)
Front Yard Setback	7.5 m	3.0 m/ 5.5 m for garage or carport	3.0 m/ 5.5 m for garage or carport
Interior Side Yard Setback	3.0 m	1.5 m	1.5 m
Exterior Side Yard Setback	3.0 m/ 5.5 m for garage or carport	3.0 m/ 5.5 m for garage or carport	3.0 m/ 5.5 m for garage or carport
Rear Yard Setback	10.0 m	5.5 m	5.5 m

FRONTAGE IMPROVEMENTS

New Municipal Road

The applicant will be required to construct the new municipal road to the same road standards as Myles Mansell to the north, prior to subdivision approval. A two-point turnaround for fire access may be required. A revision to the site plan attached as Appendix A may need to occur to accommodate fire access requirements to the satisfaction of the Director of Engineering, Approving Officer and Fire Chief.

The applicant has negotiated a road connection to Proposed Lot C with the owner of the adjoining parcel at 939 Walfred Rd, which is currently within the subdivision process. It is proposed that this small section of road be dedicated at the time of subdivision of 939 Walfred Rd but built as part of the works associated with the ultimate subdivision of proposed Lot C. Council may wish to secure this in a Section 219 Covenant prior to Bylaw Adoption.

Walfred Road

Frontage improvements for Walfred Road (the RR5 properties) will be divided between Lots A and B, as follows, and a covenant placed on the title of each property prohibiting further subdivision or rezoning until frontage improvements have been secured:

Lot A

Frontage improvements for proposed Lot A would be required if/when the property is further rezoned or subdivided, to the satisfaction of the Director of Engineering.

Lot B

The existing streetlight in cul-de-sac of Walfred Road in front of proposed Lot B will need to be replaced with a standard City light at the time of future subdivision. No other frontage improvements are required on Lot B at this time. As with Lot A above, a covenant will be required securing frontage improvements prior to any future rezoning or subdivision.

Parks and Boulevard

The Parks Department has not requested that any parkland be provided with this development, therefore 5% cash-in-lieu of parkland of the post-rezoning assessed value would be required prior to further subdivision approval of Lot C, as per Section 510 of the Local Government Act.

FINANCIAL CONTRIBUTIONS

Rezoning the subject property to permit higher density of development will increase the assessed value of lands and eventually increase municipal revenue due to the number of lots created. As the developer is responsible to complete all frontage improvements, the direct capital costs to the City would be negligible.

A summary of Amenity Contributions and Development Cost Charges that the developer is expected to pay is outlined Tables 4 and 5 below.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	**Per single-family lot or each duplex unit**	**Total (approximate, based on 15 duplex lots and 13 SF lots)**
Affordable Housing Reserve Fund	$660	$28,380
General Amenity Reserve Fund	$3,960	$170,280
TOTAL CONTRIBUTIONS		**$198,660**

Table 5 – Development Cost Charges

Development Cost Charge	**Per Lot /Duplex unit**	**Total (approximate, based on 15 duplex lots and 13 SF lots)**
Roads	Single Family: $6,056	$78,728
	Duplex per unit: $3,985	$119,550

Development Cost Charge	**Per Lot /Duplex unit**	**Total (approximate, based on 15 duplex lots and 13 SF lots)**
Storm Drainage	$1,166	$59, 394
Park Improvement	$1,890	$81,270
Park Acquisition	$1,100	$47,300
Incremental Storage Improvement Fees	Single Family: $371.25	$4,826.25
	Duplex lot: $742.50	$11,137.50
Integrated Survey Area	$35	$1,050
Subtotal (DCCs paid to City of Langford)		**$403,255.50**
CRD Water	$2,922	$125,646
School Site Acquisition	$1,000	$43,000
TOTAL (estimate) DCCs		**$571,901.25**

OPTIONS

Option 1

That the Planning, Zoning and Affordable Housing Committee recommend that Council:

1. Authorize staff to prepare a bylaw to amend the zoning designation of a portion of the property located at 738 and 742 Walfred Road from Rural Residential 5 (RR5) to One-and Two Family Residential (R2) and to amend the text within the R2 Zone such that the minimum lot size for duplex lots is decreased to 500 m2 when the lot width is at least 17m on the subject properties only, subject to the following terms and conditions:

    a) That the the applicant provides, **as a bonus for increased density**, the following contributions per one-family lot or ½ duplex unit, prior to subdivision approval:

        i. $660 towards the Affordable Housing Fund; and
        ii. $3,960 towards the General Amenity Reserve Fund.

    b) That the applicant provides, **prior to Public Hearing**, the following:

        i. A technical storm water management memo from a qualified engineer that verifies storm water can be adequately managed on-site and downstream, to the satisfaction of the Director of Engineering.

ii. An approved alternative to providing secondary access within 305 m of the development site for emergency vehicles, to the satisfaction of the Fire Chief,

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:

i. That a storm water management plan be provided and implemented to the satisfaction of the Director of Engineering prior to subdivision approval or building permit issuance, whichever is first;

ii. That a statutory right of way for a temporary turnaround of a size and location to the satisfaction of the Director of Engineering and Fire Chief be registered prior to subdivision approval;

iii. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the standards of Bylaw No. 1000 and the Director of Engineering;

iv. That, prior to subdivision approval or building permit issuance, which ever is first, full frontage improvements including, but not limited to, the installation of sidewalks, boulevard landscaping, scallop parking stall(s), and light standards in accordance with Bylaw No.1000 and to the satisfaction of the Director of Engineering. These improvements shall include that portion of new road extending between Myles Mansell Rd and Proposed Lot C to be dedicated from the adjoining parcel, Lot 3, Plan 21075 to provide access to Lot C;

v. That further subdivision or rezoning for proposed Lots A and B is prohibited until sewer servicing is installed and frontage improvements are secured;

i. That the applicant registers a section 219 covenant on title of proposed Lot C agreeing to construct, to Bylaw No. 1000 standards, the public road extension from Myles Mansell Rd to the subject property;

vi. That the applicant provides a non-disturbance covenant over 51% of the subject properties, at the time of subdivision to the satisfaction of the Director of Planning.

AND

2. Defer further consideration of a Development Variance Permit for sewer servicing and secondary emergency access until the applicant has explored all alternatives related to secondary access for emergency vehicles, to the satisfaction of the Fire Chief, prior to Public Hearing.

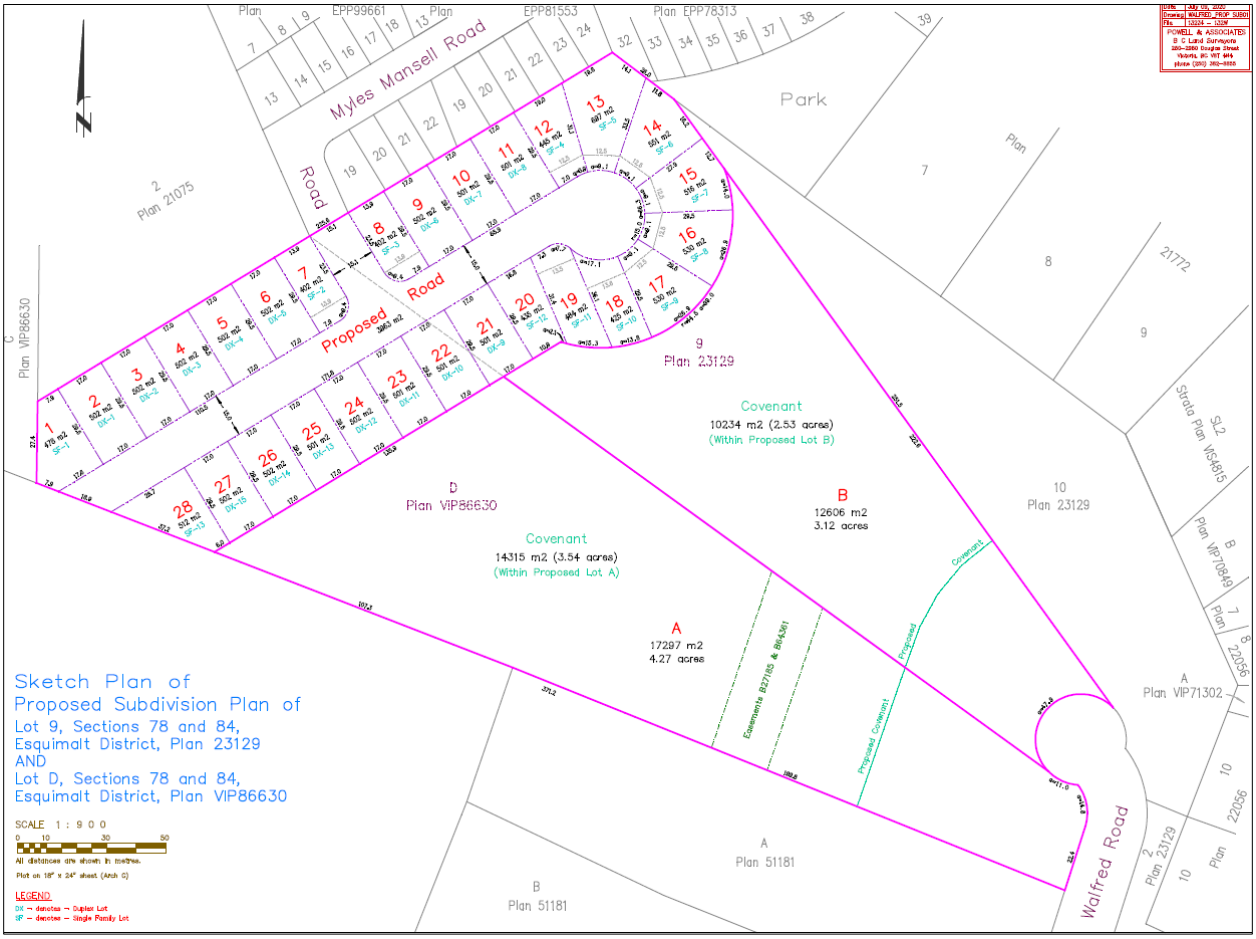
OR Option 2

2. Take no action at this time with respect to the rezoning and text amendment of 738 and 742 Walfred Road.

Submitted by:	David Sametz, Land Development Planner – Approved DS
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning – Approval
Concurrence:	Marie Watmough, Manager of Legislative Services – Approval
Concurrence:	Chris Aubrey, Fire Chief - Approval
Concurrence:	Cory Manton, Manager of Parks and Recreation – Approval
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering – Approval
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning – Approval
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approval
Concurrence:	Braden Hutchins, Director of Corporate Services - Approval
Concurrence:	Darren Kiedyk, Chief Administrative Officer – Approval by BH

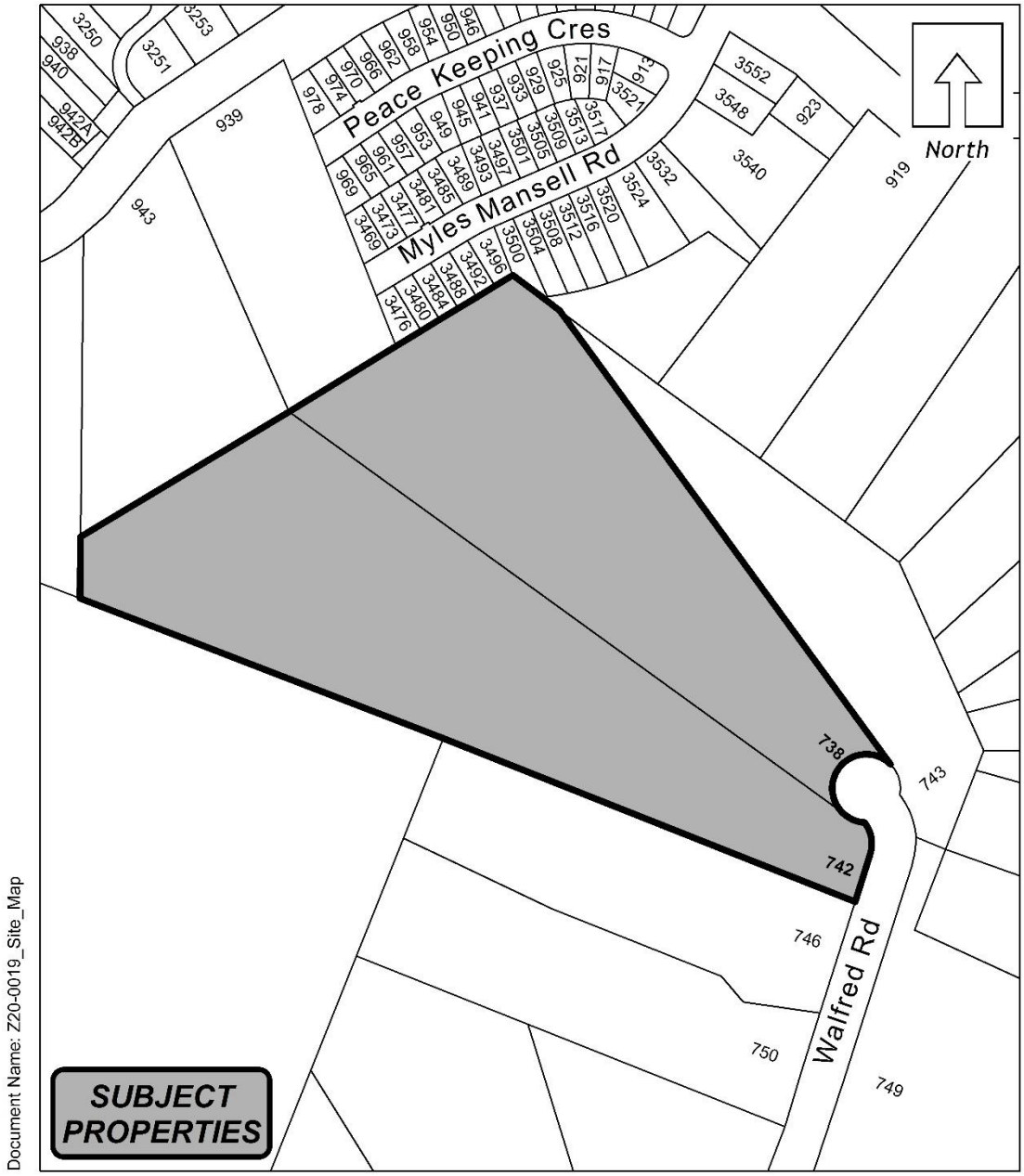
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Appendix A – SUBDIVISON PLAN



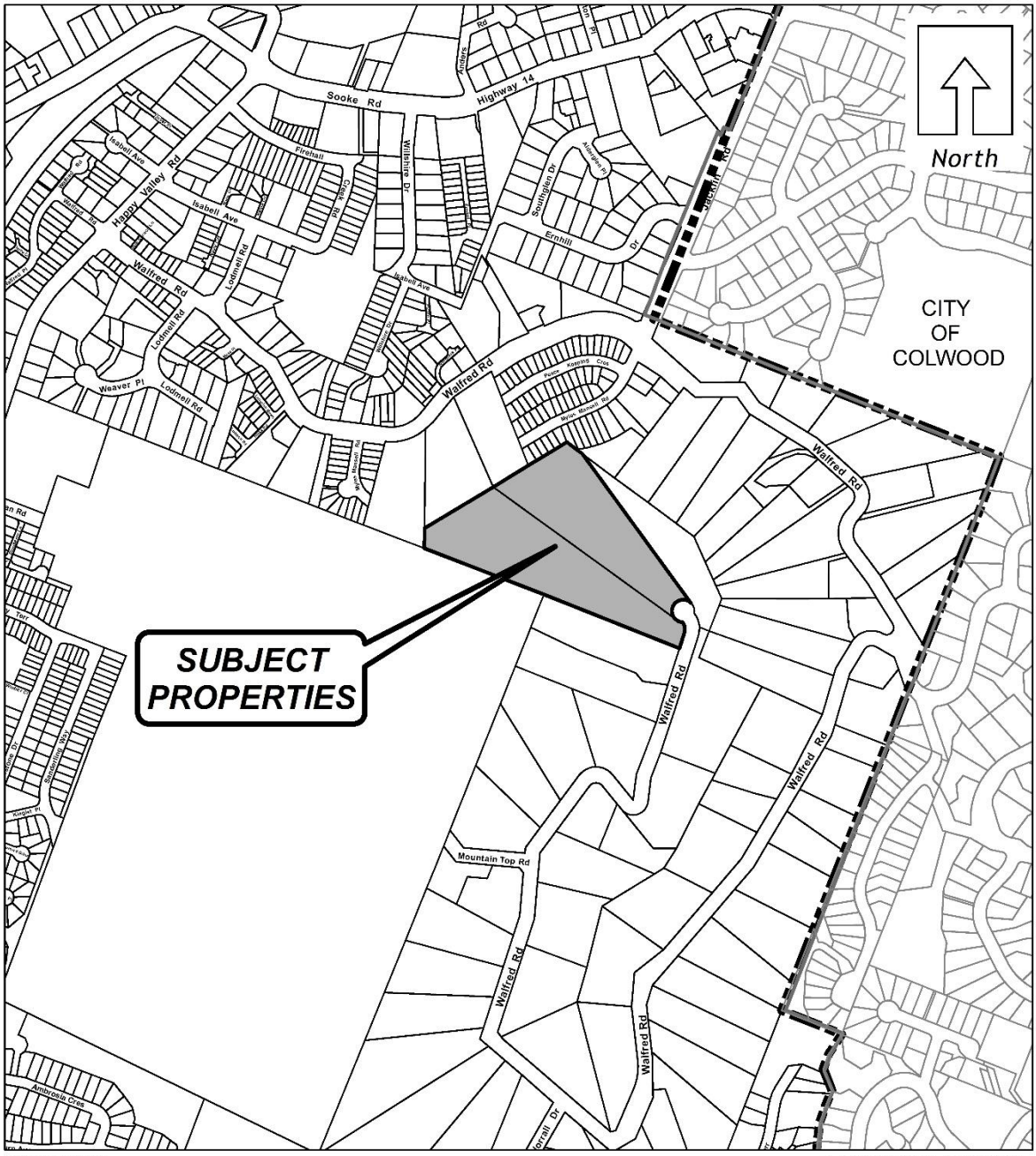
APPENDIX B – SITE MAP

REZONING BYLAW AMENDMENT
(Z20-0019)
738 Walfred Rd & 742 Walfred Rd



Appendix C – PROPERTY MAP

REZONING BYLAW AMENDMENT
(Z20-0019)
738 Walfred Rd & 742 Walfred Rd



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Staff Report
to
Planning, Zoning and Affordable Housing Committee

Date:	**October 26, 2020**
Department:	**Planning**
Application No.:	**Z20-0020**
Subject:	**Bylaw No. 1933, a Bylaw to rezone a portion of the property located at 3235 Happy Valley from the R2, Residential One and Two Family, Zone to the RS1, Residential Small Lot 1, Zone to allow for a three-lot subdivision.**

PURPOSE

Rov Dosanjh has applied on behalf of BC 1123983 to amend the zoning of a portion of the property located at 3235 Happy Valley Road from the R2, Residential One- and Two-Family Dwelling, Zone to the RS1, Residential Small Lot 1, Zone. This is proposed to allow for the subdivision of the property into three lots, two of which would be zoned RS1 and one of which would retain the current R2 zoning as well as the existing house.

BACKGROUND

Previous Applications

The property has not been the subject of any development permit applications, however, in 2007 Council adopted a Bylaw to rezone the property at 3245 Happy Valley Rd, at the corner of Happy Valley Rd and Walfred Rd. This site was rezoned from the R2 zone to the RS3, Residential Small Lot 3, Zone, in order to construct an 8-lot small lot subdivision consisting of one family dwellings.

Directly east of the property, 967A and 967B Isabell Avenue was rezoned from the R2 Zone to the RS3 Zone in 2017, in order to allow for a 5-lot small lot subdivision. As of yet, no development permit has been issued to develop the property to suit the RS3 zone. As part of this rezoning application, Council secured the future dedication of half of a new public road down the western side of the property, with the intention of securing the remaining half as a condition of rezoning the adjoining properties fronting Happy Valley Rd, including the subject property as well as 3239-3243 Happy Valley Rd.

As a whole, the South Langford area has experienced modest densification, primarily with the rezoning of larger properties to accommodate small lot subdivisions.

Table 1: Site Data

Applicant	Rov Dosanjh
Owner	1123983 BC Ltd.
Civic Address	3235 Happy Valley Road
Legal Description	LOT 8, SECTION 84, ESQUIMALT DISTRICT, PLAN 22027
Size of Property	1213 m^2
DP Areas	Hazardous Development Permit Area: Drainage Concern DP Area
Zoning Designation	R2, Residential One- and Two-Family Dwelling, Zone
OCP Designation	Neighbourhood Designation
South Langford NAP	Urban Residential

SITE AND SURROUNDING AREA

The subject site is a corner property that currently contains a one-family dwelling, which is proposed to remain on the site. As well, an accessory storage building, that will be removed, is also on the property. The one-family dwelling faces, and has driveway access off, Isabell Avenue. The flat site is partially treed, with most of the trees located along the road frontages and the southeast corner of the property.

Figure 1: Aerial photo of the subject site, subject property outlined in red (2019)



The Happy Valley neighbourhood contains several different housing types, all low to mid range densities including one- and two-family dwellings and townhouses. There is a limited number of commercial uses in the neighbourhood and some retail/industrial type business located along the Sooke Road corridor, just

outside of the Happy Valley neighbourhood. The community includes an elementary school, two parks with playground equipment and two baseball fields. The South Vancouver Island Rangers is a gun club that operates a shooting range at 3498 Luxton Road. Despite the spatial distance between the proposed development and the existing gun range being in excess of 500 m away, a Section 219 should be registered on each individual property with a condition that acknowledges the gun range and possible noise issues that may come from its operation.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North (3231 Happy Valley Road)	R2, Residential One and Two Family Dwelling, Zone	One family dwelling
East (967A and 967B Isabell Ave.)	RS3, Residential Small Lot 3, Zone	Two family dwelling
South (3239 Happy Valley Road)	R2, Residential One and Two Family Dwelling, Zone	One family dwelling
West (3236 Happy Valley Road)	R2, Residential One and Two Family Dwelling, Zone	One family dwelling

Figure 2: Aerial site plan showing surrounding zoning, subject property highlighted in red (2019)



OFFICIAL COMMUNITY PLAN

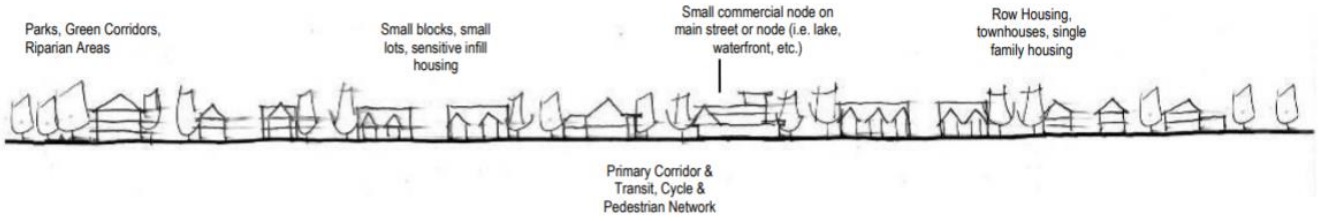
The subject property is within the Neighbourhood designation of the Official Community Plan (OCP) which encourages low to mid-density development in the form of one- and two-family dwellings as well as townhouses. The density objectives of the policy area contemplate 40 units per hectare (16 units per acre). As the subject application is for 3 dwelling units on a 1213 m^2 (0.74 hectares /0.29 acres) property, the proposal meets the density objectives, that contemplate a maximum of 4 units on a property of this size.

Neighbourhood

Existing settled areas throughout the community predominantly located on the valley floor.

- Predominantly residential precinct that supports a range of low and medium density housing choices including secondary suites
- This area allows for residential and mixed use commercial intensification of streets that connect centres and/or are serviced by transit
- Schools, community facilities and other institutional uses are permitted throughout the area
- Retail serving local residents is encouraged along transportation corridors
- Home-based businesses, live-work housing is encouraged
- Parks, open spaces and recreational facilities are integrated throughout the area
- This area allows for *Neighbourhood Centres* to emerge in the form of medium density mixed-use nodes at key intersections.
- Transit stops are located where appropriate

A Concept for Neighbourhood Areas



SOUTH LANGFORD NEIGHBOURHOOD PLAN

The subject property is within the Urban Residential designation of the South Langford Neighbourhood Plan (SLNP). This designation is defined in the SLNP as follows:

> *Urban Residential – applies to areas where the availability of municipal services allows for a variety of residential development that is more intensive than Suburban Residential, and that may include single family residential dwellings without secondary suites, town housing and attached housing. A maximum density of one unit per 200 m^2 (2152 ft2) is applicable.*

The developer is planning to construct to a density of one unit per 404 m^2 and therefore is within the density objectives of the South Langford NP designation.

DEVELOPMENT PERMIT AREAS

The subject property is within an area identified as a Hazardous Development Permit Area: Drainage Concerns within Langford's OCP (Map 18). Should any land alteration or construction be proposed within this area, the developer will be required to obtain a Development Permit and provide a geotechnical review from a qualified professional to determine any conditions required to ensure proper drainage.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The subject property has direct access to Isabell Avenue, which in turn connects to Happy Valley Road, the main thoroughfare in the South Langford neighbourhood. Happy Valley Road connects to Sooke Road (Highway 14) northwest of the property.

Bike Lanes and sidewalks have been installed along both sides of Happy Valley Road providing alternative transportation options through the neighbourhood. The closest stop on the BC transit bus route is route 41 Happy Valley: Downtown, at the corner of Walfred Road and Happy Valley Road. Route 41 operates morning and evenings during the weekdays and takes riders from the Happy Valley area to Downtown Victoria via Colwood. The route also stops at the Langford Bus exchange, allowing riders to transfer to buses that will take them to other destinations. Route 61: Sooke runs an hourly service 7 days a week between downtown Sooke and downtown Victoria, and has a stop at the intersection of Sooke Road and Happy Valley.

IMPROVEMENTS AND ROAD DEDICATION

Frontage improvements along Isabell Avenue will follow the R12 cross section of the City of Langford Subdivision and Development Servicing Bylaw No. 1000, and include the installation of a sidewalk as well as scallop parking and light standards, where required. Frontage improvements along Happy Valley Road will follow the R7 cross section however sidewalks and bike lanes are already in place along the property's frontage.

As previously noted, Council secured the dedication of a new road extending south from Isabell Ave as a condition of rezoning the adjacent properties at 967A and 967B Isabell Ave to the RS3 Zone. As this new road will ultimately require additional dedication from the subject property and three other properties fronting Happy Valley Road, Council may wish to apply a similar condition to this application. In order to ensure the correct amount of land is obtained, Council may wish to require the developer to submit frontage drawings, to the approval of the Director of Engineering, prior to scheduling a Public Hearing and to register an SRW prior to Bylaw Adoption. Council may further require that the applicant register a Section 219 covenant on the property requiring the road dedication and frontage improvements prior to subdivision approval.

INFRASTRUCTURE

CRD Water services are available to the site at Happy Valley Road. Sewer services, provided by West Shore Environmental are available to the property along Happy Valley Road and along Isabell Avenue. The developer will have to connect to and/or upgrade utilities and infrastructure as required to service the site to its proposed density. Council may wish to have this secured within a condition placed within a Section 219 registered on the property, so that the developer and future owners are aware of this responsibility.

As there is no stormwater containment infrastructure in this area, the developer will be required to submit a technical stormwater management memo, approved by the Director of Engineering prior to Public Hearing, that states how stormwater will be contained and managed on site. A formal stormwater management plan will be required prior to any subdivision approval of the subject property, a provision that should be secured as a condition within the Section 219 Covenant registered on the property.

A fire safety plan, reviewed and approved by a Fire Prevention Officer, must be submitted prior to subdivision approval to develop the site, a provision that should be secured within a Section 219 covenant registered with the property. The developer will also be required to submit fire underwriters survey (FUS) calculations to determine the waterflow at the site and whether the building setbacks proposed are adequate to achieve the desired water flow necessary to combat and urban fire. Fire hydrants will need to be installed in accordance with the Subdivision and Servicing Bylaw No.1000

COMMENTS

Development Proposal

The developer wishes to subdivide the subject property into 3 separate lots, one of which will contain the existing one family dwelling and retain the R2 zoning. This lot is identified as Lot A on the site plan shown in Figure 3, and on the plans attached as Appendix C. The proposed subdivision will result in new spatial dimensions for the R2 lot that will comply with the regulations of the R2 zone for minimum lot size and width. The lot will retain its access off of Isabell Avenue; however, the developer will be required to construct a driveway into the property to the standards of Bylaw No. 1000. The developer will also be required to modify the façade of the existing one-family dwelling to ensure the design is complementary to the new proposed dwellings. A condition that requires the developer to modify the dwelling in accordance with design drawings approved by the Director of Planning prior to subdivision approval should be secured within a Section 219 covenant registered on that property.

The two proposed RS1 lots are located on the eastern side of the subject property and are labelled as Lots B and C on site plans shown in Figure 3 and attached as Appendix C. The lots are both greater than than 200 m^2 and meet the lot width requirements of the RS1 zone.

As the two RS1 lots are not large enough to accommodate a secondary suite in accordance with this zone, Council may wish to have the developer acknowledge that construction of a suite on any of the properties is prohibited. They may wish to do this as a condition within the Section 219 Covenant that states suites are not permitted. The condition should also include a requirement that building plans submitted are to be reviewed by the Direct of Planning who would be given the discretion to determine whether the internal layout of the proposed dwellings could be used to accommodate a secondary suite.

Variances

The developer has requested setback variances to allow for the buildings to be constructed/remain as proposed on the ultimate lots. The developer has applied for a Development Variance Permit in conjunction with this rezoning application. Council should be aware that these variances may change if greater road dedication is required than what has been anticipated by the proposal to-date. As frontage drawings are required prior to Public Hearing, any changes to the requested variances could be done through a Staff Report at second reading of the Bylaw to amend the zoning of the property.

As contemplated, a variance is required for Lot A to accommodate the existing dwelling on the property, as after the required road dedication along Happy Valley, the dwelling would be setback 1.64 m from the front lot line whereas the required building setback is 3 m. Council may wish to tie conditions to the variances that mitigate any potential negative outcomes resulting from approving reduced building setbacks. Council may wish to require the developer to construct fencing that matches that which has

been installed on the opposite corner of Happy Valley and Walfred Road. The existing dwelling should also be modified to address the Happy Valley Road frontage, as a condition of granting this variance on Lot A.

Lot C requires a variance to accommodate the proposed building envelope which, after the required road dedication to create the new road, will be 1.5 m to the exterior side property line, while the required setback is 3.5 m. Similarly, Council may wish to grant this setback variance conditional to fencing and landscaping being installed along this property line that will provide the dwelling with privacy, given the close proximity to the new road. If Council is supportive of the aforementioned variances, and conditions, they may wish to approve these variances as part of the resolution to amend the zoning of the property. The development variance permit would then be brought to Council for consideration of issuance after the adoption of the Bylaw.

Figure 3: Proposed site plan for 3235 Happy Valley Road (road dedication is not yet determined)

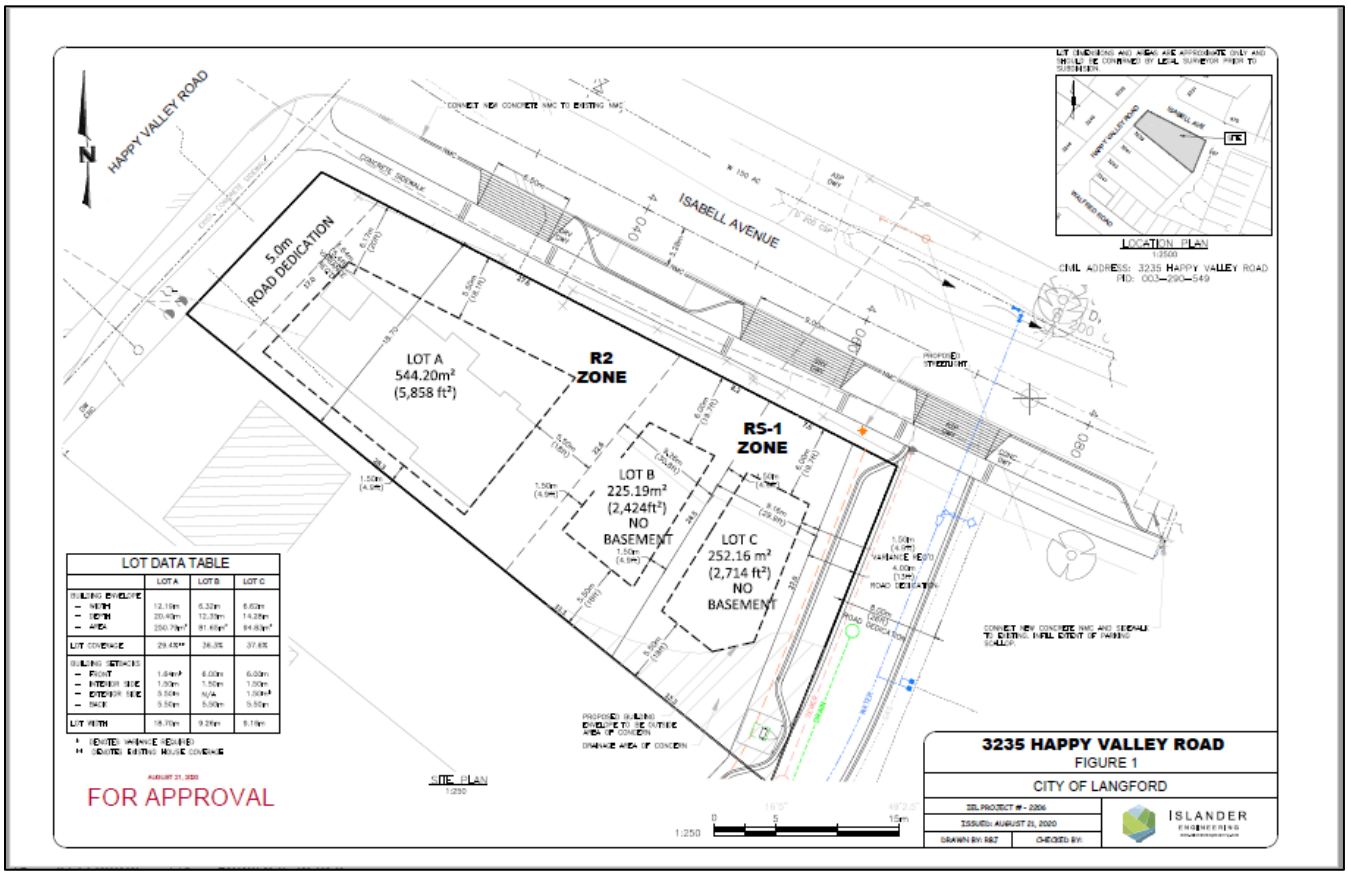


Table 3: Proposal Data

	Lot A Permitted by R2 (Current Zoning)	**Lot A Permitted by R2 (existing on subdivided lot)**
Density (FAR and/or min. lot size)	400 m^2 minimum lot size	544 m^2 minimum lot size
Height	9 m	As per zone
Site Coverage	50%	50%
Front Yard Setback	3.0 m	1.64 m*
Driveway/Parking Stall Setback	5.5 m	6.77 m
Interior Side Yard Setback	1.5 m	2.25 m
Exterior Side Yard Setback	3.0 m	6.77 m
Rear Yard Setback	5.5 m	5.5 m
Parking Requirement (Table 4.01.01 of the Zoning Bylaw)	2 stalls per dwelling unit	As per regulation

	Lot B & C Proposed Zoning (RS1)	**Lot B As Proposed under RS1**	**Lot C As Proposed under RS1**
Density (FAR and/or min. lot size)	200 m^2	225 m^2	252 m^2
Height	9 m	As per Zone	As per Zone
Site Coverage	50 %	As per Zone	As per Zone
Front Yard Setback	6.0 m	6.0 m	6.0 m
Driveway/Parking Stall Setback	6.0 m to curb/sidewalk closest to property line	6.0 m	6.0 m
Interior Side Yard Setback	1.5 m	1.5 m	1.5 m
Exterior Side Yard Setback	3.5 m	N/A	1.5 m*
Rear Yard Setback	5.5 m	5.5 m	5.5 m
Parking Requirement (Table 4.01.01 of the Zoning Bylaw)	2 stalls per dwelling unit	As per regulation	As per regulation

*Variances to regulation requested

FINANCIAL CONTRIBUTIONS

Rezoning a portion of the subject property to permit two additional units of development may increase the assessed value of the property, and this may increase municipal revenue. As the applicant will complete frontage improvements and road dedication, the direct capital costs to the municipality associated with this development will be negligible. A summary of the amenity contributions required pursuant to Council's Amenity Contribution Policy and Development Cost Charges required pursuant to DCC Bylaw No. 26 are listed in Tables 4 and 5 below.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	**Per unit contribution**	**Total @ 2 new units**
General Amenity Reserve Fund	$3960	$7,920
Affordable Housing Reserve Fund	$660	$1,320
TOTAL POLICY CONTRIBUTIONS	**$4,620**	**$9,240**

DEVELOPMENT COST CHARGES

Table 5 – Development Cost Charges

Development Cost Charge	**Per lot contribution**	**Total @2 new units**
Roads	$3,985	$7,970
Storm Drainage (South Langford)	$1,166	$2,332
Park Improvement	$1,890	$3,780
Park Acquisition	$1,100	$2,200
Incremental Storage Improvement Fees	$371.25	$742.50
Integrated Survey Area	$35	$70
Subtotal		**$17,094.50**
CRD Water	$2,922	$5,844
School Site Acquisition	$1,000	$2,000
TOTAL (estimate) DCCs		**$24,938.50**

OPTIONS

Option 1

That the Planning, Zoning and Affordable Housing Committee recommend that Council:

1. Consider proceeding with First Reading of Bylaw No. 1933 to amend the zoning designation of a portion of the property located at 3235 Happy Valley Road from the R2 (Residential One and Two Family Dwelling) Zone to RS1 (Residential Small Lot 1), subject to the following terms and conditions:

    a) That the owner agrees to provide, **as a bonus for increased density**, the following contributions per dwelling unit, prior to issuance of a building permit:

        i. $3,960 per small lot one family dwelling towards the General Amenity Reserve Fund;

        ii. $660 per small lot one family dwelling towards the Affordable Housing Reserve Fund;

    b) That the developer provides, prior to **Public Hearing** the following:

        i. A technical Stormwater Management Memo to the satisfaction of the Director of Engineering;

        ii. A frontage drawing for each road frontage (Happy Valley Road, Isabell Avenue and the new road) that specifies road dedication required to contain frontage improvements, to the satisfaction of the Director of Engineering and in accordance with Bylaw No. 1000;

    c) That the applicant registers, prior to **Bylaw Adoption**, a SRW over that portion of the subject property required to accommodate the new road, to the approval of the Director of Engineering and in accordance with the standards of Bylaw No.1000;

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

        i. That the developer agrees to complete any required improvements and/or upgrades to on-site and off-site infrastructure necessary to facilitate proper drainage on the subject property at the developer's expense;

        ii. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the standards of Bylaw No. 1000 and the Director of Engineering, and that costs incurred will be the responsibility of the developer;

iii. That, prior to subdivision approval or building permit issuance, which ever is first, full frontage improvements including, but not limited to, the installation of sidewalks, boulevard landscaping, scallop parking stall(s), and light standards in accordance with Bylaw No.1000 and to the satisfaction of the Director of Engineering;

iv. That the new road is dedicated at the time of subdivision;

v. That, prior to subdivision approval or building permit issuance, which ever is first, the developer submits and agrees to implement, a formal stormwater management plan to the standards of the Bylaw No.1000 and to the approval of the Director of Engineering;

vi. That, prior to subdivision approval or building permit issuance, which ever is first, the developer submits design drawings, for all three dwellings that shows how the designs are complementary to one another. Design drawings shall be to the approval of the Director of Planning;

vii. That the owner acknowledges the property's proximity to the South Island Rangers shooting range and the potential noise nuisance this establishment may cause;

viii. That a secondary suite is not permitted on Proposed Lots B and C and that individual Building Permit plans shall be reviewed by the Director of Planning, prior to the issuance of a building permit, and shall have the authority to request alternate building drawings if there is reasonable cause to believe the dwelling may be constructed with a secondary suite;

ix. That, prior to subdivision approval, a fire safety plan, reviewed and approved by a Fire Prevention Officer, must be submitted;

x. That, prior to subdivision approval, the developer will submit fire underwriters survey (FUS) calculations to determine the waterflow at the site and that the developer shall be aware and acknowledge that the FUS will determine the appropriate spatial distance between buildings, regardless of zoning regulations or granted variances to property lines, in order to maintain adequate waterflow;

xi. That, prior to building permit issuance, the applicant will submit a construction parking management plan, to the satisfaction of the Director of Engineering;

2. Direct staff to provide notice that Council will consider issuing a Development Variance Permit with the following variances for the property at 3235 Happy Valley Road:

    a. That Section 6.22.07(1)(a) be varied to reduce the building setback from a front lot line from the required 3.0 m to 1.64 m to accommodate the existing house, subject to the following condition:

        i. The developer agrees to modify the design of the front façade of the existing house, facing Happy Valley Road, so as to align with the Design Guidelines for Intensive Residential Developments on corner properties, and that fencing is installed along this property line, in accordance with Section 3.21 of the Zoning Bylaw;

    b. That Section 6.20.06(1)(c) be varied to reduce the building setback from an exterior side lot line from the required 3.5 m to 1.5 m to accommodate the proposed dwelling, subject to the following condition:

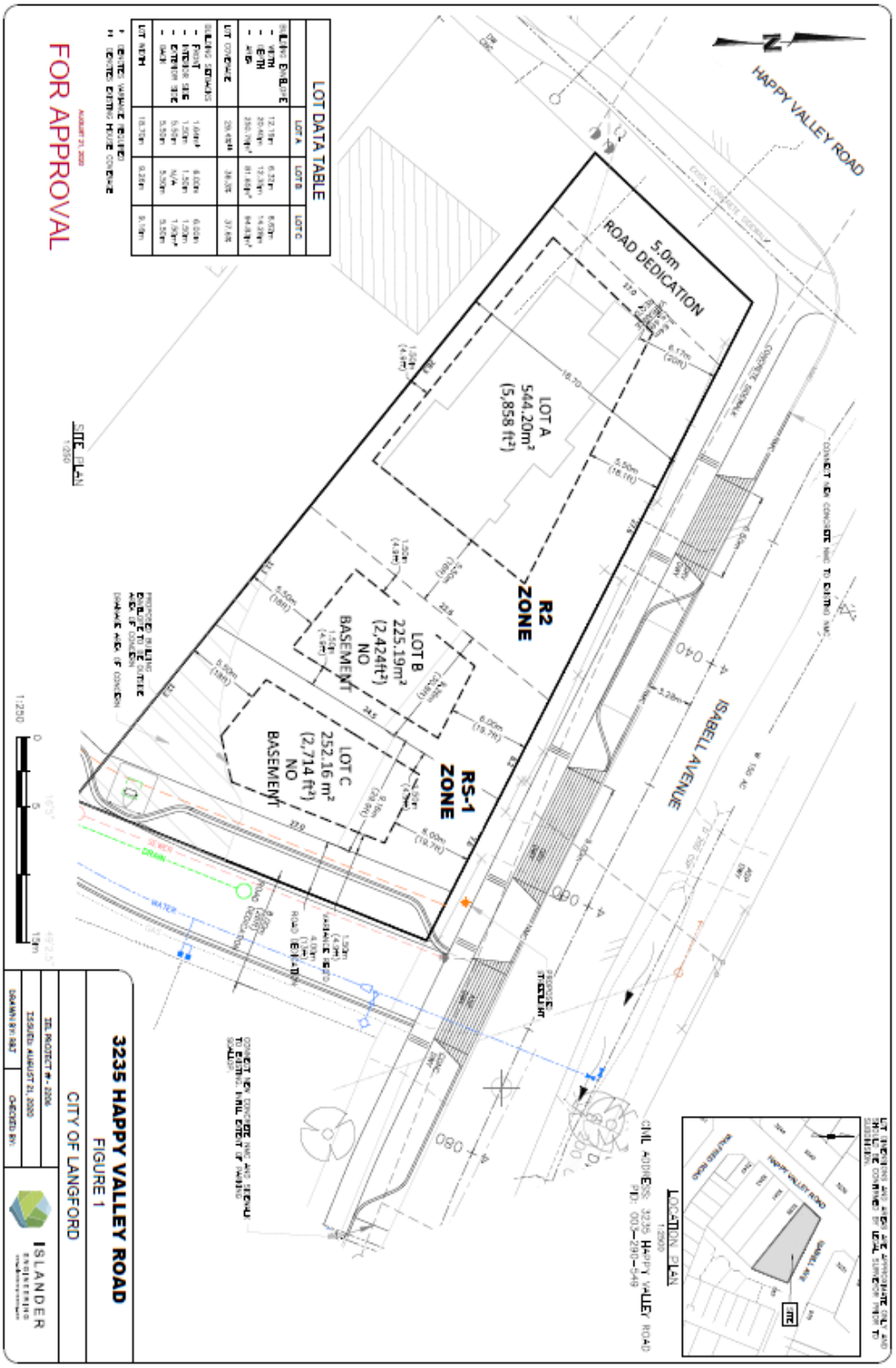
        i. The developer agrees to install fencing along this property line in accordance with Section 3.21 of the Zoning Bylaw.

OR Option 2

3. Take no action at this time with respect to Bylaw No. 1933

Submitted by:	Lauren Morhart, MCIP, RPP, Planner 2 - Approved
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning - Approved
Concurrence:	Marie Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement - Approved
Concurrence:	Cory Manton, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning – Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

Appendix A

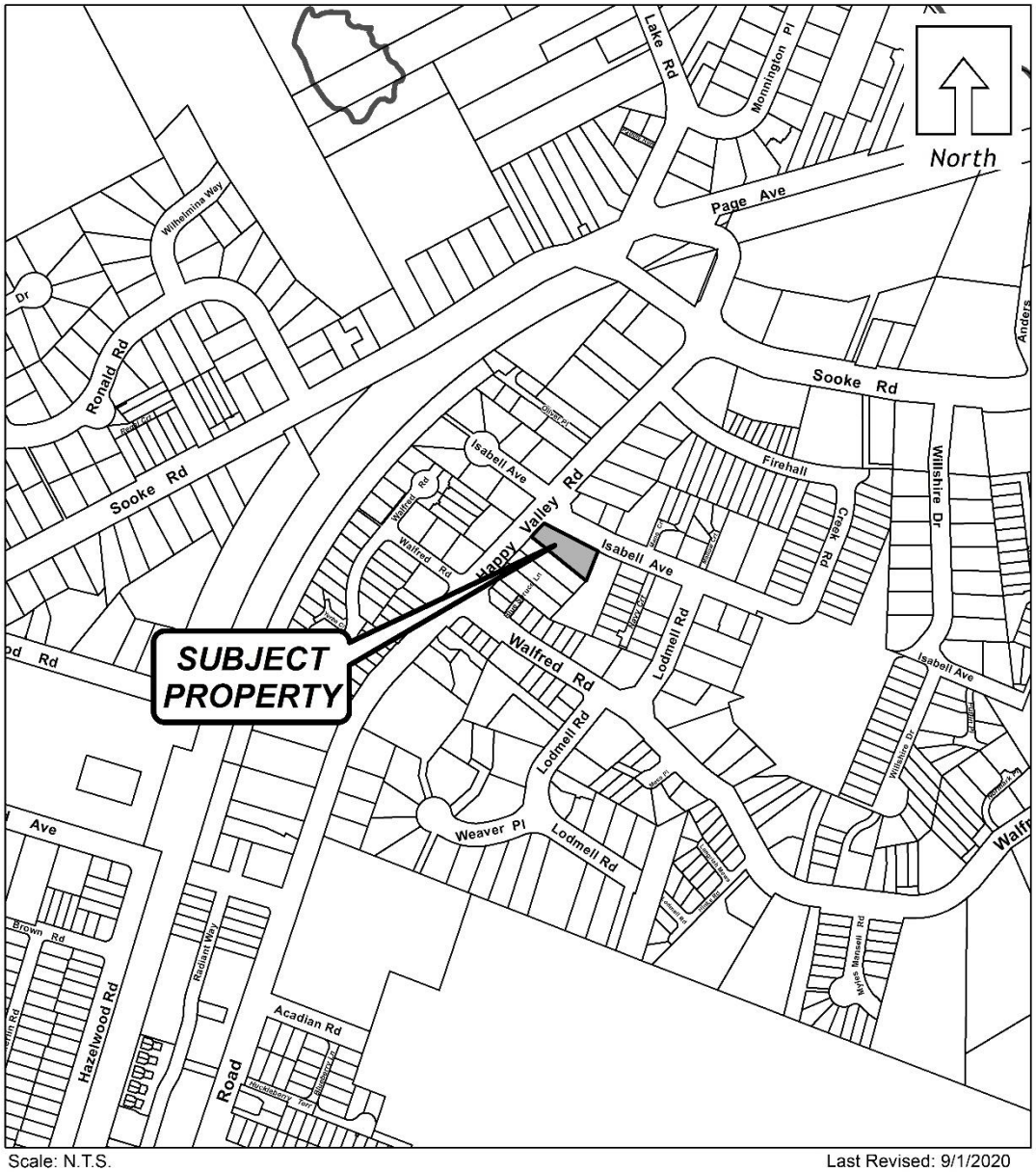

HAPPY VALLEY ROAD
ISABELL AVENUE
5.0m ROAD DEDICATION
LOT A 544.20m² (5,858 ft²)
LOT B 225.19m² (2,424ft²) NO BASEMENT
LOT C 252.16 m² (2,714 ft²) NO BASEMENT
R2 ZONE
RS-1 ZONE
LOT DATA TABLE
FOR APPROVAL
3235 HAPPY VALLEY ROAD
FIGURE 1
CITY OF LANGFORD
ISLANDER

Appendix B
Site Map



Appendix C
Location Map

REZONING BYLAW AMENDMENT
(Z20-0020)
3235 Happy Valley Rd



City of Langford
www.cityoflangford.ca

Staff Report
to
Planning, Zoning and Affordable Housing Committee

Date:	**October 26, 2020**
Department:	**Planning**
Application No.:	**DVP20-006**
Subject:	**Application for Development Variance Permit to allow a variance to the required building setback from the interior side property line and to reduce the amount of landscaping along an interior side property line for an apartment building proposed at 2716 and 2720 Strathmore Road.**

PURPOSE

Niall Paltiel, with Keycorp Planning Incorporated, has applied on behalf of Rick Genovese and Robert Klein of 1199599 BC Ltd. to request a variance to the required building setback to an interior side property line so as to accommodate a garbage enclosure on the south side of the property. An additional variance to reduce the minimum landscaping and screening area along the interior side property lines from 1 m to 0 m to accommodate surface parking stalls is also being requested.

BACKGROUND

PREVIOUS APPLICATIONS

Council recently adopted Bylaw No. 1884 to rezone the properties located at 2716 and 2720 Strathmore Road from the R2, One and Two Family Residential, Zone to the RM7A, Medium Density Apartment, Zone to accommodate a 6-storey apartment building consisting of 32 one- and two-bedroom units.

Table 1: Site Data

Applicant	Niall Paltiel, Keycorp Planning Incorporated
Owner	Rick Genovese and Robert Klein, 1199599 BC Ltd.
Civic Address	2716 and 2720 Strathmore Road
Legal Description	LOT 5, SECTION 5, ESQUIMALT DISTRICT, PLAN 16167 (2716 Strathmore Road) & LOT 6, SECTION 5, ESQUIMALT DISTRICT, PLAN 16167 (2720 Strathmore Road)
Size of Property	1397 m^2
DP Areas	City Centre DP Area, Multi-Family Residential DP Area
Zoning Designation	R2, One and Two Family Residential, Zone
OCP Designation	City Centre

SITE AND SURROUNDING AREA

The subject properties are located at the north end of Strathmore Road, a connector road providing direct access to the downtown via Goldstream Avenue, as well as close access to the Trans-Canada Highway via Brock Avenue and Peatt Road to Veterans Memorial Parkway. Combined, the subject properties have a frontage of approximately 36 m, a depth of 38 m and are approximately 1400 m^2 (15,000 ft^2) in area.

Due to its proximity to the City Centre and the connection to Trans-Canada Highway, Strathmore Road has seen moderate redevelopment to accommodate higher density residential and commercial buildings. A mixed-use building, comprised of one floor of ground floor commercial uses and 5 storeys of residential above, was constructed on the corner of Strathmore Road and Goldstream Avenue in 2005. At the opposite corner of Strathmore Road and Goldstream Avenue, a four-storey residential building was constructed in 2017. The remainder of Strathmore Road hasn't experienced redevelopment on the same scale as those properties on the corner of Goldstream Avenue and Strathmore Road and have remained single and split-level family dwellings.

Being in the City Centre designation of Langford's Official Community Plan, the immediate area will continue to see redevelopment into higher density developments, both commercial and residential. The area as a whole has seen mid to high density redevelopment with several townhouse complexes and 4-6 storey multi-residential developments.

Table 2: Surrounding Land Uses

	Address	***Zoning***	***Use***
West	2719, 2723 and 2721 Jacklin Road	RM2, Attached Housing, Zone	Townhouses
East	2717, 2721, 2725 Strathmore Road	R2, One and Two Family Residential, Zone	One Family Dwelling
South	2724 Strathmore Road	R2	One Family Dwelling
North	2712 Strathmore Road	R2	One Family Dwelling

DESIGN GUIDELINES, APPENDIX J: GENERAL DESIGN GUIDELINES FOR LANGFORD CITY CENTRE

The proposal will require a development permit to review the form and character of the proposed building and to ensure spatial layout and aesthetics conform to the Design Guidelines for Langford's Downtown (Appendix J of the Zoning Bylaw No. 300). Applicable excerpts from these Guidelines are copied below for Council's information.

5.1 Apartment Buildings

Intent: To have apartment buildings contribute to the housing density and visual appearance of the City Centre.

Guidelines:

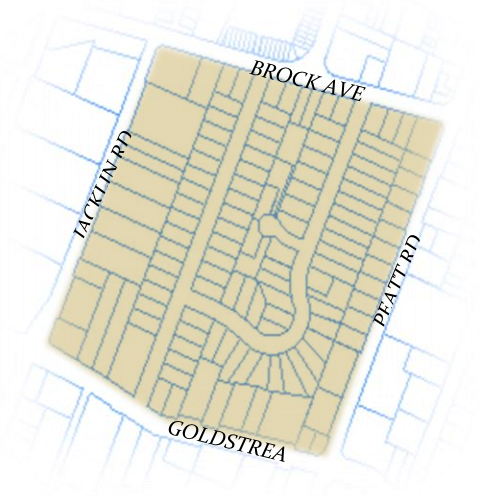
a) *Large apartment buildings shall have a ground level that engages the pedestrian environment, animates the street and provides individuality from adjacent buildings;*
b) *Large façades are expected to be broken up by using a variety of materials and architectural features;*
c) *Balconies and patios should be a feature of every unit;*
i. *Balcony and patio screening shall be an opaque glass; and*
ii. *Area must be a functional area, not solely an architectural feature.*
d) *Visual characteristics of adjacent buildings should be incorporated into new development; and*
e) *Adjacent developments should promote sense of community through incorporating adjoining green or open space.*

N2 Strathmore

The Strathmore neighbourhood is located towards the middle of the City Centre. The borders consist of main connector roads going north/south and east/west.

This neighbourhood is a very suitable location for medium and high-density residential development due to the variety of existing building types. Development along Peatt Road and Goldstream Avenue, including the southern end of Jacklin Rd. shall contain commercial and heavily pedestrian oriented ground floors.

A development emphasis should be on creating an animated street level for the public.

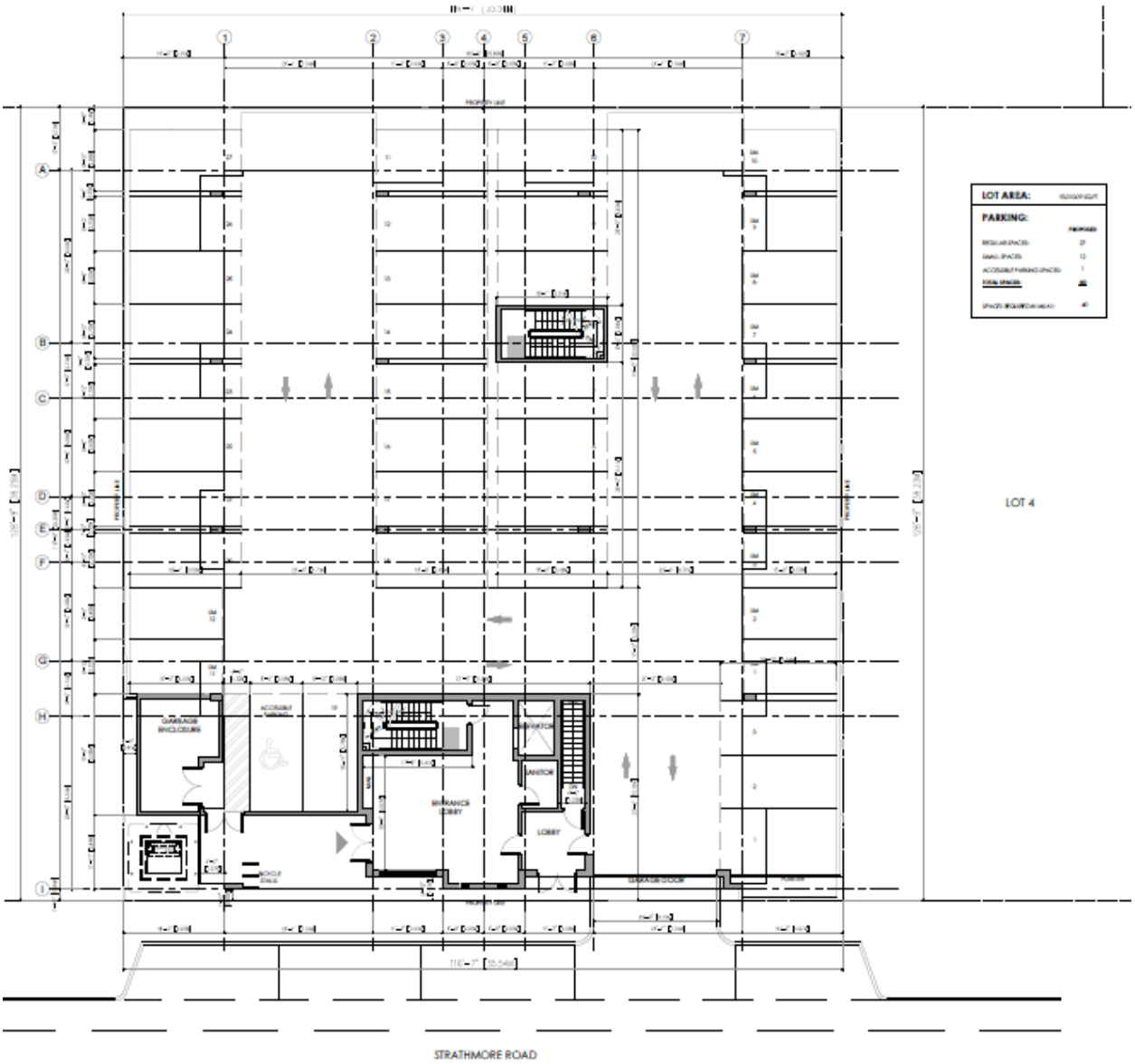


COMMENTS

DEVELOPMENT PROPOSAL

The developer is proposing to consolidate the properties in order to construct a 6-storey apartment building consisting of 32 one- and two-bedroom units. The building will include one underground floor, a surface parking lot, four (4) storeys of residential units and a roof top patio on the sixth storey. Access to the surface parking will be off of Strathmore Road.

Figure 2: Proposed site plan



The design presented to Council at time of rezoning complied with the Design Guidelines for the City Centre (see below), and specifically, for an apartment use within the Strathmore (N2) designated policy area. The emphasis of these guidelines is to articulate the at-grade level of the building to enhance the pedestrian experience of the downtown. This was shown through the use of ample fenestration for the lobby face, shown to break up the building façade and invite interaction between pedestrians and the interior of the building.

Figure 2: Rendering presented to Council with application to rezone:



The developer has applied for the development variance permit with updated drawings that seek to achieve the same objectives for the design (Figure 3 below). The building's façade will incorporate elements to enhance the visual appeal of the neighbourhood. The building has removed larger windows, and has incorporated more articulated window designs that vary in size and orientation. The roof line will appear flat from the street but will have a shed roof line for the portion of the roof that accesses a roof top patio.

If Council feels the design objectives of the revised renderings do not align with the City's vision for the neighbourhood, they may wish to request a revised set of plans that reflect the design choice approved by Council during the rezoning process, prior to issuance of this Development Variance Permit.

Figure 3: Rendering of proposed building, showing updated design



Figure 4: Proposed Elevation Drawings:

(front of building, view from Strathmore Road)



(interior side of building, showing garbage enclosure (indicated in red)



VARIANCES

Council contemplated several variances to the regulations of the RM7A zone in order to accommodate the proposal as part of the rezoning process. A variance to reduce the required building setback distance from the front property from 7.5 m to 0.48 m was requested and approved in order to accommodate building articulation including roof overhang and lobby. As well, a variance to reduce the required building setback distance to the rear property line from 7.5 m to 3 m was requested and approved to accommodate living space on the second floor of the building.

Upon redesigning the proposed building, the developer has chosen to relocate the garbage enclosure to the outside of the building, on the south side of the property, and within the required interior side setback area. As this was not contemplated at time of rezoning, this must be done through the development variance permit process. The applicant is seeking a variance from the required 3 m setback to a proposed 0.6 m setback to accommodate the garbage enclosure. According to drawings submitted, the garbage enclosure will be contained, and appear as a part of the building façade. It will be visible from both Strathmore Road and the interior side property line shared with the adjacent one family dwelling.

With the design presented during the rezoning process, the developer did not request variances to either side setbacks, however the parking lot on the plans showed surface parking would extend to both lot lines, only leaving about 0.50 m of space left for landscaping along the building's side perimeter. This does not comply with General Regulations (Section 3.21) in the Zoning Bylaw, which requires a 1.0 m continuous landscaping strip along interior side and rear property lines in multi-residential zones in addition to a 1.8 m decorative fence. The applicant is requesting that the width of the landscaping strip be reduced from the required 1 m to nil. If Council is supportive of this variance, they may wish to require that the applicant comply with the zoning bylaw requirement to construct a decorative fence a minimum of 1.8 m (6 ft) in height and to landscape within the setback for any space that is available.

Council should be aware that the developer will be providing common outdoor amenity space on roof top patio that will include open space as well as container landscaping.

Table 3: Proposal Data

	Allowed in R2, One and Two Family Residential (Current Zoning)	**Allowed in RM7A, Medium Density Apartment (Proposed Zoning)**	**Proposed Development**
Density (FAR and/or min. lot size)	Minimum Lot Size; 550 m^2	FAR: 1.0 to a maximum of 1.25	FAR: 2.65*
Height	9 m	6 storeys	6 storeys
Site Coverage	35%, on lots less than 550 $m^{2,}$ 50% on lots 550 m^2 or greater	35%, 50% when density bonusing provisions are met	Lot Coverage: 64%*
Front Yard Setback	6 m (20 ft)	7.5 m (25 ft)	0.48 m*
Interior Side Yard Setback	1.5 m (5 ft)	3 m (10 ft)	0.6 m (south side) ** 4.95 m (north side)
Exterior Side Yard Setback	NA		
Rear Yard Setback	6 m (20 ft)	7.5 m (25 ft)	3.0 m*
Parking Requirement	2 stalls per dwelling, an additional stall for a secondary suite (if applicable)	1.25 stalls per dwelling,	1.25 stalls per dwelling (32 units = 32 stalls for residents, 8 for visitor stalls)

**Variance or text amendment addressed through zoning approval*

***requested variance*

OPTIONS

Option 1

That the Planning, Zoning and Affordable Housing Committee recommend that Council:

1. Direct staff to provide notice that Council will consider issuing a Development Variance Permit for 2716 and 2720 Strathmore Rd with the following variances:

    a. That Section 6.36A.06(3) of Zoning Bylaw No.300 be varied to reduce the required the interior side setback from the required 3.0 m to 0.60 m to accommodate a garbage enclosure;

    Subject to the following conditions:

    i) That the developer provides updated elevation drawings more in keeping with the drawings presented in the rezoning process prior to issuance of the Development Variance Permit; and

    ii) That the developer installs decorative fencing with a minimum height of 1.8m around the interior side and rear lot lines; and

AND

2. Reject the applicant's request for a variance to reduce the width of landscaping required along an interior side property line for buildings within a multi-family residential zone from 1 m to 0 m.

OR

Option 2

3. Direct staff to provide notice that Council will consider issuing a Development Variance Permit for 2716 and 2720 Strathmore Rd with the following variances:

    a. That Section 6.36A.06(3) of Zoning Bylaw No.300 be varied to reduce the required interior side setback from the required 3.0 m to 0.60 m to accommodate a garbage enclosure; and

    b. That Section 3.21.02(2) of Zoning Bylaw No.300 be varied to reduce the width of landscaping required along an interior side property line for buildings within a multi-family residential zone from 1 m to 0 m.

    Subject to the following conditions:

    i) That the developer provides updated elevation drawings more in keeping with the drawings presented in the rezoning process prior to issuance of the Development Variance Permit;

ii) That the developer installs decorative fencing with a minimum height of 1.8m around the interior side and rear lot lines; and

iii) That any portion of the property not being used as surface parking or for the location of structures will be landscaped in accordance with the recommendations of a landscape architect and planted with viable trees and shrubs.

OR Option 3

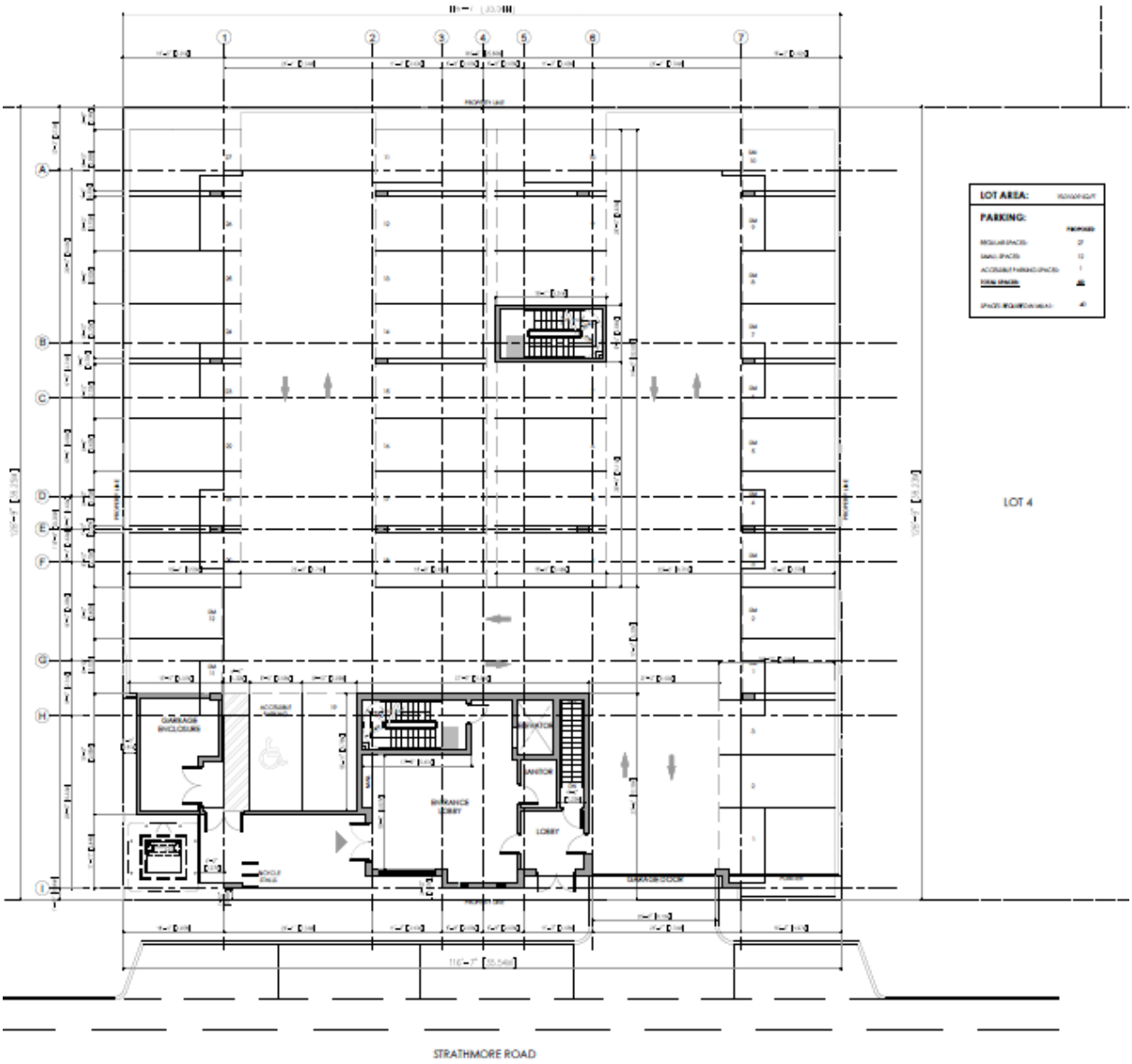
4. Reject this application for development variance permit.

Submitted by:	Lauren Mattiussi, RPP, Planner 2 - Approved
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning - Approved
Concurrence:	Marie Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement- Approved
Concurrence:	Cory Manton, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning – Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

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Appendix A

Proposed Site Plan



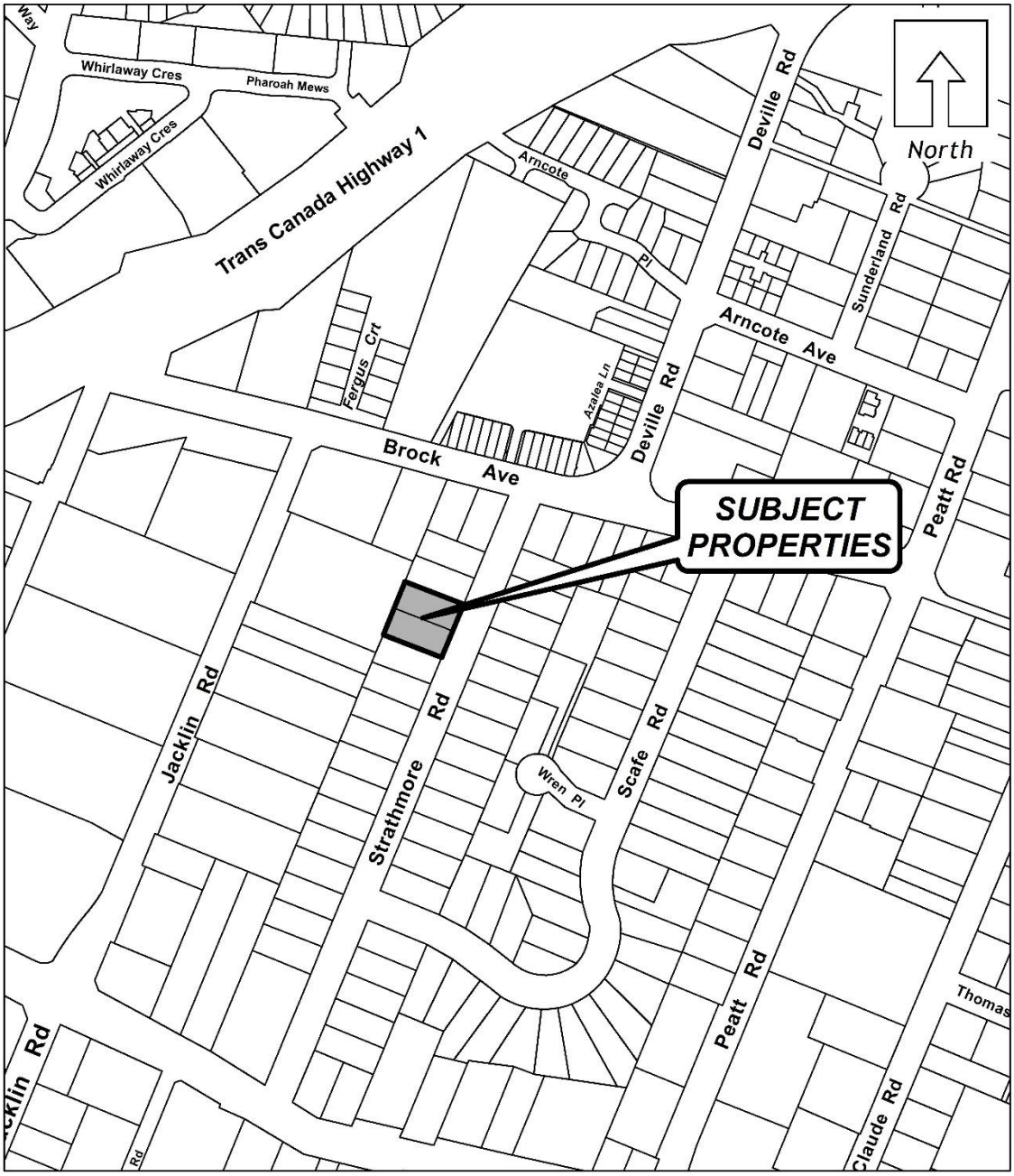
Appendix B

DEVELOPMENT VARIANCE PERMIT
(DVP20-0006)
2716 Strathmore Rd & 2720 Strathmore Rd



Appendix C

DEVELOPMENT VARIANCE PERMIT
(DVP20-0006)
2716 Strathmore Rd & 2720 Strathmore Rd



CITY OF LANGFORD
DEVELOPMENT VARIANCE PERMIT

DVP20-0005 – 628 Kestrel Ridge

That Development Variance Permit No. DVP20-0005 be issued by the Council for the City of Langford to Chris McFarland to reduce the rear yard setback from the required 6.0 m to 3.0 m in order to facilitate the construction of a deck attached to an existing single-family dwelling at 628 Kestrel Ridge subject to the following terms and conditions:

1. Appendix

The following requirements are imposed under Section 498 of the *Local Government Act*:

a) The site shall be developed in accordance with the site plan attached (Appendix A).
b) The deck shall be constructed in accordance with the recommendations of the report provided by Strathcona Consulting, dated June 2020 attached (Appendix B).

2. Variances

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

a) That Section 6.21.06(1)(a) of Zoning Bylaw No. 300 be varied from the required 6.0 m to 3.0 m.

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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, 2 November 2020, in the City Hall Council Chamber on the Third Floor of 877 Goldstream Avenue.

File	Development Variance Permit No. DVP20-0005
Applicant	Chris McFarland
Location	628 Kestrel Ridge
Proposal	1. That Section 6.21.06(1)(a) of Zoning Bylaw No. 300 be varied from the required 6.0 m to 3.0 m.
Purpose	To permit a reduction to the rear yard setback from the required 6.0 m to 3.0 m in order to facilitate the construction of a deck attached to an existing single-family dwelling.

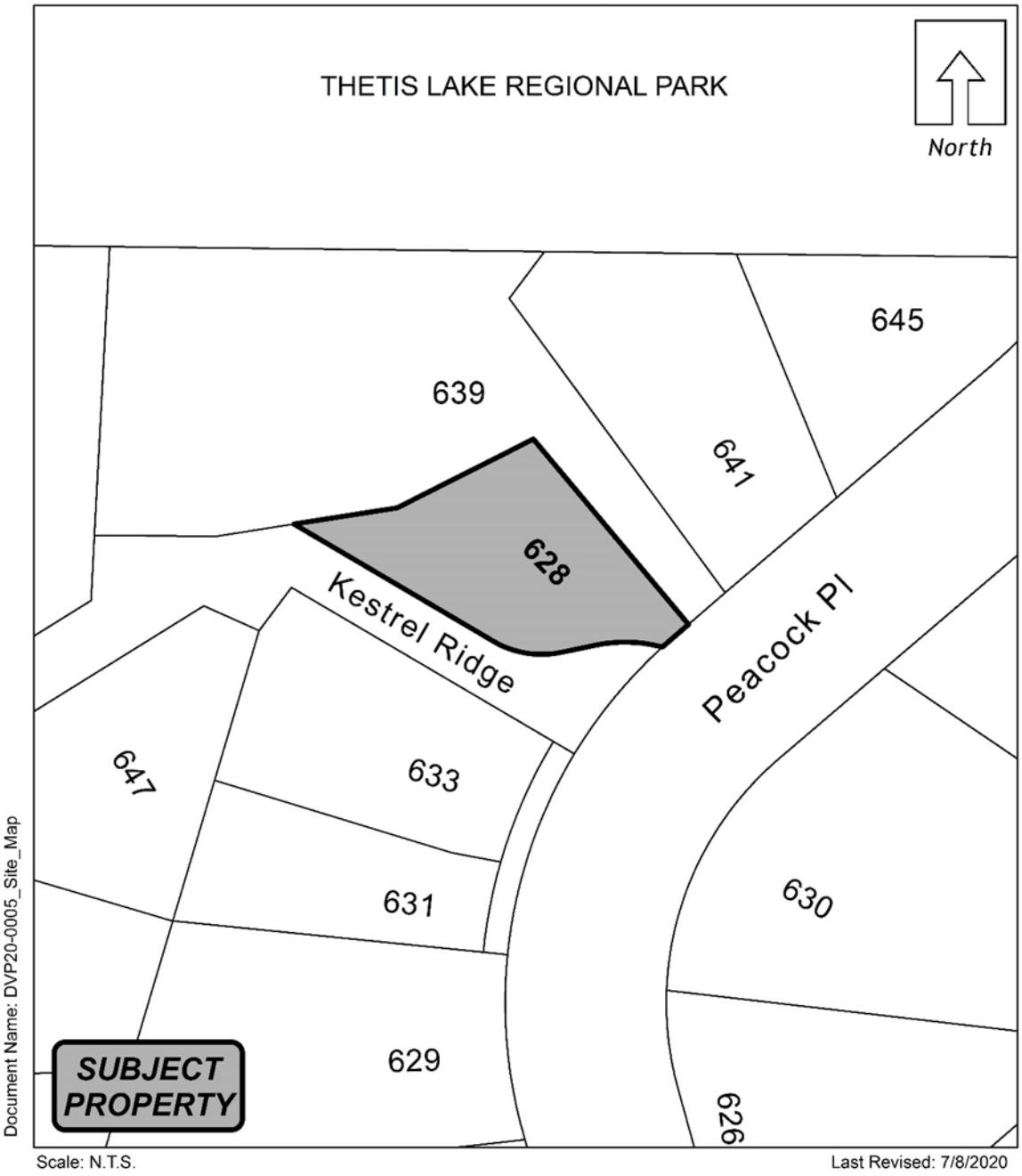
The purpose of this Notice is to acquaint the property owners and residents in the area with the specifics of the proposed variance. We request that any written submissions be submitted by Wednesday, 28 October 2020. The submissions will then be distributed for Council's consideration. You may also speak at the Council Meeting of 2 November 2020 during the Public Participation Section at the beginning of the meeting.

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

COPIES of the complete Notice and other material that the Council may consider in relation to the development variance permit may be made available upon request by emailing to planning@langford.ca or in writing to Langford City Hall, 2nd Floor, 877 Goldstream Avenue, Langford, BC, V9B 2X8 for the duration of the pandemic emergency. Please contact David Sametz in the Planning Department at 250-478-7882 or by email at dsametz@langford.ca with any questions on this development variance permit**.**

Braden Hutchins
Director of Corporate Services

DEVELOPMENT VARIANCE PERMIT
(DVP20-0005)
628 Kestrel Ridge



CITY OF LANGFORD
DEVELOPMENT VARIANCE PERMIT

DVP20-0009 – 2780 Spencer Rd

That Development Variance Permit No. DVP20-0009 be issued by the Council for the City of Langford to Keycorp Developments Ltd in partnership with Tri-Way Development Ltd to reduce the onsite parking requirements for the 58-unit multi-family residential building at 2780 Spencer Rd that will be run by the Capital Regional District, subject to the following terms and conditions:

1. Appendix

The site shall be developed in accordance with the site plan attached as Appendix A to Development Permit No. DP20-0034.

2. Variances

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

a) That Table 1 in Section 4.01 of Zoning Bylaw No. 0300 be varied to reduce the number of required onsite parking spaces from 1.25 unit to 0.58 per unit.

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, 2 November 2020, in the City Hall Council Chamber on the Third Floor of 877 Goldstream Avenue.

File	Development Variance Permit No. DVP20-0009
Applicant	Keycorp Developments Ltd
Location	2780 Spencer Rd
Proposal	1. That Table 1 in Section 4.01 be varied to reduce the number of required onsite parking spaces from 1.25 per unit to 0.58 per unit.
Purpose	To permit a reduction to reduce the onsite parking requirements on the subject site for a 58-unit affordable senior's rental apartment building.

The purpose of this Notice is to inform the property owners and residents in the area with the specifics of the proposed variance. We request that any written submissions be submitted by Wednesday, 28 October 2020. The submissions will then be distributed for Council's consideration. You may also speak at the Council Meeting of 2 November 2020 during the Public Participation Section at the beginning of the meeting.

PLEASE NOTE: This meeting will be held electronically, and not in-person. Information about how to connect to this meeting by phone may be found on the City's Website: www.cityoflangford.ca

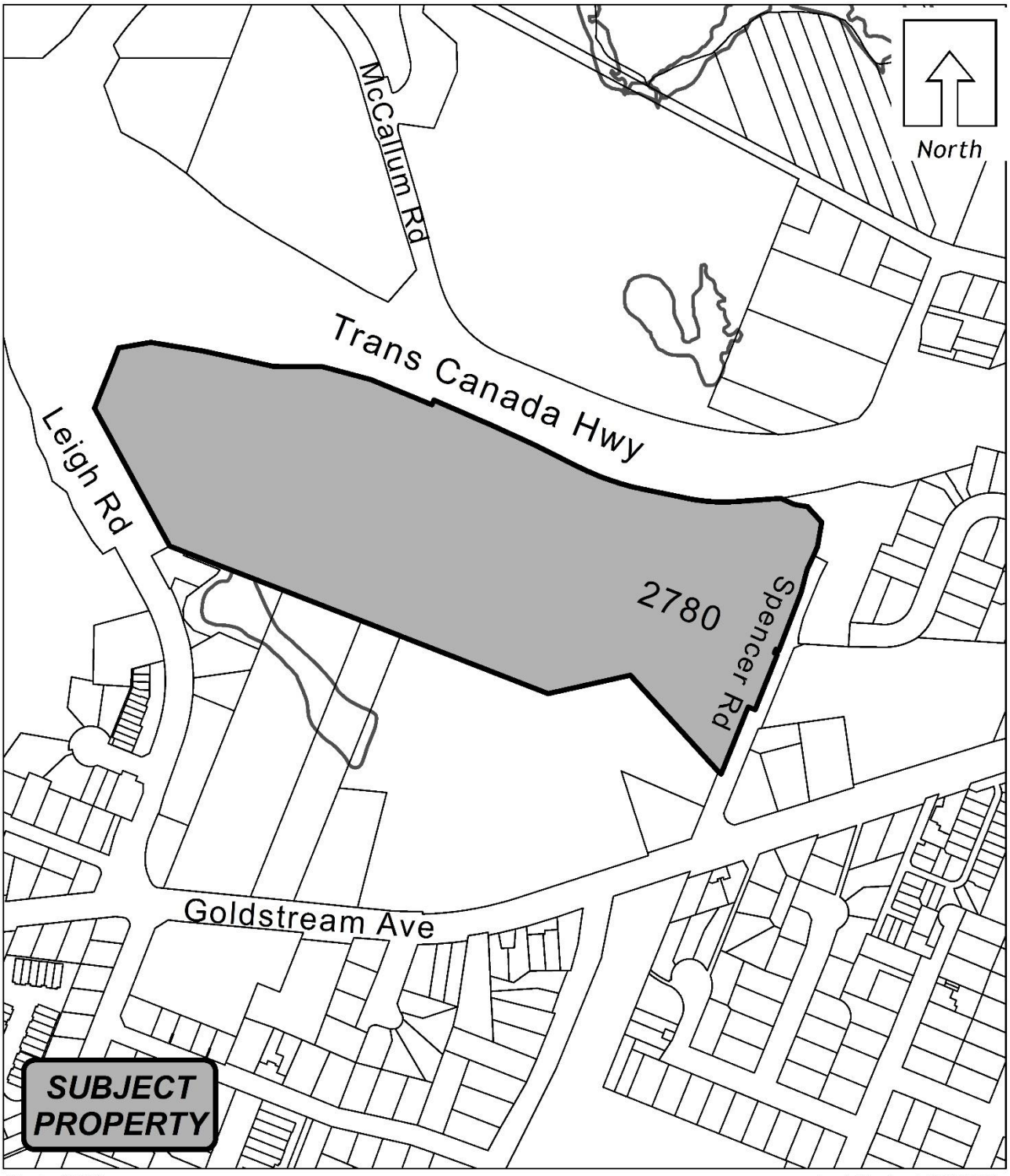
COPIES of the complete Notice and other material that the Council may consider in relation to the development variance permit may be made available upon request by emailing to planning@langford.ca or in writing to Langford City Hall, 2nd Floor, 877 Goldstream Avenue, Langford, BC, V9B 2X8 for the duration of the pandemic emergency. Please contact Robert Dykstra in the Planning Department at 250-478-7882 or by email at rdykstra@langford.ca with any questions on this development variance permit**.**

Braden Hutchins
Director of Corporate Services

DEVELOPMENT VARIANCE PERMIT

(DVP20-0009)

2780 Spencer Rd



Document Name: DVP20-0009_Site_Map

Scale: N.T.S.

Last Revised: 9/4/2020

From: [redacted]
To: Langford Planning General Mailbox
Subject: DVP20 – 0009
Date: Wednesday, October 28, 2020 4:56:31 PM

Langford City Council and Mayor

Submission ahead of consideration of DVP20 – 0009 development variance permit to reduce the number of required on-site parking stalls from 73 to 34 at 2780 Spencer Rd.

The proposed reduction in number of car parking spaces is totally unworkable and unreasonable.

The reasoning put forward to justify 35 parking spaces is flawed;

- The proposed building is to be located within Tri-Way Manufactured Home Park and was originally conceived to accommodate residents losing their homes through redevelopment of the land.

- There are currently 78 homes and approximately 106 residents. Only an estimated five homes do not own vehicles. Many homes have two vehicles. It is reasonable to assume that in Tri-Way currently there are 100 vehicles and 106 residents which would make an average ratio of one vehicle/parking space per unit. Tri-Way residents moving into the proposed building are not necessarily invalids nor are they intending to give up the vibrant lifestyle they currently enjoy. They would be moving because they have been evicted as a result of redevelopment.

- Tri-Way residents moving into the proposed 58-unit building would require an average of one parking space unit.

- It is understood that the memorandum from WATT Consulting Group was commissioned by the developer. It is further assumed that the nine buildings surveyed by WATT would likely have been retirement homes/sheltered housing/nursing homes or no income housing. It is therefore not surprising that a majority of such residents would not drive would have extremely low vehicle ownership.

- The Watt study would be invalid if it attempts to compare to entirely different demographics – low income and sheltered accommodation clients with average Tri-Way residents.

- It is currently projected that a minimum of 25 homeowner residents being bought out from Tri-Way Park will seek accommodation in the proposed building. Those alone would require 25 parking spaces based on the facts stated above, and not at all in line with the consultants report.

- If the remaining 33 residents from outside Tri-Way are comparable with the demographic surveyed by WATT, the total parking requirement for the building would be 25 + (0.56 x 33) = 43 parking spaces.

- Some of those must be designated, “disabled parking” and be correspondingly larger than regular parking spaces. The WATT report shows that 6 visitor spaces must be provided in addition, which would bring the total requirement 49 parking spaces.

- A variance reduction of more than 50% can only be due to a massive miscalculation on the part of the developer in his original proposal: alternatively it could have been a disingenuous original proposal made in full knowledge that he would later commission a consultant report requesting a variance which, since there was never was sufficient space for parking in the first place but now that approvals are in place he expects Council to rubber stamp the request.

To provide less than that is unreasonable and will actually impose unnecessary hardship on the intended occupants.

We therefore ask Council not to simply rubberstamp this application as appears to be the norm, but to carefully consider, to take all factors into account, and discuss it on the basis of the above.

--
TriWay Park Residents - seniors owning their own residences in an affordable land-lease/rental arrangement near down-town Langford

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Staff Report to Council

Date:	**November 2, 2020**
Department:	**Planning**
Application No.:	**Z19-0023**
Subject:	**Bylaw No. 1883 - Application to Rezone 2627 Sooke Road from the R2 (One- and Two-Family Residential) Zone to the C9 (Community Town Centre Pedestrian 9) Zone to Allow for a 90-Unit Apartment Building with One Commercial Unit on the Ground Floor Facing Sooke Road**

At the Regular Meeting of Council on February 18, 2020 Council gave 1st reading to Bylaw 1883, which applies to a proposed rezoning at 2627 Sooke Road.

COMMENTS

At the Public Hearing on June 29, 2020 Council received feedback from residents who had concerns with the added traffic that would occur on Southglen Drive. Due to this feedback, Council passed the following resolution:

> *That Council direct staff to work with the Province and the 2627 Sooke Road developer to have traffic come and go via Sooke Road rather than quieter residential streets.*

Since Council passed the above resolution on June 29, 2020 staff have been working with both MOTI and the developer of 2627 Sooke Road to resolve the traffic concerns on Southglen Drive that would come from this development. The developer has redesigned the site, as illustrated in Appendix A, so that residential vehicle traffic to and from the site would be from Sooke Road. Garbage and recycling pick-up would be from Southglen Drive.

MOTI is amenable to allowing full movement from this site onto Sooke Road, and is working with the developer's civil engineer in establishing an acceptable design along Sooke Road that would allow for this movement safely. Ensuring a satisfactory design and frontage improvement of Sooke Road has been secured in Council's resolution already.

Since the design of the site has changed so that there is no vehicle connection between Sooke Road and Southglen Drive, Council may wish to remove the requirement of securing a statutory right of way through the site for emergency vehicles, which is item c) iv. in Council's previous resolution, and add the requirement to provide residential access to and from the site from Sooke Road only.

Council may also wish to require this development to strata title the building prior to occupancy so it complies with what Council has been requiring of all multi-family buildings that have come through the rezoning process since June of this year, and require infrastructure to support electric vehicle charging.

At first reading, Bylaw No. 1883 included a provision for amenity contributions based upon commercial space. However, Council's Policy does not require a general amenity contribution for commercial floor space outside the City Centre as such contributions were intended to support downtown revitalization and beautification. Therefore, the Bylaw needs to be amended prior to Second and Third Readings to delete this requirement.

OPTIONS

That Council:

1. *Direct staff to amend the Bylaw No 1883 to delete provision c) form Table 1 of Schedule AD and renumber the remaining sections accordingly;*

AND

2. Rescind the original resolution c) iv, which required the following:

    a) That an SRW for emergency use is registered on title prior to the issuance of a Building Permit

AND

3. *Requires that the applicant provide, **prior to Bylaw Adoption**, a section 219 covenant, registered in priority of all other charges on title, that agrees to the following*:

    a) *That a separate covenant be registered prior to issuance of a building permit that requires all residential vehicle traffic to enter and exit the site from Sooke Road and not Southglen Drive;*

    b) *That no occupancy permit be issued for the proposed building until a strata plan for the building has been registered, to the satisfaction of the Approving Officer; and*

    c) That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space, and that

        i. Energized outlets shall be labelled for the use of electric vehicle charging;

        ii. Where an electric vehicle energy management system is implemented (load sharing), the Director of Engineering may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and

iii. The owner/tenant is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council/landlord may not prevent an owner, occupant, or tenant from installing the EV charging equipment.

in addition to the original resolution from February 18, 2020 regarding Bylaw No. 1883 which stated:

1. *Give 1st reading to Bylaw No. 1883 to amend the zoning designation of the property located at 2627 Sooke Road from R2 (One- and Two-Family Residential) to C9 (Community Town Centre Pedestrian 9) subject to the following terms and conditions:*

   a) *That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to issuance of a building permit:*

      i. *$610 towards the Affordable Housing Fund; and*
      ii. *$2,074 toward the General Amenity Fund.*

   subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.

   b) *That the applicant provides, **prior to Public Hearing**, the following:*

      i. *A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering.*

   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:*

      i. *That all frontage improvements along Sooke Road are provided as per the Sooke Road Corridor Concept Plan, to the satisfaction of the Director of Engineering and the Ministry of Transportation and Infrastructure, and that any road dedication required to contain these frontage improvements within the road right of way is provided prior to the issuance of a Building Permit;*

      ii. *That a storm water management plan be provided prior to issuance of a building permit and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;*

      iii. *That a construction parking and traffic management plan be provide prior to the issuance of a building permit, to the satisfaction of the Director of Engineering;*

      iv. *That an SRW for emergency use is registered on title prior to the issuance of a Building Permit;*

      v. *That a separate covenant be registered prior to issuance of a building permit for the proposed residential building that ensures parking is assigned and tied*

to each unit created in accordance with the minimum required parking stalls as per the zoning bylaw.

d) Authorize the Director of Planning to issue the following variance in the Form and Character Development Permit for 2627 Sooke Road:

i. That Table 1 of Section 4.01.01 be varied to reduce the minimum parking requirement from the required 2.75 spaces per dwelling unit with two bedrooms or less and 3.75 spaces per dwelling unit with more than two bedrooms to 1.25 spaces per dwelling unit with two bedrooms or less and 2.75 spaces per dwelling unit with more than two bedrooms.

OR

4. Take no action at this time with respect to Bylaw No. 1883.

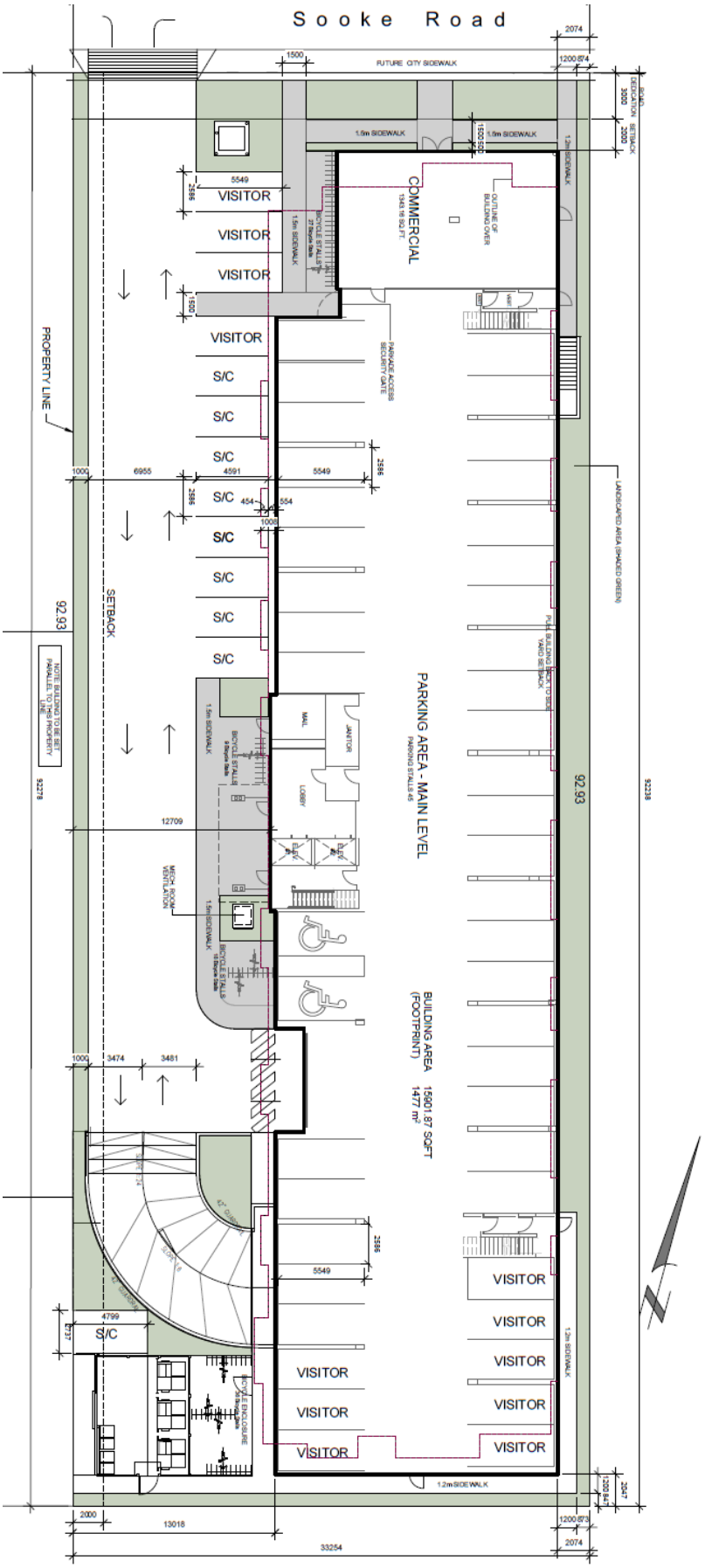
Respectfully Submitted,

Submitted by:	Robert Dykstra, MCIP, RPP Planner II - Approved
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning - Approval
Concurrence:	Marie Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Cory Manton, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

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Appendix A

Redesigned Site Plan



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Staff Report to Council

Date:	**November 2, 2020**
Department:	**Planning**
Application No.:	**Z20-0024**
Subject:	**Bylaw No. 1937- Application to Amend the Text of Zoning Bylaw 300 to Allow for a Daycare with a Maximum Capacity of 225 Children on a Specific Property**
AND	**Bylaw No. 1943 – Application to Ament the Text of the Zoning Bylaw 300 to Remove the Height Restriction in the CD12 Zone**

PURPOSE

Keycorp Projects Ltd. has applied on behalf of 1083103 BC Ltd. (Seacliff Properties Ltd.) to amend the text of Zoning Bylaw 300 to allow for the following:

1. a daycare with a maximum capacity of 225 children on a property within the CD12 (South Skirt Mountain) zone. The location of the proposed daycare lot currently straddles 2140 and 2200 Bear Mountain Parkway.
2. Remove the height restriction within 'Area II' of the CD12 (South Skirt Mountain) zone.

BACKGROUND – Daycare Site

PREVIOUS APPLICATIONS

The two properties associated with the daycare site were rezoned to CD12 (Comprehensive Development – South Skirt Mountain) under rezoning file Z08-0006 and received an amendment to the CD12 zone under rezoning file Z16-0001. The original parent parcel has been subdivided multiple times to create bulk parcels as well as final building lots. There have also been several Development Permits issued for environmental purposes to allow for land clearing.

Table 1: Site Data

Applicant	Keycorp Project Ltd.
Owner	1083103 BC Ltd. (Seacliff Properties Ltd.)
Civic Addresses	2140 and 2200 Bear Mountain Parkway
Legal Descriptions	Lot 6, Section 115, Esquimalt District, Plan VIP87258 Lot 7, Section 115, Esquimalt District, Plan VIP87258, Except Plan EPP79954

Size of (future) Daycare Property	5,804m² (1.43 acres)
DP Areas	Fire Hazard, Habitat and Biodiversity, Steep Slopes, Woodland
Zoning Designation	CD12 (Comprehensive Development – South Skirt Mountain)
OCP Designation	Neighbourhood Centre

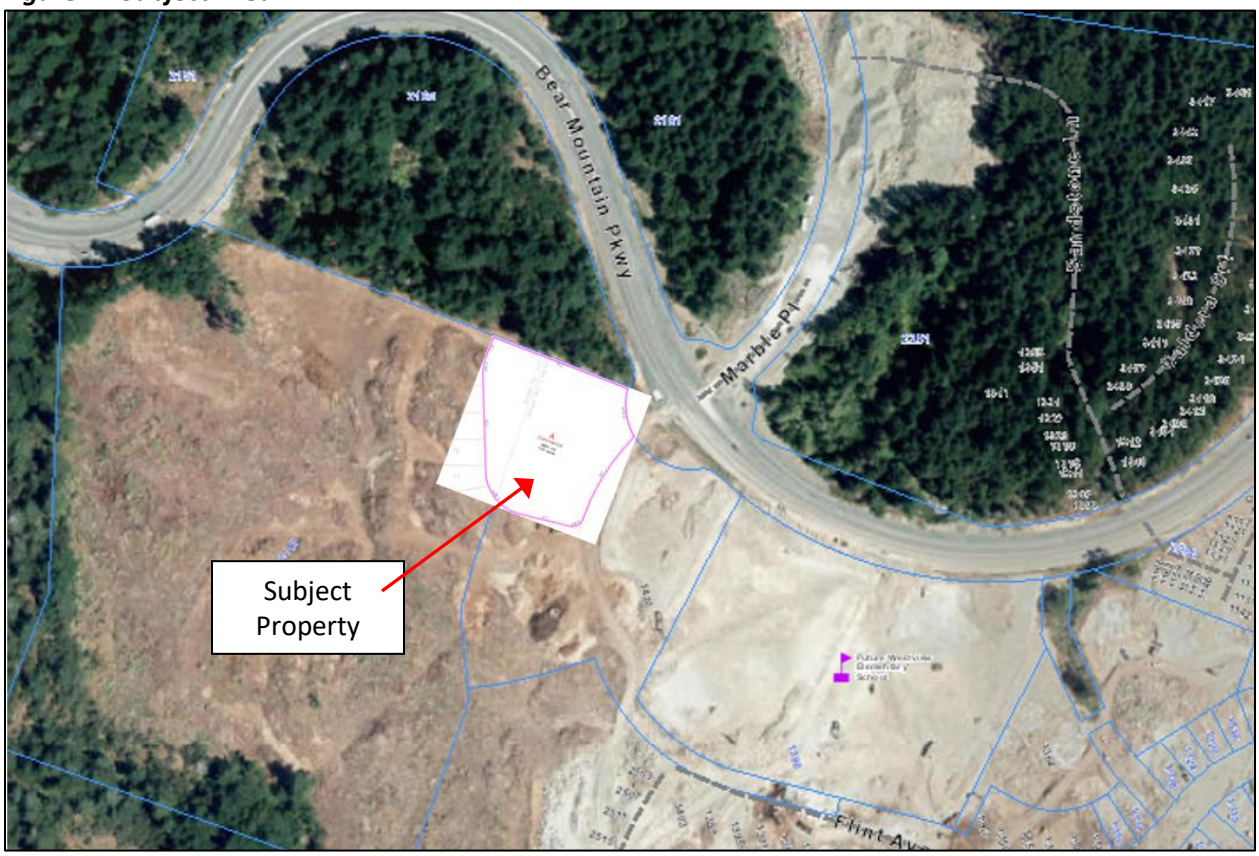
SITE AND SURROUNDING AREA

The subject area has been cleared of vegetation, but blasting and rock removal is still required prior to construction. The surrounding area is currently undergoing ground works in order to level lots and prepare sites for buildings.

Table 2: Surrounding Land Uses

	Zoning	***Use***
North	CD12	Vacant
East	CD12	Vacant
South	CD12	Vacant
West	CD12	Vacant

Figure 1: Subject Area



COUNCIL POLICY

OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) Bylaw No. 1200 designates the subject property as 'Neighbourhood Centre', which is defined by the following text:

- Predominantly residential precinct that supports a range of medium and high-density housing, including affordable and rental housing
- Schools, community facilities and other institutional uses also define neighbourhood centres when supported by housing and services in close proximity
- A range of parks and open spaces are integrated throughout centres
- Transit stops are located at centres where appropriate
- Small scale local-serving retail node defines the predominant commercial uses.

DEVELOPMENT PERMIT AREAS

The future lot is located within several Environmental or Hazardous Development Permit Areas, and applicable Development Permits (DP) have already been issued accordingly. These DP's include DP13-0029, DP18-0013, DP18-0049, and DP18-0060. The site will eventually need a DP for Form and Character of the building to ensure it complies with City guidelines.

COMMENTS

FUTURE PROPERTY

Currently, there are two larger lots from which the future daycare site would be subdivided. The subdivision application is in process and would be finalized prior to the proposed text amendment being adopted. Therefore, this report is not able to reference the final legal description, property identification number (PID), or civic address for the daycare site as these are not known at this time. However, as the subdivision is anticipated to be complete prior to Public Hearing and its proper identification known at that time, Council may wish to direct staff to bring forward an updated Bylaw 1937 that reflects the final legal description and PID.

DEVELOPMENT PROPOSAL

The proposal is to amend the text of the zoning bylaw to allow for an increased capacity of the number of children within a daycare on this specific property. Section 3.26 of the zoning bylaw limits the maximum capacity of children within a daycare on any property over 1,099m² to 36 children. The text amendment would allow this specific property to increase its capacity to maximum of 225 children. It should be noted that even though the text amendment is for 225 children, the daycare operator has indicated that they plan on having 198 children. The text amendment to 225 children simply allows for an increased capacity in the future in accordance with Island Heath regulations.

The building itself will be purpose-built with no other uses onsite. An illustration of the site plan has been attached as Appendix A and renderings of the proposed building included as Appendix B. Having the site solely for the daycare helps with securing onsite parking for a daycare with the proposed capacity.

PARKING

The proposal includes 54 parking stalls, which translates to approximately one space for every 4 children. As a comparison, other daycares in Langford that increased their capacity of children include 2758 Peatt Road, which has 8 parking stalls associated with 28 children (one space for every 3.5 children) and 2285 Bellamy Road, which has 6 parking stalls associated with 41 children (approximately one space for every 7 children).

If Council is satisfied with the proposed 54 onsite parking spaces for this daycare, they may wish to specify this as a condition of rezoning approval, to be secured as part of the form and character Development Permit.

BACKGROUND – Removal of Height Restrictions in Area II of CD12

PREVIOUS APPLICATIONS

The properties associated with the CD12 (Comprehensive Development – South Skirt Mountain) were rezoned under file Z08-0006 and received an amendment under rezoning file Z16-0001. The original parent parcels have been subdivided multiple times to create bulk parcels as well as final building lots. There have also been several Development Permits issued for environmental purposes to allow for land clearing.

AREAS WITHIN THE CD12 ZONE

The CD12 Zone was broken down into six separate areas (Areas I through VI), each having their own permitted uses and restrictions. These areas are identified in Schedule X of Zoning Bylaw 300, which has been attached as Schedule E. Area II is identified as Multi-Family Residential, which allows for a variety of uses including apartments. This area exists along the western and northern portion of the CD12 Zone, none of which has been cleared for development at this time. The attached Schedule F highlights the properties that are located within Area II of the CD12 Zone.

HEIGHT RESTRICTION

Currently, Area II of the CD12 zone restricts the height of buildings to 6-storeys, whereas other comprehensive zones such as Bear Mountain or Westhills do not have the same restriction in their multi-family zone. Given that the height restriction does not exist in other developments similar to South Skirt Mountain, Council may wish to amend Bylaw 300 to remove the height restriction with Area II, with the assurance that parking and floor area ratio's will still need to be met as per Bylaw 300.

OPTIONS

Option 1

That Council:

1. Proceed with consideration of Bylaw No. 1937 to amend the text of Zoning Bylaw 300 to allow the maximum capacity of a daycare on the subject property within the CD12 zone outlined in this report to be 225 children subject to the following terms and conditions:

    i. That 54 onsite parking stalls be provided on the subject property, and secured as part of the required Form and Character Development Permit.

AND

2. Direct staff to provide an updated Bylaw 1937 prior to public hearing that includes the final legal description, property identification number, and subject property map.

AND

3. Proceed with consideration of Bylaw No. 1943 to amend the text of the Zoning Bylaw 300 to remove the height restriction within Area II of the CD12 zone.

OR Option 2

4. Take no action at this time with respect to Bylaw No. 1937 or Bylaw 1943.

Submitted by:	Robert Dykstra, MCIP, RPP, Planner II – Approved
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning – Approved
Concurrence:	Marie Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Cory Manton, Manager of Parks and Recreation – Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning – Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:rd

Appendix A
SITE PLAN – Daycare Site



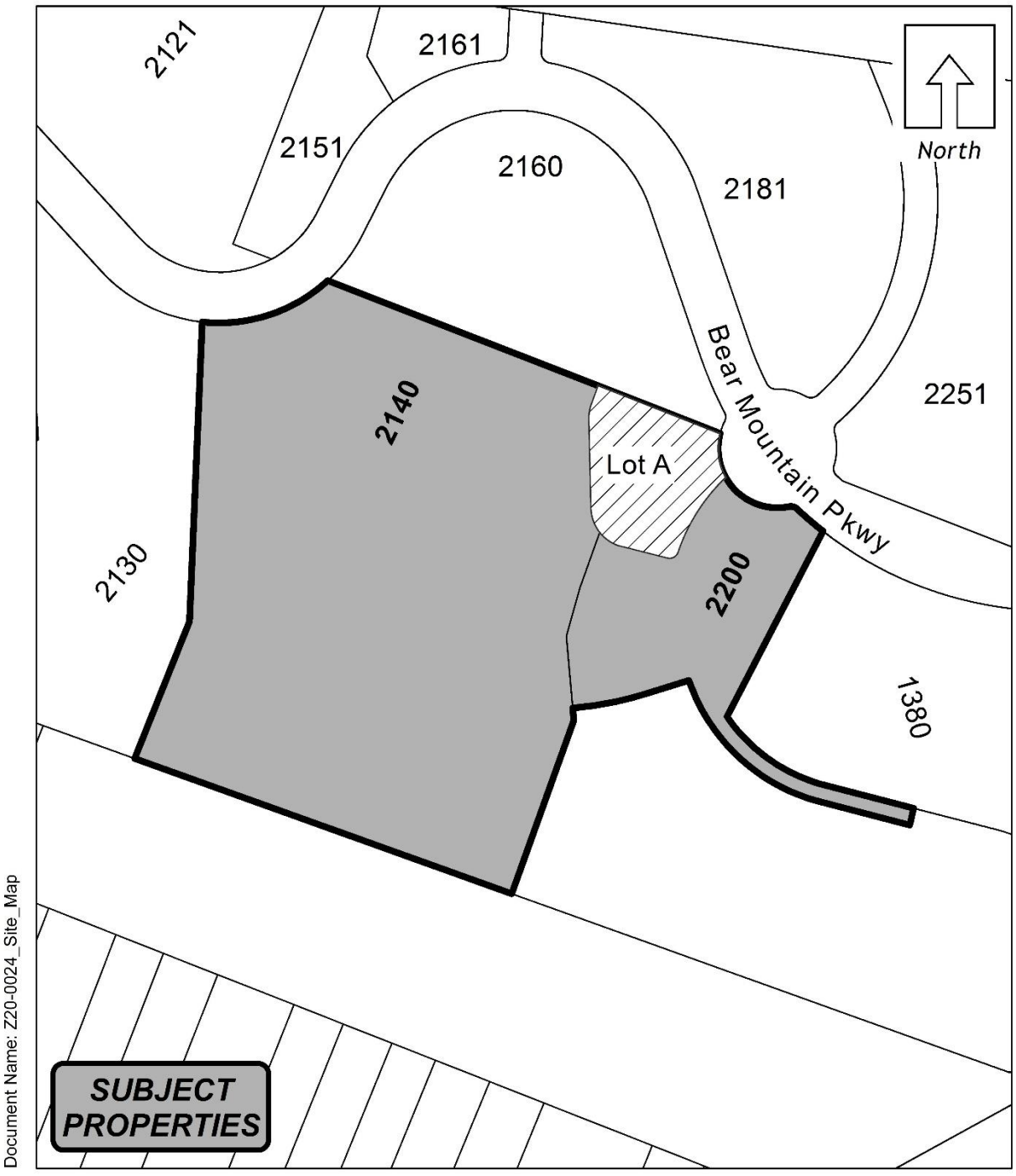
Appendix B
RENDERINGS – Daycare Site





Appendix C
SUBJECT PROPERTY (LOT A) MAP – Daycare Site

REZONING BYLAW AMENDMENT
(Z20-0024)
2140 Bear Mountain Pkwy & 2200 Bear Mountain Pkwy



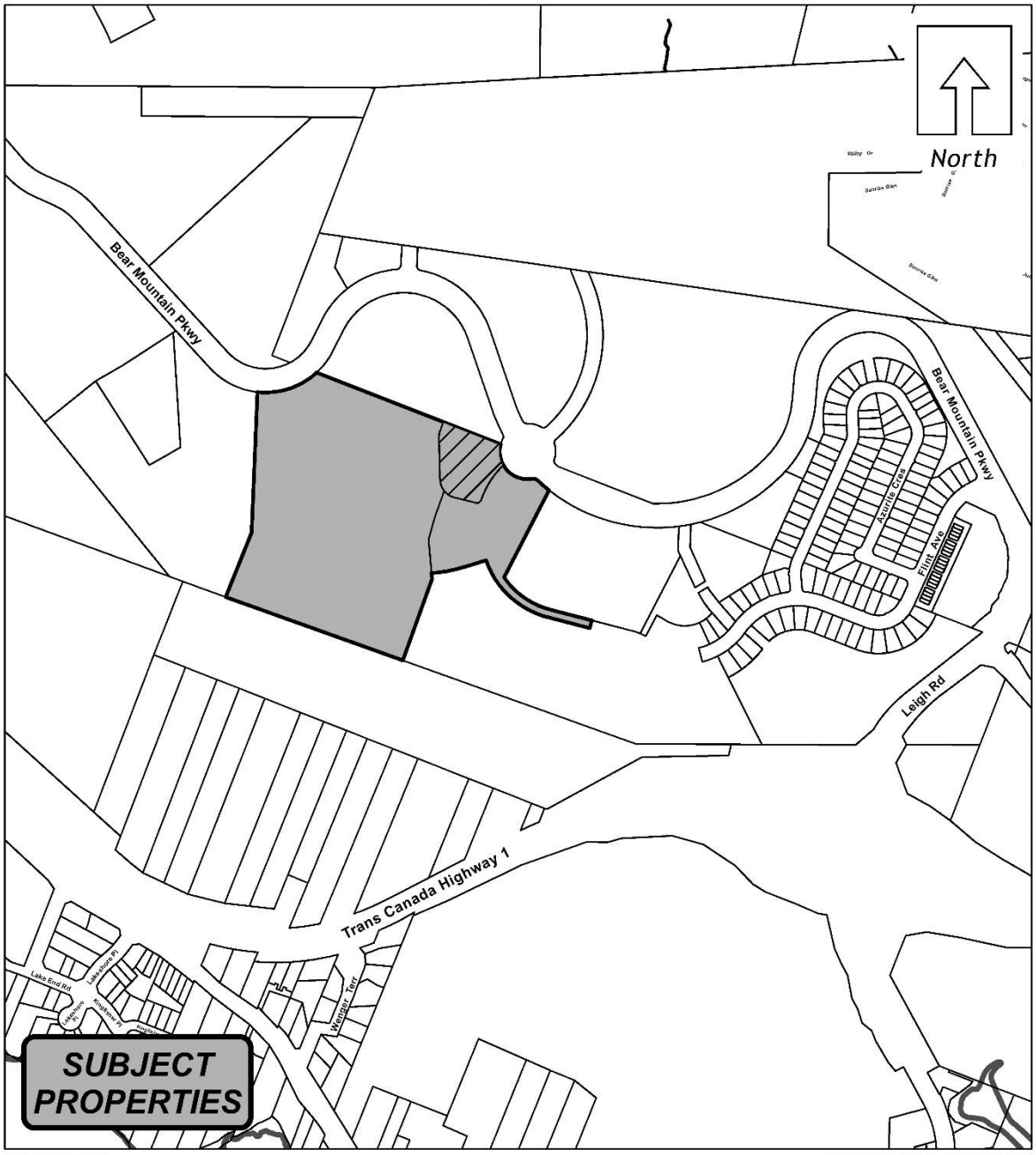
Document Name: Z20-0024_Site_Map

Scale: N.T.S.

Last Revised: 10/13/2020

Appendix D
LOCATION MAP – Daycare Site

REZONING BYLAW AMENDMENT
(Z20-0024)
2140 Bear Mountain Pkwy & 2200 Bear Mountain Pkwy

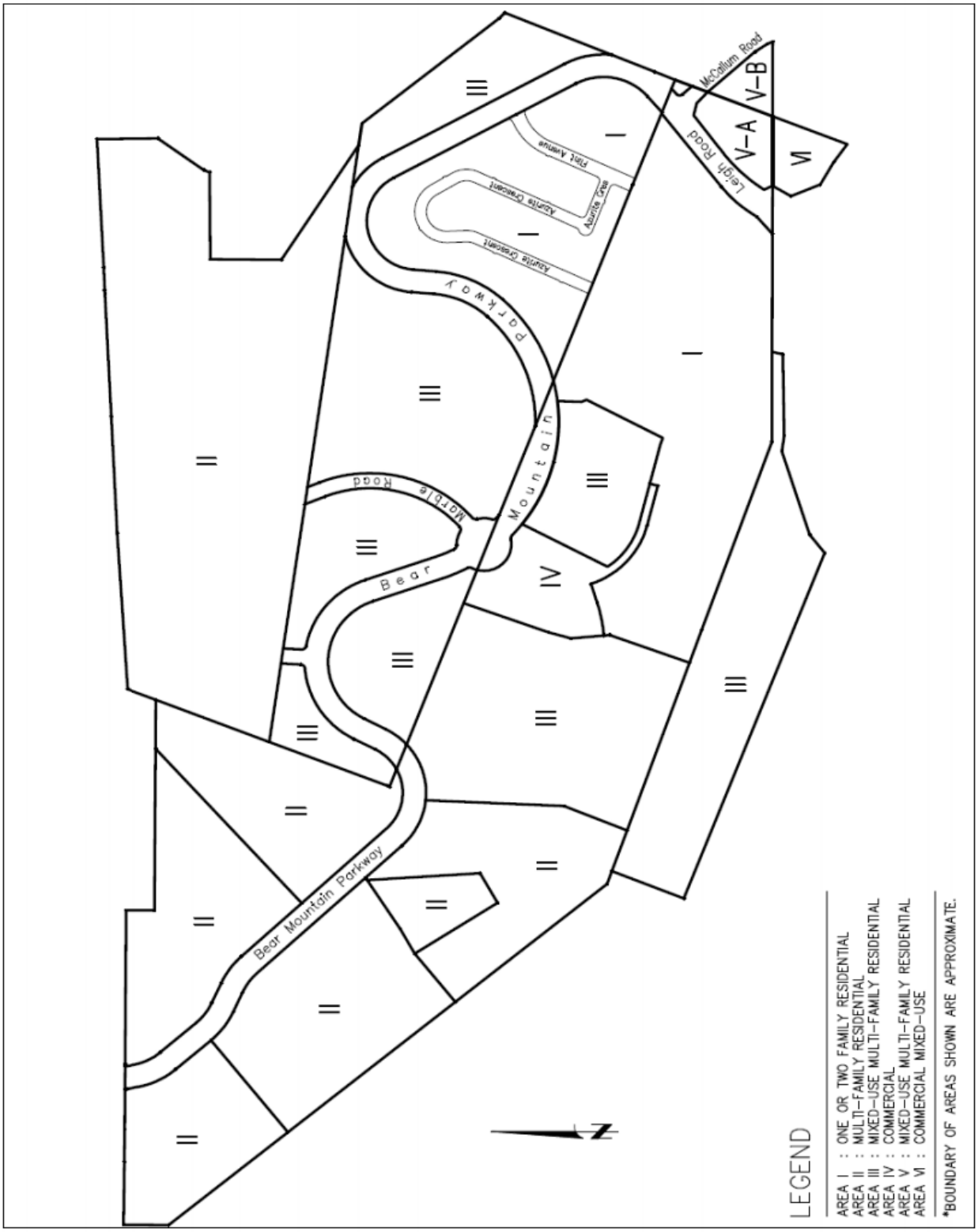


Document Name: Z20-0024_Location_Map

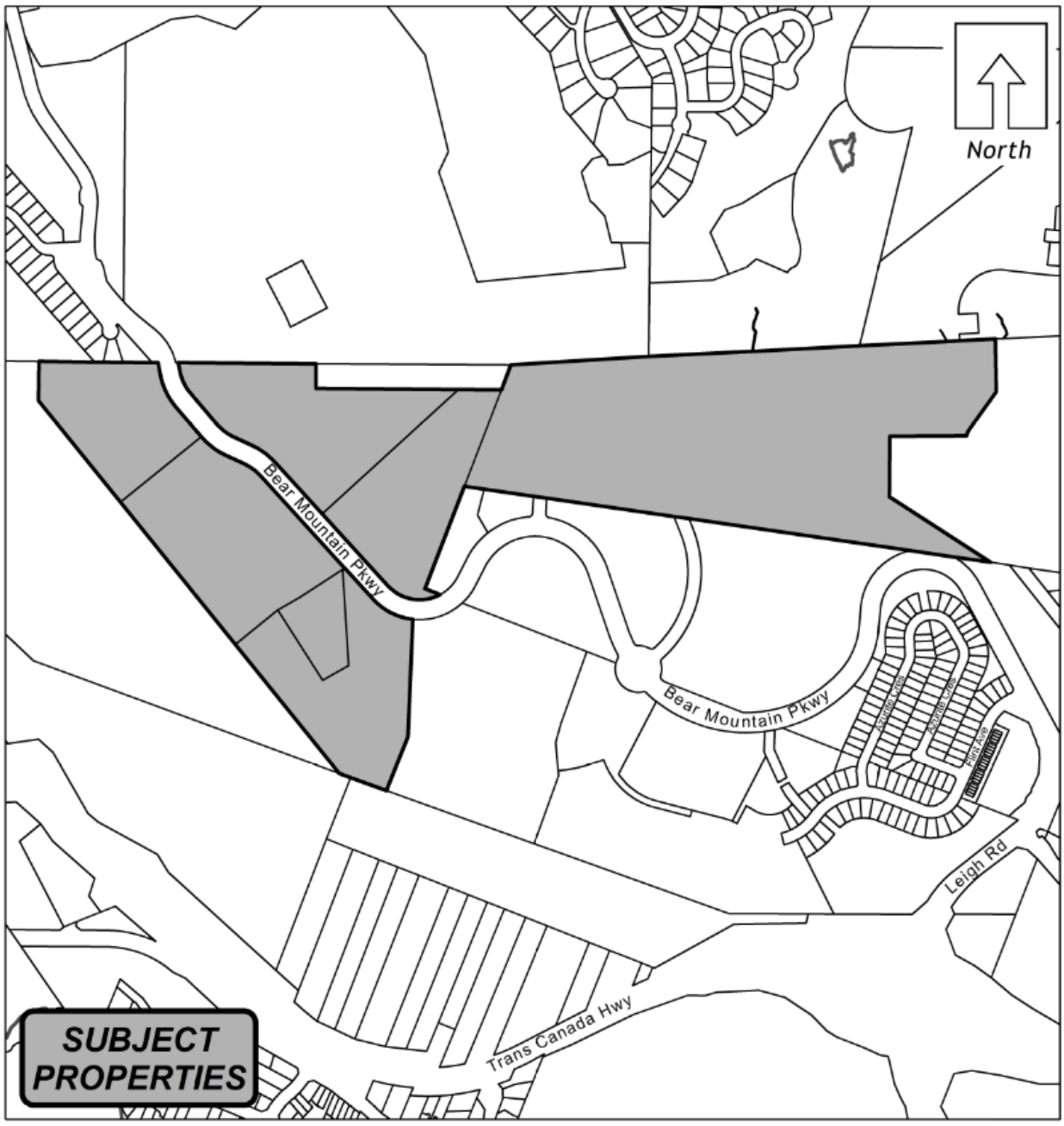
Scale: N.T.S.

Last Revised: 10/13/2020

Appendix E
Schedule X of Bylaw 300 – Areas Within CD12



Appendix F
Location Map – Area II Within CD12



CITY OF LANGFORD
BYLAW NO. 1883

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 C9 (COMMUNITY TOWN CENTRE PEDESTRIAN 9) Zone the property legally described as LOT 1 SECTION 83 ESQUIMALT DISTRICT PLAN 21459, PID No. 003-395-812 (2627 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 Table 1 of Schedule AD:

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
C9	1883	LOT 1 SECTION 83 ESQUIMALT DISTRICT PLAN 21459, PID No. 003-395-812 (2627 Sooke Rd)	a) $2,074 per new unit created on the 1st to 4th storeys of the building towards the General Amenity Reserve Fund; and b) $1,037 per new unit created on the 5th and 6th storeys of the building towards the General Amenity Reserve Fund; and c) $10.75 per square metre of commercial space in the building towards the General Amenity Reserve Fund; and d) $610 per new unit created on the 1st to 4th storeys of the building towards the Affordable Housing Reserve Fund; and e) $305 per new unit created on the 5th and 6th storeys of the building towards the Affordable Housing Reserve Fund.	No

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 581, (2627 Sooke Rd), Bylaw No. 1883, 2020".

READ A FIRST TIME this 18th day of February, 2020.

PUBLIC HEARING held this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

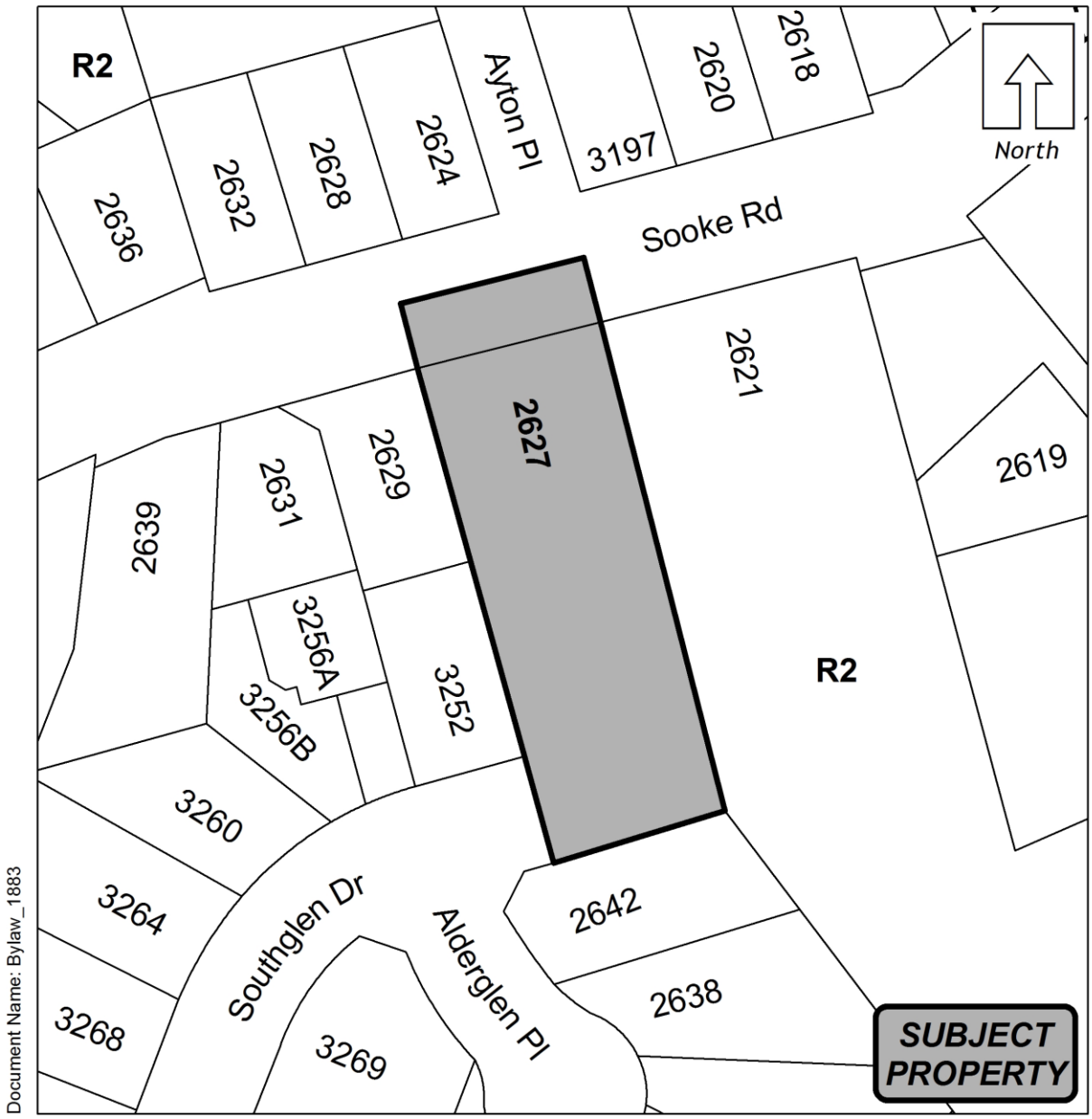
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS day of , 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1883

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1883

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 12/19/2019

City of Langford
www.cityoflangford.ca

Staff Report to Council

Date:	**November 2, 2020**
Department:	**Planning**
Application No.:	**Z20-0001 and OCP20-0001**
Subject:	**Bylaw Nos. 1889 and 1890 to amend the zoning of the property located at 1336 Langshire Road from the RR4 (Rural Residential 4) Zone to the BP2A (Business Park – Sooke Road West) Zone and the OCP policy designation from the Hillside or Shoreline policy designation to the Business or Light Industrial policy to allow business park type uses to be developed on the property.**

At their Regular Meeting of 2 March 2020, Council gave Bylaw Nos. 1889 and 1890 First Reading with following resolution:

1. *Proceed with consideration of first reading of Bylaw No. 1889 to amend the policy designation within Langford's OCP from the Hillside or Shoreline Policy designation to the Business or Light Industrial Policy designation for the property located at 1336 Langshire Road;*

2. *Include within Bylaw No. 1890 a clause to remove "Gravel and Aggregate Processing and sale", as an allowable use within the BP2A (Business Park – Sooke Road West) Zone; and*

3. *Proceed with consideration of first reading of Bylaw No. 1890 to rezone the property at 1336 Langshire Road from the RR4 (Rural Residential 4) Zone to the BP2A (Business Park – Sooke Road West) subject to the following terms and conditions:*

    a) *That the applicant provides, **prior to Public Hearing**, the following:*

        i. *A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering; **COMPLETED***

        ii. *A memo or report from a registered professional biologist, addressing the watercourse identified on the adjacent property at 1348 Langshire Road; **COMPLETED***

b) *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:* ***COMPLETED***

i. *That the developer agrees to install, or bond for, all required frontage improvements along Langshire Road to Bylaw No. 1000 standards, including the installation of road edge paved parking and streetlights, to the satisfaction of the Director of Engineering, prior to subdivision approval or the issuance of a building permit, whichever is first;*
ii. *That the developer agrees to build up the full width and extent of Langshire Road to Bylaw No.100 Standards including the construction of a cul-de-sac in a location to be determined and as approved by the Director of Engineering;*
iii. *That the applicant will submit frontage drawings, within 1 month of request from the City of Langford, to the satisfaction of the Director of Engineering and prior to the approval of subdivision or issuance of a building permit, whichever is first;*
iv. *That the developer agrees to register road dedication, within in 2 months of request from the City of Langford, to the satisfaction of the Director of Engineering;*
v. *That the developer agrees that until road dedication is registered, to the satisfaction of the Director of Engineering, there will be no approval of subdivision or issuance of a building permit to develop the subject property;*
vi. *That the developer will connect and be responsible for any upgrades, connections and installation of services and utilities required to support the proposed development, to the standards of Bylaw No. 1000 and to the satisfaction of the Director of Engineering;*
vii. *That a formal storm water management plan is submitted and implemented prior to issuance of a building permit or subdivision approval, whichever is first, and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;*
viii. *That a construction parking and traffic management plan, prepared to the satisfaction of the Director of Engineering, be provided prior to the issuance of a building permit;*
ix. *That the developer submits the Fire Underwriters Survey (FUS) calculations prior to the issuance of a development permit to develop the property, and acknowledges that these calculations may determine different setbacks than what is prescribed in the zone or from what has been granted through variances;*
x. *That the developer agrees that rock extraction and rock crushing on the subject property will only be permitted for a period of two years, commencing on a date agreed to, in writing, by the Director of Engineering; and*
xi. *That the developer agrees that rock extraction and rock crushing on the subject properties will only be permitted between specified times at the discretion of the Director of Engineering*

COMMENTS

The applicant has completed all the items required prior to Public Hearing and has registered a Sec. 219 covenant against the title of the subject property that agrees to items (b)i. through to xi. of Council's resolution of March 2nd, 2020.

Bylaw Nos. 1889 and 1890 was signed by the Minister of Transportation on June 20th, 2020.

OPTIONS

That Council:

1. Adopt Bylaw Nos. Bylaw 1889 and 1890.

Or

2. Take no action at this time with respect to Bylaw Nos .1889 and 1890.

Respectfully Submitted,

Submitted by:	Lauren Mattiussi, MCIP, RPP, Planner 2 - Approved
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning - Approved
Concurrence:	Marie, Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Cory Manton, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:lhm

CITY OF LANGFORD
BYLAW NO. 1889

A BYLAW TO AMEND BYLAW NO. 1200, "LANGFORD OFFICIAL COMMUNITY PLAN BYLAW, 2008"

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

A. Langford Official Community Plan Bylaw No. 1200, 2008 is amended as follows:

1. By deleting from the HILLSIDE OR SHORELINE designation and adding to the BUSINESS OR LIGHT INDUSTRIAL designation the property legally described as LOT 4 SECTION 87 METCHOSIN DISTRICT PLAN 31715 and shown shaded on Plan No. 1 attached to and forming part of this Bylaw;

B. This Bylaw may be cited for all purposes as "Langford Official Community Plan Bylaw, Amendment No. 36, (1336 Langshire Rd), Bylaw No. 1889, 2020".

READ A FIRST TIME this 2nd day of March, 2020.

PUBLIC HEARING held this 25th day of May, 2020.

READ A SECOND TIME this 1st day of June, 2020.

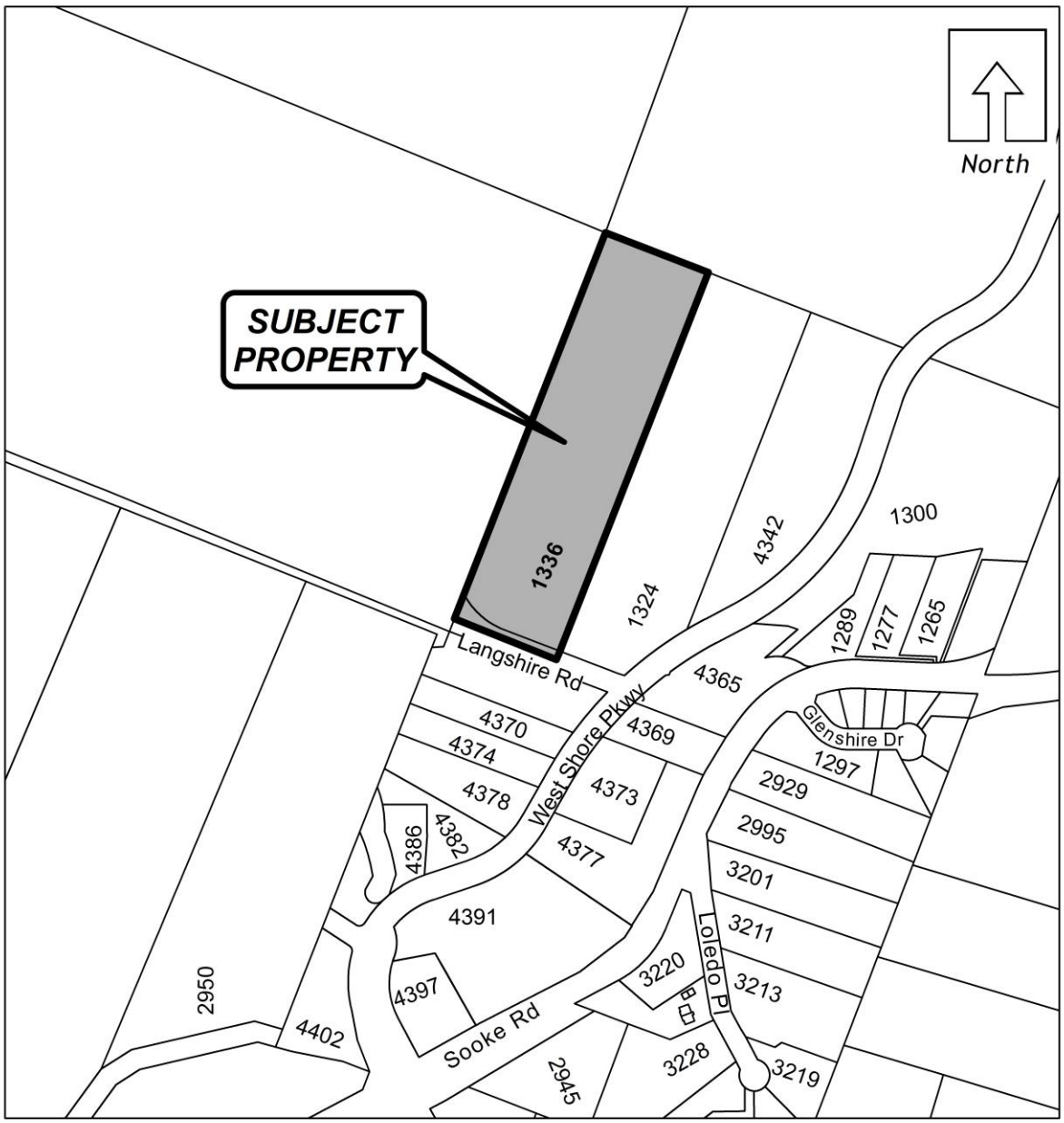
READ A THIRD TIME this 1st day of June, 2020.

ADOPTED this day of , 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1889

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1889

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 2/11/2020

CITY OF LANGFORD
BYLAW NO. 1890

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 the following text within Subsection 6.63A.01:

   "(18) Gravel and aggregate processing and sale;"

2. By deleting from the RR4 (RURAL RESIDENTIAL 4) Zone and adding to BP2A (BUISNESS PARK 2 A) Zone the property legally described as Lot 4, Section 87 Metchosin District Plan 31715, PID No. 001-138-154 (1336 Langshire Rd) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 585, (1336 Langshire Rd), Bylaw No. 1890, 2020".

READ A FIRST TIME this 2nd day of March, 2020.

PUBLIC HEARING held this 25th day of May, 2020.

READ A SECOND TIME this 1st day of June, 2020.

READ A THIRD TIME this 1st day of June, 2020.

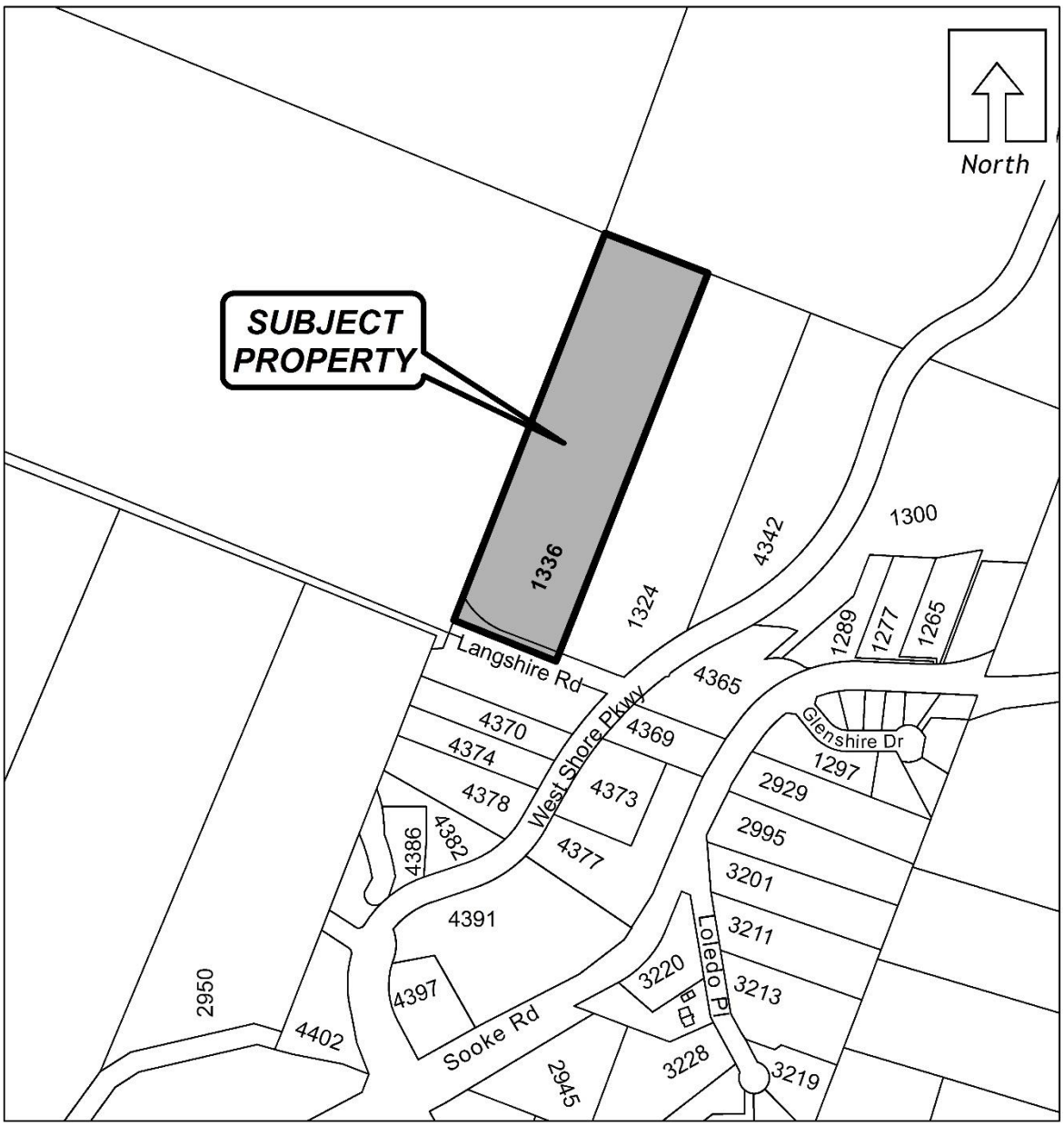
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS 8th day of June, 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1890

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1890

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 2/11/2020

CITY OF LANGFORD
BYLAW NO. 1918

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 R1 (One-Family Residential) Zone and adding to CC1 (City Centre Zone) Zone the property legally described as LOT 6, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186, PID No.: 004-981-499 (840 Orono Ave); LOT 5, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186 LOT 5, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186, PID.: 004-981-464 (844 Orono Ave); LOT 4, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186, PID No.: 000-557-137 (848 Orono Ave) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

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

Zone	Bylaw No.	Legal Description	Amenity Contributions
CC1	1918	LOT 6, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186, PID No.: 004-981-499 (840 Orono Ave); LOT 5, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186 LOT 5, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186, PID.: 004-981-464 (844 Orono Ave); LOT 4, SECTION 5, ESQUIMALT DISTRICT, PLAN 12186, PID No.: 000-557-137 (848 Orono Ave)	a) $750 per new unit created on the 1st to 4th storeys of the building towards the Affordable Housing Reserve Fund; and b) $375 per new unit created on the 5th and 6th storeys of the building towards the Affordable Housing Reserve Fund; and c) $187.50 per new unit created on the 7th storey or higher of the building towards the Affordable Housing Reserve Fund; and d) $2,850 per new unit created on the 1st to 4th storeys of the building towards the General Amenity Reserve Fund; and e) $1,425 per new unit created on the 5th and 6th storeys of the building towards the General Amenity Reserve Fund; and f) $712.50 per new unit created on the 7th storey and above towards the General Amenity Reserve Fund

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 595, (840, 844 and 848 Orono Ave), Bylaw No. 1918, 2020".

READ A FIRST TIME this day of, 2020.

PUBLIC HEARING HELD this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

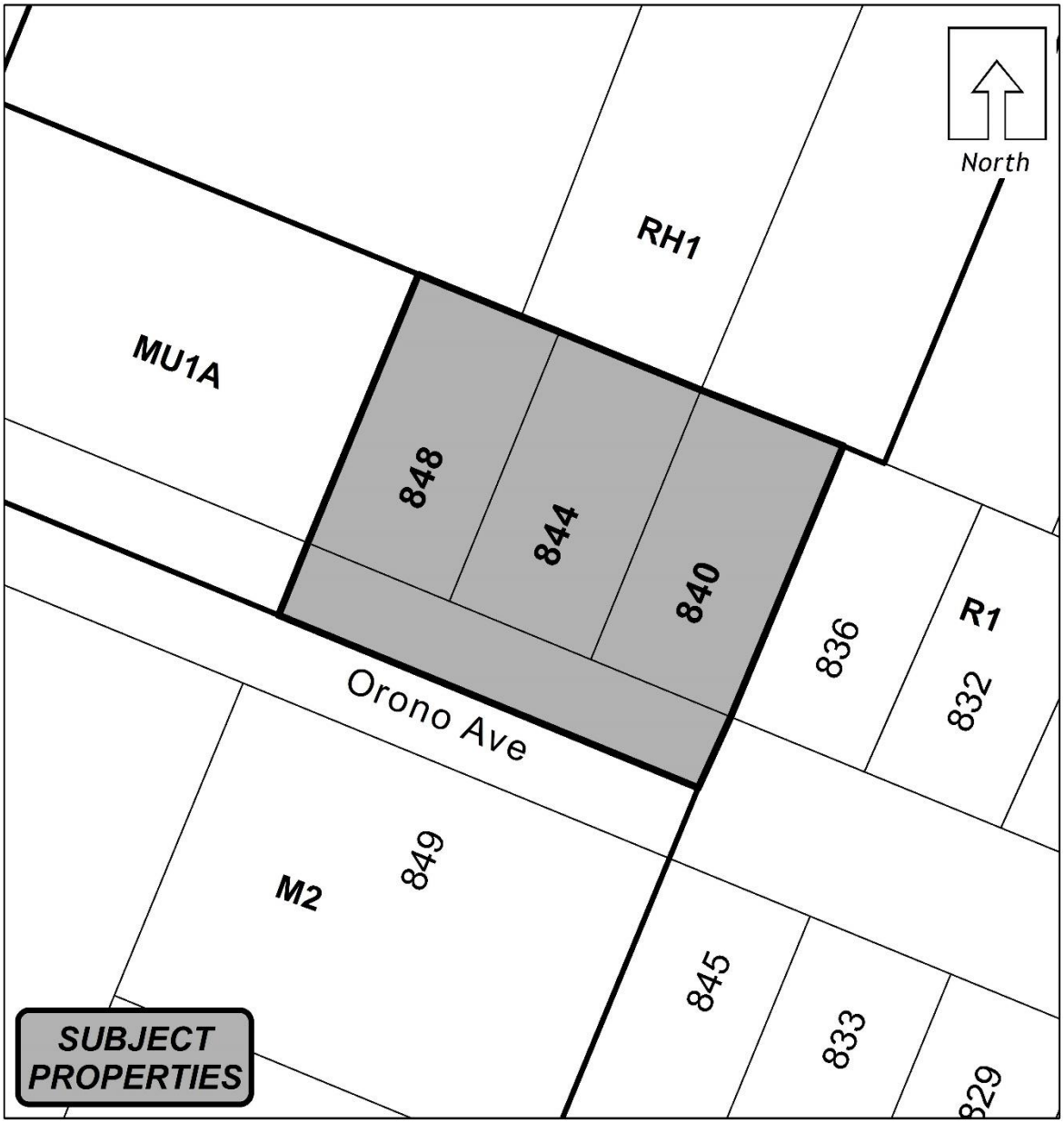
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS day of , 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1918

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1918

ADOPTION: _____

_____
MAYOR

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 5/29/2020

City of Langford
www.cityoflangford.ca

Staff Report

to

Council

Date:	November 2, 2020
Department:	**Land Development**
Subject:	Bylaw 1930 – Closure and Disposition of a Portion of Spencer Road AND Corresponding Purchase and Sale Agreement

---

Background

At their meeting of 5th October 2020, Council passed the following resolution and gave 1st, 2nd, and 3rd readings to Bylaw No. 1930 (Spencer Road), 2020:

MOVED BY: COUNCILLOR WADE
SECONDED: COUNCILLOR STEWART

That Council;

1. That Council give Bylaw No. 1930 first, second and third readings;

AND

2. Direct staff to provide notice that Council will consider issuing a Development Variance Permit for the subject site for a 58-unit affordable senior's rental apartment building, with the following variance:

    a. That Table 1 in Section 4.01 be varied to reduce the number of required onsite parking spaces from 1.25 per unit to 0.58 per unit.

Commentary

Staff have worked with the owner to complete the Development Variance Permit (also on the November 2, 2020 Council Agenda for consideration of approval) and to draft a Purchase and Sale Agreement for the sale of the portion of closed road allowance in the amount of $11.37 a sq. ft.

Staff are also now bringing forward Road Closure Bylaw No. 1930, attached as Schedule A, for Council's consideration of adoption. Bylaw No. 1930 was signed by the Ministry of Transportation and Infrastructure on the 29th day of October, 2020.

Financial Implications

The City will receive $11.37 per sq. ft. of closed road.

Legal Implications

There are no known legal implications with the purchase and sale of this portion of Road. Public notification of the road closure as required through provincial legislation was provided in the Goldstream Gazette editions dated the 21st and 28th of October, 2020. The purchase and sale agreement has been drafted in consultation with the City's lawyers.

Options

That Council:

1. Adopt Road Closure Bylaw No. 1930, 2020 (portion of Spencer Road);

   AND

2. Authorize the Mayor and Chief Administrative Officer to execute a Purchase and Sale Agreement with the applicant to sell the portions of closed road shown in road Closure Plan EPP105327 for a purchase price of $11.37 per square foot;

   OR

3. Take no action at this time with respect to Bylaw No. 1916, 2020 (portion of Spencer Road);

Respectfully submitted,

Submitted by:	James Oliver, Senior Land Development Technologist
Concurrence:	Marie Watmough, Manager of Legislative Services
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning *(Approved Verbally)*
Concurrence:	Chris Aubrey, Fire Chief
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Cory Manton, Manager of Parks and Recreation
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance
Concurrence:	Braden Hutchins, Director of Corporate Services
Concurrence:	Darren Kiedyk, Chief Administrative Officer

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CITY OF LANGFORD
ROAD CLOSURE BYLAW NO. 1930, 2020
Road Closure Bylaw

WHEREAS, pursuant to Section 40 of the *Community Charter*, Council may, by bylaw, close a portion of a highway to traffic and remove the dedication of the highway, if prior to adopting the bylaw, Council publishes notices of its intention in a newspaper and provides an opportunity for persons who consider they are affected by the bylaw to make representations to Council;

AND WHEREAS the Council of the City of Langford deems it expedient to close to traffic and remove the dedication of highway of that portion of highway comprising a total of approximately 285.0m² (3067 sf), which was dedicated as highway by Form 12 accompanied by Plan VIP55727 as per BC Gazette November 14, 1968 and as shown outlined in a bold black line on reference plan EPP_____ prepared by James Worton, BCLS 757, a reduced copy of which is attached hereto (the "Road Closure Plan");

AND WHEREAS notices of Council's intention to close that portion of highway to traffic and to remove its dedication as highway were published in a newspaper and posted in the public notice posting place, and Council has provided an opportunity for persons who consider they are affected by the closure to make representations to Council;

AND WHEREAS the Council does not consider that the closure of the Closed Road will affect the transmission or distribution facilities or works of utility operators;

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

1. Attached to this Bylaw as Schedule "A" and forming part of this Bylaw is a reduced copy of the reference plan of highway closure.

   (the "Road Closure Plan").

2. The City hereby authorizes the closure to traffic and removal of highway dedication of:

   the 285.0 square metres of highway, which was dedicated as highway by Form 12 accompanied by Plan VIP55727 as per BC Gazette November 14, 1968, and labelled "Closed Road" on the Road Closure Plan.

   (the "Closed Road").

3. On deposit of the Road Closure Plan and all other documentation for the closure of the Closed Road in the Victoria Land Title Office, the Closed Road is closed to public traffic, it shall cease to be public highway, and its dedication as a highway is cancelled.

4. The Mayor and the Chief Administrative Officer of the City are authorized to execute all deeds of land, plans and other documentation necessary to affect this road closure and disposition.

5. This Bylaw may be cited as “Road Closure Bylaw No. 1930 (Spencer Road), 2020”.

READ A FIRST TIME this day of October 5th, 2020.

READ A SECOND TIME this day of October 5th, 2020.

READ A THIRD TIME this day of October 5th, 2020.

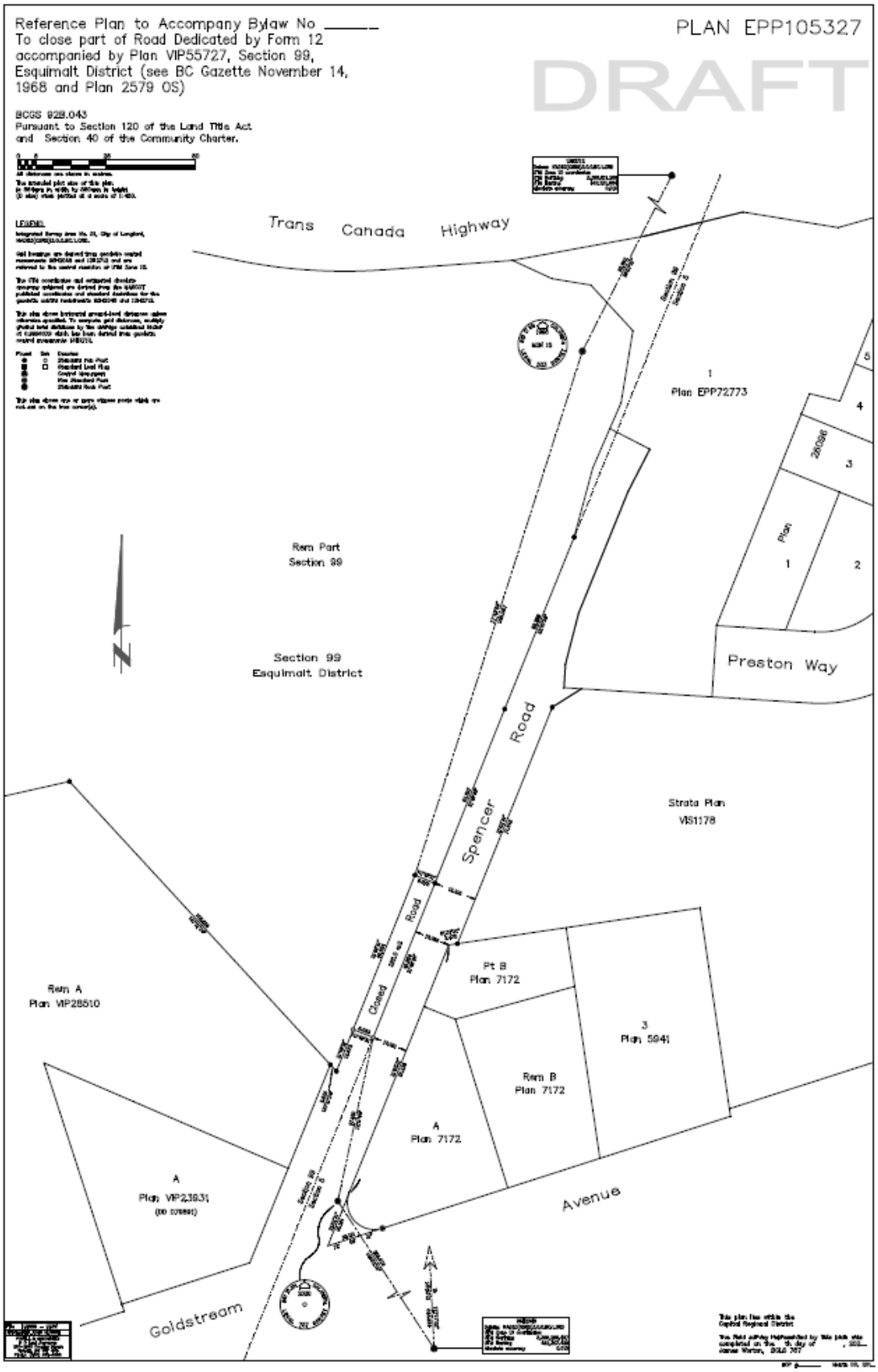
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE THIS 29th day of October, 2020.

ADOPTED this day of, 2020.

MAYOR

(Certified Correct)
CHIEF ADMINISTRATIVE OFFICER

SCHEDULE "A" – Road Closure Plan



CITY OF LANGFORD
BYLAW NO. 1931

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 AM (Amenity) Zone and adding to the CT1 (Tourist Commercial 1) Zone and the RT2 (Residential Townhouse) Zone the properties legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544; and in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw;

2. By adding the following as subsection 6.47.01(6) and renumbering subsequent subsections accordingly: "**Hotel** without a restaurant on the same lot on land legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544";

3. By adding the following as subsection 6.47.01(9) and renumbering subsequent subsections accordingly: "**Restaurant** on land legally described as Lot 1, Section 1, Goldstream District, Plan VIP69106, PID No. 024-550-451 and Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544";

4. By adding the following as subsection 6.28A.03(3): "Despite Article 6.28A.03(1) on land legally described as Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544 the maximum density may be one **dwelling unit** per 80 m^2 (861 ft^2) of **lot area** if the owner of the land proposed to be developed pays to the City the amount specified in Column 4, or Table 1 of Schedule "AD" prior to issuance of a building permit;

5. By adding the following to Schedule "AD":
"

RT1	1931	Lot 2, Section 1, Goldstream District, Plan 12263, Except Part in Plan EPP60296, PID No. 004-452-544 (1365 Goldstream Avenue)	a) $3660 per dwelling unit towards the General Amenity Reserve fund; and b) $610 per dwelling unit towards the Affordable Housing Reserve Fund;	No

"

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 600, (2885 West Shore Parkway, 1365 Goldstream Avenue), Bylaw No. 1931, 2020".

READ A FIRST TIME this 5th day of October, 2020.

PUBLIC HEARING held this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

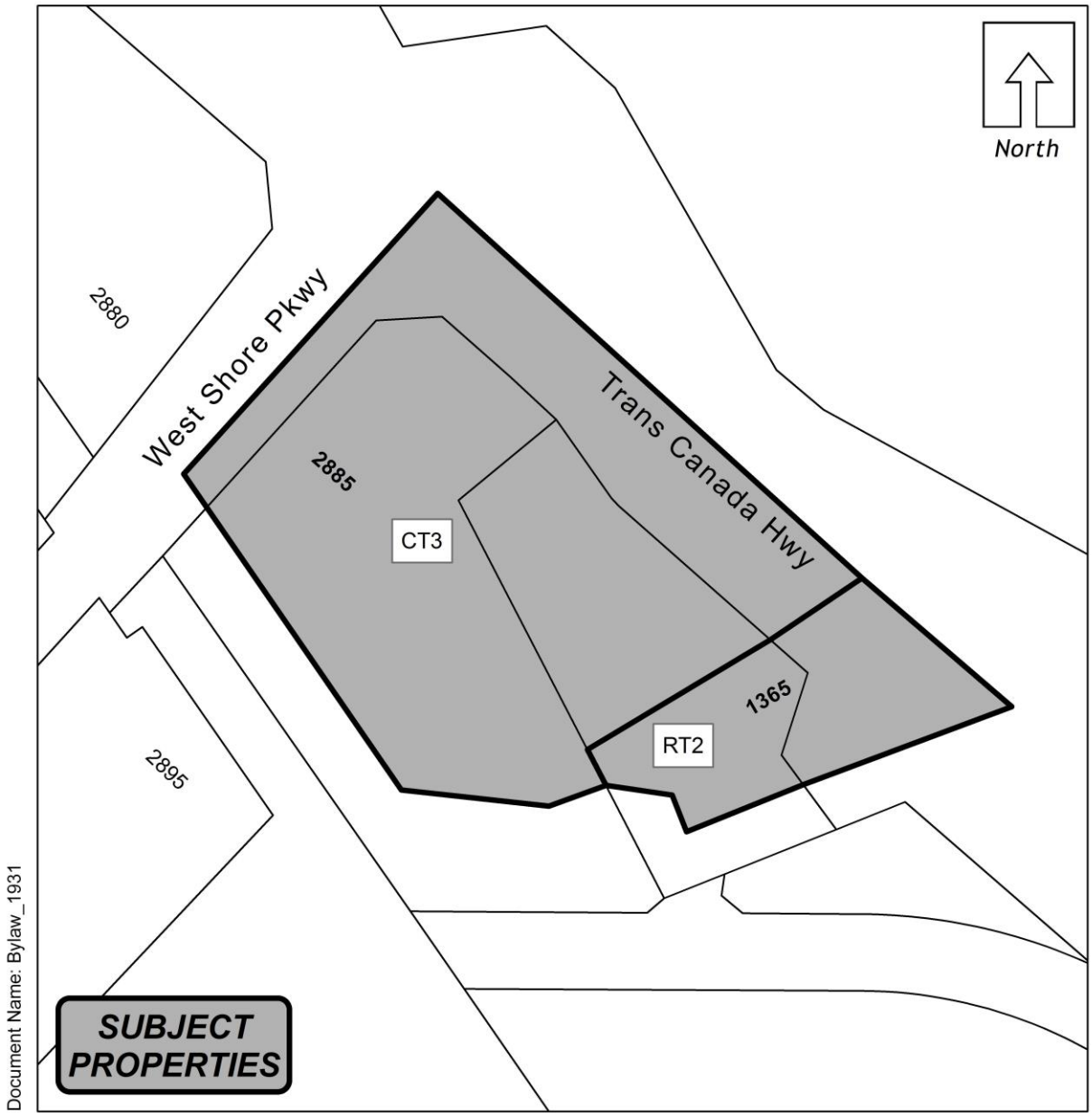
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS DAY OF, 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1931

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1931

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 9/22/2020

CITY OF LANGFORD
BYLAW NO. 1933

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 RS1 (Residential Small Lot 1) Zone a portion of the property legally described as LOT 8, SECTION 84, ESQUIMALT DISTRICT, PLAN 22027, PID No. 003-290-549 (3235 Happy Valley 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 Table 1 of Schedule AD:

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
RS1	1933	LOT 8, SECTION 84, ESQUIMALT DISTRICT, PLAN 22027, PID No. 003-290-549 (3235 Happy Valley Rd)	a) $3960 per lot towards the General Amenity Reserve Fund; b) $660 per lot towards the Affordable Housing Reserve Fund;	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 602, (3235 Happy Valley Rd), Bylaw No. 1933, 2020".

READ A FIRST TIME this day of, 2020.

PUBLIC HEARING HELD this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

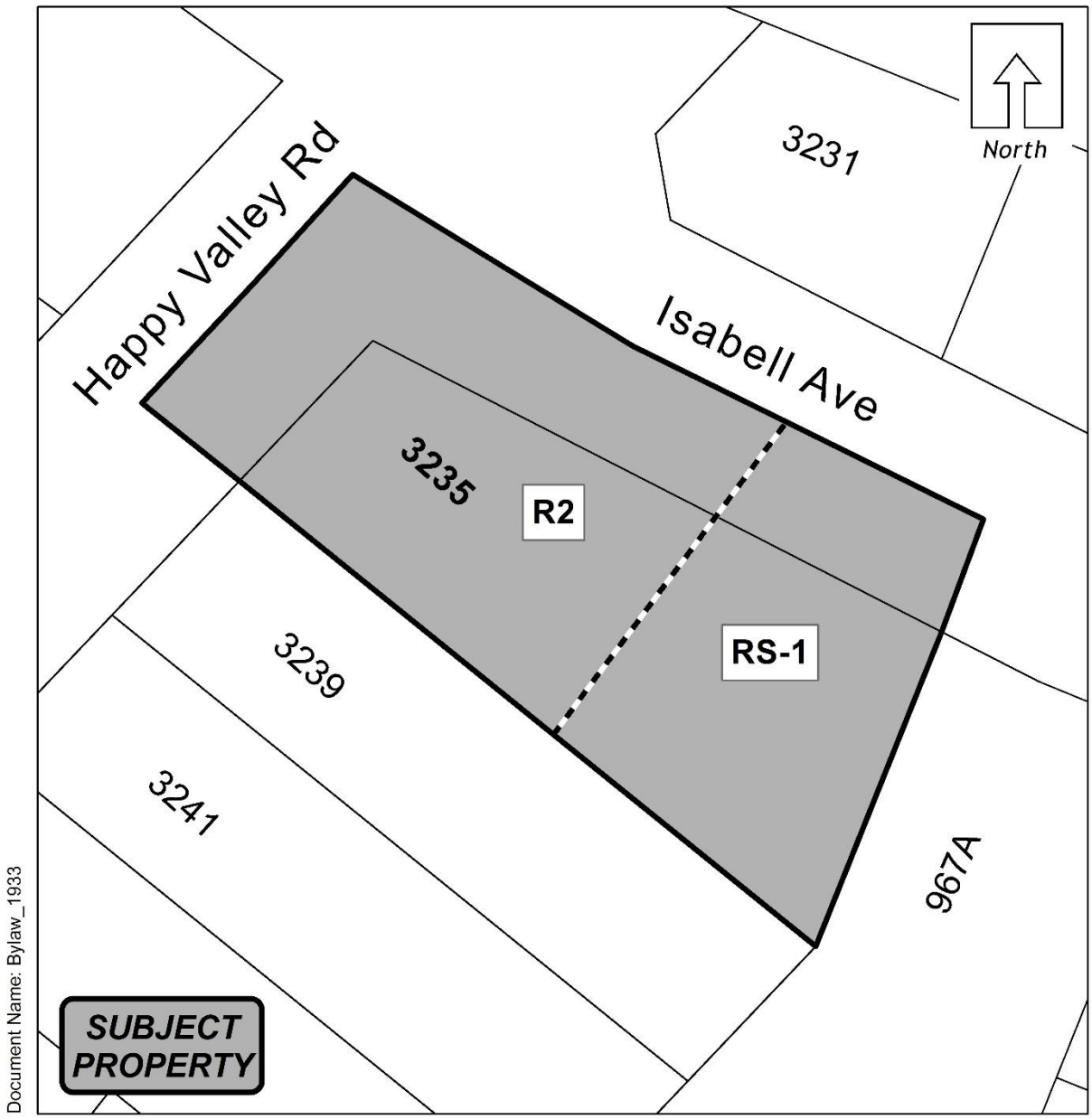
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS day of , 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1933

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1933

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 9/23/2020

CITY OF LANGFORD

BYLAW NO. 1934

Bylaw to Amend City of Langford Sign Bylaw No. 1250, 2009

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

1. City of Langford Sign Bylaw, 2009 is amended by:

   a) Deleting the following subsection 3(m): "Political signs shall: i) be removed within seven (7) days following the election or referendum to which they pertain: ii) not be erected on public property or so as to interfere with pedestrian or traffic safety;" and renumber the remaining subsections accordingly.

2. This Bylaw may be cited as the "City of Langford Sign Bylaw No. 1250, Amendment No. 2, Bylaw No. 1934, 2020".

READ A FIRST TIME this 5th day of October, 2020.

READ A SECOND TIME this 5th day of October, 2020.

READ A THIRD TIME this 5th day of October, 2020.

ADOPTED this day of , 2020.

MAYOR

CERTIFIED CORRECT
(CORPORATE OFFICER)

CITY OF LANGFORD

BYLAW NO. 1935

Bylaw to Repeal "City of Langford Road Closure Bylaw No 1704 (Spencer Road), 2017", Bylaw No. 1935, 2020

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

1. City of Langford "Road Closure Bylaw No. 1704 (Spencer Road), 2017" is hereby repealed.
2. This Bylaw may be cited as "City of Langford Bylaw No. 1935, 2020, to Repeal Road Closure Bylaw No. 1704 (Spencer Road), 2017".

READ A FIRST TIME this 5th day of October, 2020.

READ A SECOND TIME this 5th day of October, 2020.

READ A THIRD TIME this 5th day of October, 2020.

ADOPTED this day of , 2020.

MAYOR

CERTIFIED CORRECT
(CORPORATE OFFICER)

CITY OF LANGFORD
BYLAW NO. 1937

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 adding the following text to Section 3.26.02: "Despite Article 3.26.02(4), a **group daycare** with a capacity of up to 225 children is permitted on the lot legally described as Lot A, Section 115, Esquimalt District, Plan EPP106119.

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 603, (2140 and 2250 Bear Mountain Pkwy), Bylaw No. 1937, 2020".

READ A FIRST TIME this day of, 2020.

PUBLIC HEARING held this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

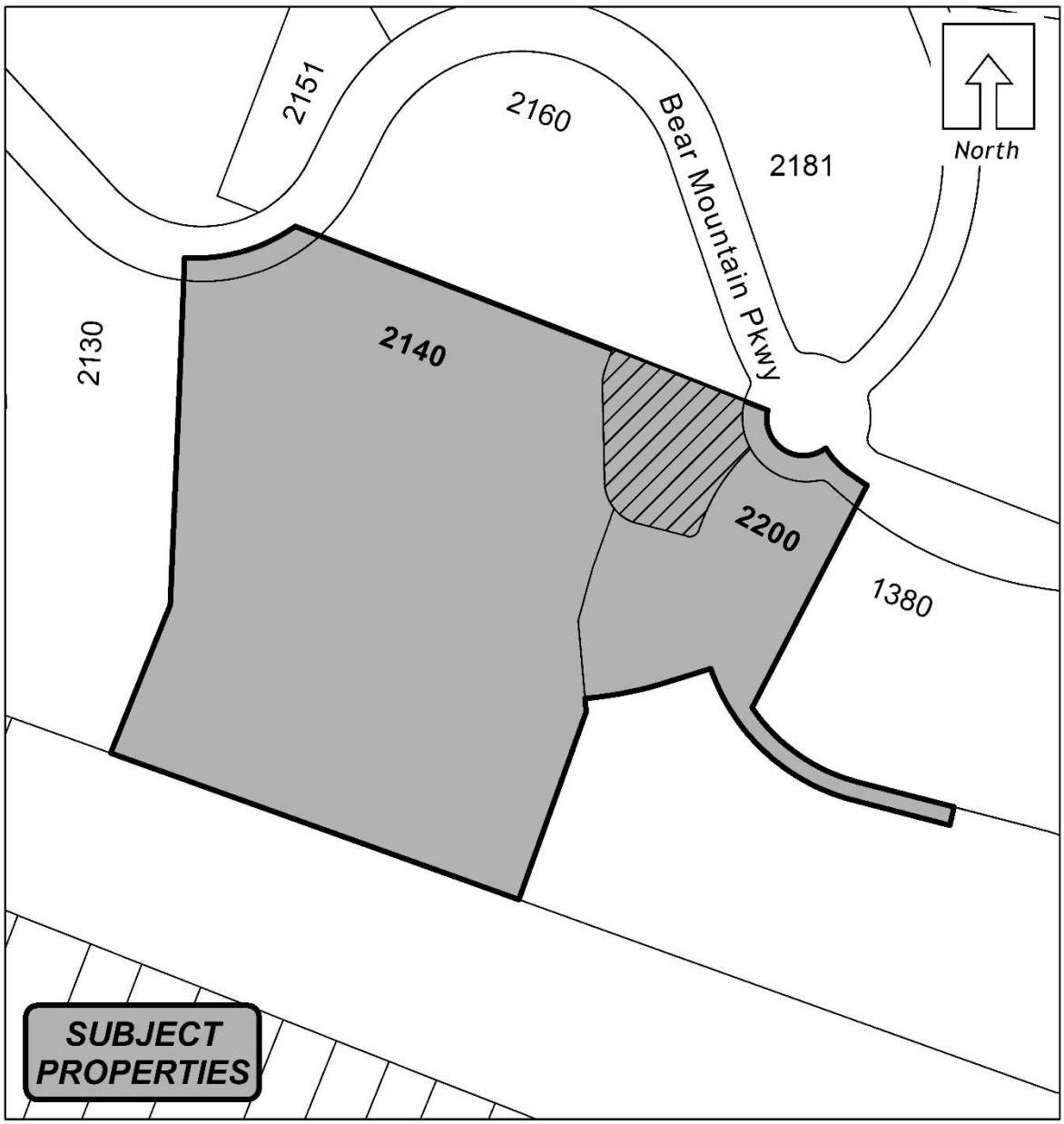
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS day of , 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1937

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1937

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 10/14/2020

CITY OF LANGFORD
BYLAW NO. 1938

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 RT1 (Residential Townhouse 1) Zone the property legally described as LOT 9, SECTION 109, ESQUIMALT DISTRICT, PLAN 10723, PID No.: 004-476-018 (630 Strandlund Ave) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

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

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
RT1	1938	LOT 9, SECTION 109, ESQUIMALT DISTRICT, PLAN 10723, PID No.: 004-476-018 (630 Strandlund Ave)	a) $3,660 per unit towards the General Amenity Reserve Fund b) $610 per unit towards the Affordable Housing Reserve Fund	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 604, (630 Strandlund Ave), Bylaw No. 1938, 2020".

READ A FIRST TIME this day of, 2020.

PUBLIC HEARING HELD this day of, 2020.

READ A SECOND TIME this day of, 2020.

READ A THIRD TIME this day of, 2020.

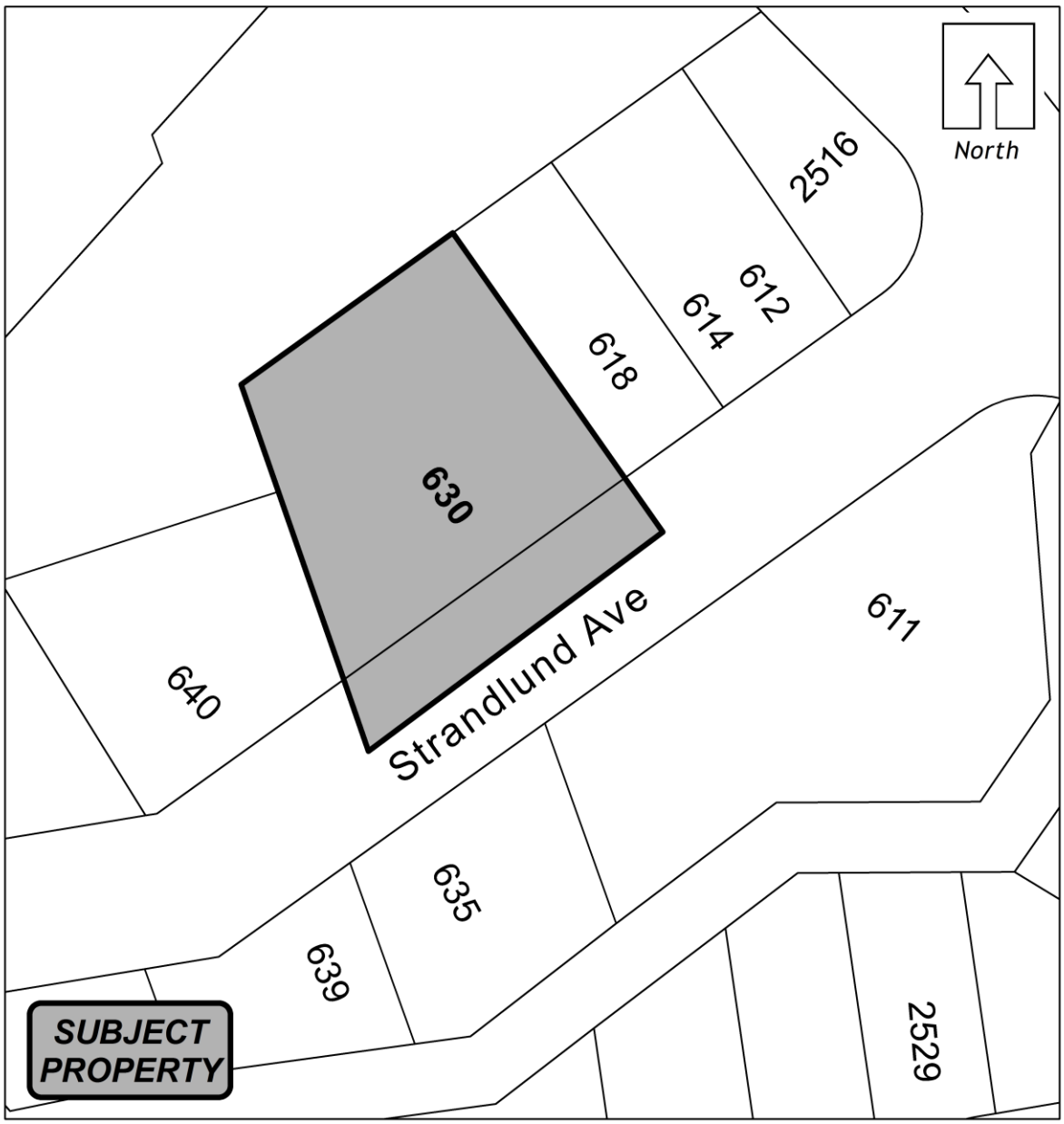
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS day of , 2020.

ADOPTED this of, 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1938

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1938

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 10/20/2020

City of Langford
www.cityoflangford.ca

Staff Report

to

Council

Date: November 2, 2020

Department: **Finance**

Subject: Amendment to Bylaw No. 1600 Sewer Utility Bylaw (Fees)

Background

The City's Bylaw No. 1600 Sewer Utility Bylaw had a fee structure from 2015 through 2019. For 2020, Council amended the fees as per Bylaw No. 1877. The purpose of this report is to bring forward a proposed amendment to the fees for 2021.

Commentary

The City's sewer provider West Shore Environmental Services (WSES) provides notice on an annual basis of their proposed fee structure for the upcoming calendar year. The fees must be ratified by Council.

Financial Implications

In a letter to the City dated October 8, 2020, WSES has indicated that they propose a 1.5% increase in 2021 for just the Sewer Capital Recovery Fee (SCRF) and the User Fee (UF). The Consumer Price Index (CPI) for Greater Victoria in 2019 was 2.5%.

Legal Implications

The current Bylaw No. 1600, as amended by Bylaw No. 1877 has rates to the end of 2020. Rates for 2021 are not included in the current Bylaw, therefore an amendment to the Bylaw is required.

Options

That Council:

1. Give Sewer Utility Bylaw No. 1600, Amendment No. 4 Bylaw No. 1942, 2020 first three readings;

OR

2. Do nothing at this time for Sewer Utility Bylaw No. 1600, Amendment No. 4 Bylaw No. 1942, 2020.

Respectfully submitted,

Submitted by:	Michael Dillabaugh, CPA, CA, Director of Finance
Concurrence:	Marie Watmough, Manager of Legislative Services
Concurrence:	Donna Petrie, Manager of Business Development and Events
Concurrence:	Matthew Baldwin, MCIP, RPP Director of Planning
Concurrence:	Chris Aubrey, Fire Chief
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Cory Manton, Manager of Parks and Recreation
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning
Concurrence:	Braden Hutchins, Director of Corporate Services
Concurrence:	Darren Kiedyk, Chief Administrative Officer

CITY OF LANGFORD
BYLAW NO. 1942

A BYLAW TO AMEND SEWER UTILITY BYLAW No. 1600, 2016

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

1. City of Langford Sewer Utility Bylaw No. 1600, 2016 is amended as follows:

   i) By replacing Schedule B, with Schedule B attached to this Bylaw;

2. This Bylaw may be cited as "Sewer Utility Bylaw Amendment No. 4, Bylaw No. 1942, 2020".

READ a first time this day of November, 2020.

READ a second time this day of November, 2020.

READ a third time this day of November, 2020.

ADOPTED this day of December, 2020.

Presiding Council Member

(Certified Correct)
CORPORATE OFFICER

SCHEDULE A

Volume of Discharge (imperial gallons)	Fee per gallon
Up to 13 million in any calendar year	$0.005
In excess of 13 million in any calendar year	$0.010
Environmental Levy Fee Per Annum	$5000.00

SCHEDULE B (Fee amounts in dollars)

Fee Type	Unit of Measure	2015	2016	2017	2018	2019	2020	2021
Sewer connection fee	Per inch of service pipe diameter	1500	1500	1500	1500	1500	1500	1500
Sewer capital recovery fee	Per R2 equivalent lot	9154	9426	9706	9994	10291	10497	10654
Incremental storage improvement fee	Per SCRF assessed	495	495	495	495	495	495	495
Sewer user fee	Per m^3 of water consumption	0.486	0.650	0.814	1.002	1.199	1.223	1.241

CITY OF LANGFORD
BYLAW NO. 1943

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 Section 6.101.06(2).

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 607, (South Skirt Mountain – Area II), Bylaw No. 1943, 2020".

READ A FIRST TIME this day of , 2020.

PUBLIC HEARING held this day of , 2020.

READ A SECOND TIME this day of , 2020.

READ A THIRD TIME this day of , 2020.

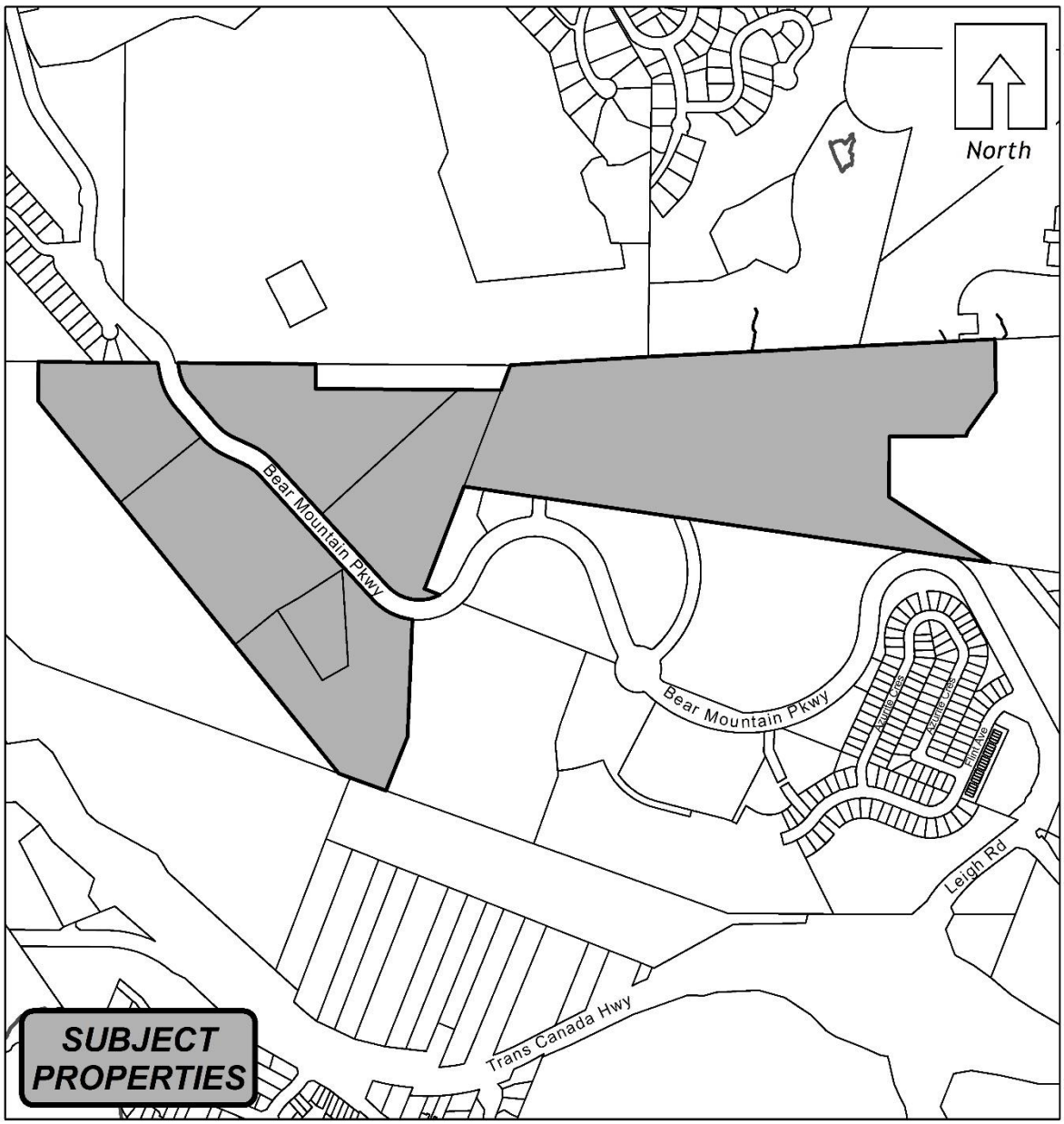
APPROVED BY THE MINISTRY OF TRANSPORTATION THIS day of ,

2020. ADOPTED this day of , 2020.

MAYOR

(Certified Correct)
CORPORATE OFFICER

Schedule A



Document Name: Bylaw_1943

I HEREBY CERTIFY THIS TO BE A TRUE COPY
OF PLAN No. 1 AS DESCRIBED
IN SECTION A1 OF BYLAW No. 1943

_____
MAYOR

ADOPTION: _____

_____
CORPORATE OFFICER

Scale: N.T.S.

Last Revised: 10/30/2020