



City of Langford

# Staff Report to Sustainable Development Advisory Committee

**DATE:** Tuesday, January 21, 2025

**DEPARTMENT:** Planning

**APPLICATION NO.:** DVP24-0006

**SUBJECT:** Application for a Development Variance Permit to reduce the required amount of off-street parking for two apartment buildings at 3003 Irwin Road

## EXECUTIVE SUMMARY:

Matthew Pike has applied on behalf of Westhills Land Corp. for a Development Variance Permit to reduce the required amount of off-street parking for two apartment buildings with a combined total of 76-units on a portion of 3003 Irwin Road from the required 133 parking stalls (1.75 stalls per unit) to 88 parking stalls (1.15 stalls per unit). Their proposal is supported by a Parking Study.

## BACKGROUND:

### Previous Residential Parking Variances Issued in Westhills

#### DP11-0014

A parking variance was issued within a form and character development permit in April of 2011 for a 68 unit apartment building located at 1145 Sikorsky Road. The parking variance reduced the required parking from 1.75 spaces per unit to 1.45 spaces per unit. This resulted in the construction of 99 spaces instead of the required 119 spaces.

#### DVP15-0007

A parking variance was issued in August of 2015 for Lakepoint One, a six-storey building consisting of ground floor retail, second storey office, and four residential floors containing 42 units, located at 1311 Lakepoint Way. The parking variance reduced the required parking from 1.75 spaces per unit to 1.12 stalls per unit. This resulted in the construction of 48 parking stalls instead of the required 74 spaces.

#### DVP17-0011

A parking variance was issued in July of 2017 for Lakepoint Two, a proposed 20 storey, 112-unit apartment located at 1321 Lakepoint Way. The parking variance reduced the required parking for the project from 1.75 spaces per unit to 1.17 spaces per unit. The residential portion of the development has not yet been constructed.

#### DVP20-0007

A parking variance was issued in February of 2021 for two apartment buildings (4 and 6 storeys) with a combined total of 127-units. The parking variance reduced the required parking for the project from 1.75 spaces per unit to 1.25 spaces per unit, which equated to reducing the required stalls from 222 to 159. A condition of this variance was that the applicant create a minimum of 5 on street parking stalls, that at least one parking space be allocated to each unit, and that a minimum of 13 stalls be allocated to visitors. Additionally, Council required that prior to the issuance of a building permit, the applicant register a Section 219 Covenant agreeing that the stalls are not separated from individual units nor provided in exchange for compensation separate than that of a residential unit.

**Table 1: Site Data**

<i>Applicant</i>	Matthew Pike	
<i>Owner</i>	Westhills Land Corp	
<i>Civic Address</i>	3003 Irwin Road	
<i>Legal Description</i>	LOT C SECTIONS 1 AND 4 GOLDSTREAM DISTRICT PLAN 18094 EXCEPT PART IN PLANS 26999, EPP44948, EPP73365, EPP75182, EPP70121, EPP78695, EPP72562, EPP82887, EPP87052, EPP98822, EPP100544, EPP102674, EPP104095, EPP108296, EPP118542, EPP121753, EPP125208, EPP120639, EPP129521 AND EPP120640	
<i>Size of Property</i>	6,092 m <sup>2</sup> (relevant area of proposal)	
<i>DP Areas</i>	Habitat and Biodiversity Area, High Fire Hazard Area, Multi-Family DP Area	
<i>Zoning</i>	Existing: CD3	Proposed: CD3
<i>OCP Designation</i>	Existing: Hillside or Shoreline	Proposed: Hillside or Shoreline

#### Site and Surrounding Area

The subject property, 3003 Irwin Road, is a large parent parcel of undeveloped Westhills owned land. As projects on this property are approved, they are subdivided and given a new address. Given the expansiveness of 3003 Irwin Road, this staff report will focus on the area within the property where the proposed two apartment buildings will be located, shown below as Figure 1.

The proposal area is located within the Westhills neighbourhood, to the west of the new Pexsisen Elementary School and Centre Mountain Lellum Middle School. Directly to the south are two recently completed apartment buildings, while the remaining surrounding areas have been cleared for development but are not actively under construction. The Westhills Core, inclusive of the YMCA, Library, and bus exchange is approximately a 15-minute walk or 5-minute bike ride away from the proposed apartments. Once the proposed buildings are subdivided onto their own lots, they will be addressed off Samar Crescent.

**Figure 1: Proposed location within 3003 Irwin Road (outlined in yellow)**



**Table 2: Surrounding Land Uses**

	<b>Zoning</b>	<b>Use</b>
<i>North</i>	CD3 – Comprehensive Development - Westhills	Undeveloped land
<i>East</i>	CD3 – Comprehensive Development - Westhills	Elementary and Middle Schools
<i>South</i>	CD3 – Comprehensive Development - Westhills	6-storey condos
<i>West</i>	CD3 – Comprehensive Development - Westhills	Undeveloped land

**COMMENTARY:**

Development Proposal

Matthew Pike has applied on behalf of Westhills Land Corp. for a Development Variance Permit to reduce the required amount of off-street parking required for two apartment buildings with a total of 76-units from the required 133 parking spaces to 88 parking spaces. Both buildings are intended to be 4-

storeys with 36 and 40 units respectively, which is compliant with the CD3 Zoning regulations and will be subject to a Form and Character Development Permit. The units are proposed as a mix of one, two, and three-bedroom units. The two buildings are intending to share an underground parkade, with only 3 parking spaces proposed at-grade.

The Zoning Bylaw requires that apartment buildings in the CD3 (Comprehensive Development – Westhills) Zone have 1.5 parking stalls per unit, plus 0.25 per unit for visitor – a total of 1.75 per unit. Based on a parking study, the applicant is requesting a parking ratio of 1.15 parking stalls per unit, of which 0.1 would be assigned to visitors. Tabel 3 below demonstrates the difference between the bylaw rate and the proposed rate by the applicant.

**Table 3: Relevant Proposal Data – Both Buildings Combined (76 units)**

	Required by Zoning Bylaw	Proposed by DVP Application
<i>Resident Parking</i>	114	80
<i>Visitor Parking</i>	19	8
<i>Bicycle Parking</i>	76	114 (including cargo)
<i>Cargo/ Non-Standard Bike Parking</i>	0	20 (10 per building)

While it cannot be considered as part of the on-site parking, Council may wish to note that an additional 12 parking spaces will be created as on-street parking along Samar Crescent. Due to topographical constraints, it is expected that the other side of Samar Crescent will remain a rock face and not a further development site, which means these street parking spaces will be used predominately by visitors of the proposed apartment buildings and the ones located directly south.

The submitted parking study supports the rate of 1.15 parking stalls per unit subject to additional bike parking stalls and amenities. Specifically, the study requires that 1.5 bike stalls per unit are provided, which equates to 114 bike stalls. Additionally, the study requests that each building have 10 non-standard bike stalls to accommodate larger cargo bikes or e-bikes, and that at least 50% of the bike stalls provided have access to a 110v outlet for charging purposes. To further support cycling, the study suggests that the applicant should provide common bike repair tools, a bike repair stand, and a bike wash station.

Given the above, Council may wish to grant a parking variance for the proposed rate of 1.15 parking stalls per unit. To remain consistent with other applications, Council may wish to require that the applicant register a Section 219 covenant that agrees that parking stalls are not provided in exchange for compensation separate from that of a residential unit.

#### Multi-Modal Network

The frontage improvements for the proposed buildings will include sidewalks and bike lanes which connect to exiting sidewalk and bike lane infrastructure along Constellation Avenue. Sidewalks and bike lanes are provided throughout the Westhills neighbourhood providing access to both schools, the Jordie Lunn Bike Park, the Westhills core (YMCA, Library, etc.), and beyond to the stadium, City Centre Park,

and Hull’s Field commercial area. As Westhills continues to develop, additional shops and services will become more widely available in closer proximity to the site.

The nearest bus stop is located approximately a 5-minute walk from the site, serviced by route 65 (Sooke/ Downtown via Westhills), which provides 30-minute service during peak commuting hours. The Westhills Exchange is located approximately 15 minutes from the site which is serviced by an additional four bus routes with service to Interurban, Royal Oak, UVic, Dockyard, Goldstream Meadows, and Downtown Victoria. As Westhills continues to densify, transit service will continue to improve.

While carshare is not available in the Westhills neighbourhood at this time, this location could be considered once Modo is ready to expand beyond Langford’s City Centre.

**OPTIONS:**

**Option 1**

That the Sustainable Development Advisory Committee recommend that Council direct staff to provide notice that Council will consider issuing a Development Variance Permit for 3003 Irwin Road:

- a. That Section 4.01.01 of Zoning Bylaw No. 300 be varied to reduce the off-street parking from the required 1.75 parking stalls per unit to 1.15 parking stalls per unit, subject to the following conditions:
  - i. That a minimum of 0.1 parking stalls per unit is assigned to visitors;
  - ii. That a minimum of 1.5 bike stalls per unit are provided;
  - iii. That of the bike stalls provided, a minimum of 10 non-standard bicycle stalls per building are provided that are sized to accommodate the parking of larger options like cargo-bikes, e-bikes and mobility scooters;
  - iv. That at least 50% of all secure bicycle parking spaces have access to a 110v charging outlet;
  - v. That common bike tools, a bike wash station, and repair stand are provided; and
  - vi. That a separate covenant be registered prior to issuance of a building permit for the proposed development that ensures residential parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;

**OR Option 2**

That the Sustainable Development Advisory Committee recommend that Council take no action with respect to the Development Variance Permit application for 3003 Irwin Road until such time as the following items are addressed and reviewed by the Sustainable Development Advisory Committee:

- a. \_\_\_\_\_;
- b. \_\_\_\_\_;

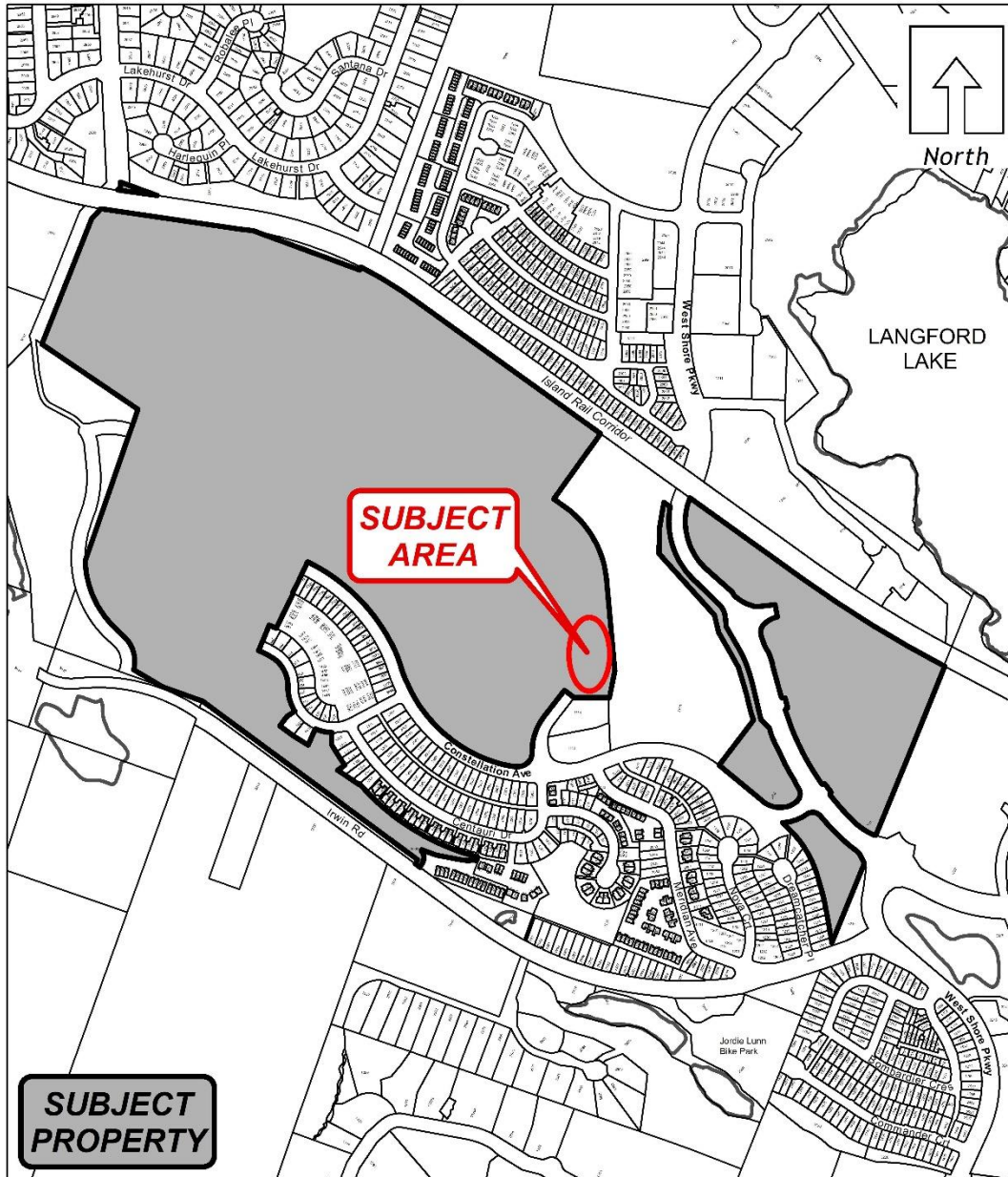
C. \_\_\_\_\_;

**SUBMITTED BY: Julia Buckingham, Planner II**

- Concurrence:** Matthew Baldwin, RPP, MCIP, Director of Development Services
- Concurrence:** Leah Stohmann, RPP, MCIP, Director of Community Planning and Climate Change
- Concurrence:** Melisa Miles, Manager of Legislative Services
- Concurrence:** Donna Petrie, Senior Manager of Communications & Economic Development
- Concurrence:** Yari Nielsen, Director of Parks, Recreation and Facilities
- Concurrence:** Katelyn Balzer, P.Eng., Director of Engineering and Public Works
- Concurrence:** Michael Dillabaugh, CPA, CA, Director of Finance
- Concurrence:** Marie Watmough, Director of Legislative & Protective Services
- Concurrence:** Braden Hutchins, Deputy Chief Administrative Officer
- Concurrence:** Darren Kiedyk, Chief Administrative Officer

Appendix A – Site Map

**DEVELOPMENT VARIANCE PERMIT**  
**( DVP24-0006 )**  
**3003 Irwin Rd**



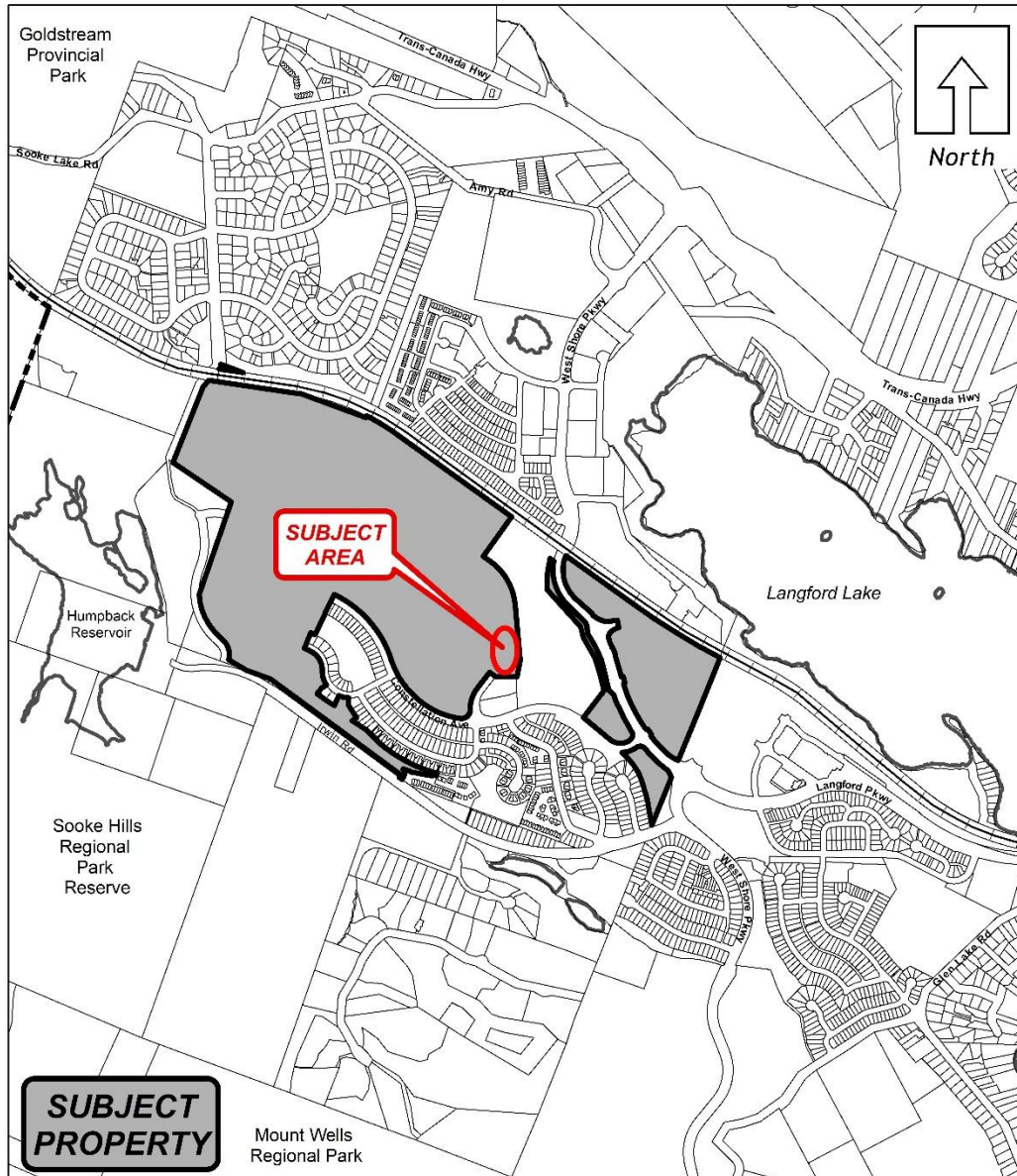
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Last Revised: 2024-08-29

Appendix B – Location Map

**DEVELOPMENT VARIANCE PERMIT**  
**( DVP24-0006 )**  
**3003 Irwin Rd**



Document Name: DVP24-0006\_Location\_Map

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Last Revised: 2024-08-29