

CITY OF LANGFORD
PLANNING, ZONING AND AFFORDABLE HOUSING COMMITTEE

Monday, July 12, 2021 @ 5:30 pm

Due to COVID-19 Council Chambers is Closed

Dial In: 1-855-703-8985 (Canada Toll Free) or 1-778-907-2071 **or join via Zoom**
using Zoom.us or Zoom app on your mobile device.

Meeting ID: 862 3951 4245

To Participate: During the public participation period, press **Star (*) 9** or use the icon in Zoom 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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1. <u>CALL TO ORDER</u>	
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- d) Bylaw No. 1991 - Application to amend the text of the Comprehensive Development
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5. ADJOURNMENT

CITY OF LANGFORD

MINUTES OF THE PLANNING, ZONING AND AFFORDABLE HOUSING COMMITTEE

Monday, June 14, 2021 @ 5:30 pm

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

PRESENT

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

Members: D. Horner, and A. Creuzot.

By Telephone: J. Raappana, C. Brown and K. Sheldrake.

ATTENDING

L. Stohmann, Deputy 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 5:32 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 with the amendment of moving item 4(b) Bylaw No. 1984 to 4(g) and renumbering accordingly.

CARRIED.

3. ADOPTION OF THE MINUTES

a) Planning, Zoning & Affordable Housing Committee Meeting – May 3, 2021

MOVED BY: COUNCILLOR WADE

SECONDED: A. CREUZOT

That the Planning, Zoning and Affordable Housing Committee approve the minutes of the meeting held on May 3, 2021.

CARRIED.

4. REPORTS

- a) **Application to amend the zoning of the properties located at 2627 and 2631 Millstream Road from the R2 (One- and Two-Family Residential) Zone to the RM9 (Medium Density Apartment), Zone to allow for approximately 113 apartment units**
- **Staff Report (Planning)**

MOVED BY: A. CREUZOT
SECONDED: K. SHELDRAKE

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

1. Direct Staff to draft a Bylaw to amend the zoning of the properties located at 2627 and 2631 Millstream Road from the R2 (One- and Two-Family Residential) Zone to the RM9 (Medium Density Apartment) Zone, subject to 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. \$610 towards the Affordable Housing Fund;
 - ii. \$3,660 towards the General Amenity Reserve Fund;
 - iii. (i) and (ii) are subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy;
 - iv. That the total amount of contribution, after reductions, to the General Amenity Reserve Fund may be reduced by the estimated cost of installing additional sidewalk in front of the properties located at 2635 Millstream Road and 2623 Millstream Road;
 - b) That the developer provides, **prior to Public Hearing**, to the satisfaction of the Director of Engineering:
 - i. A technical stormwater management memo that verifies storm water can be adequately managed on-site for the proposed development;
 - ii. A frontage drawing to confirm if road dedication is required to complete all required frontage improvements; and
 - iii. The estimated cost for installing sidewalk within the frontages of 2635 and 2623 Millstream Road, approximately 37 m of additional sidewalk;
 - c) That, **prior to Bylaw Adoption**, the developer:
 - i. Registers, if necessary, a road dedication plan required in accordance with frontage drawings to the satisfaction of the Director of Engineering;

- ii. Provides a Section 219 covenant registered in priority of all other charges on title that agrees to the following:
 - 1. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior the issuance of a building permit:
 - a. Full frontage improvements, including the installation of sidewalks along the frontage of the properties and along the frontage of 2635 and 2623 Millstream Rd; and
 - b. A storm water management plan;
 - 2. That the developer will connect and be responsible for any upgrades required to the services and utilities required for the development;
 - 3. That a construction parking management plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering.
 - 4. That the developer registers a strata plan, prior to the issuance of an occupancy permit, that creates individual strata titles for each resident unit;
 - 5. That the developer consolidates the properties prior to the issuance of a development permit;
 - 6. 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 the residential unit; and
 - a. 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
 - b. Energized outlets shall be labelled for the use of electric vehicle charging;
 - c. Where an electric vehicle energy management system is implemented (load sharing), a qualified professional may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and
 - d. 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.
- d) That Council authorize the Director of Planning to issue the following variances within the form and character Development Permit:
 - i. That Section 6.39.06(1) of Zoning Bylaw No. 300 be varied to reduce the front lot line setback from the required 7.5 m to 4.8 m;
 - ii. That Section 6.39.06(5) of Zoning Bylaw No. 300 be varied to reduce the rear lot line when abutting a lot in a residential zone from the required 7.5 m to 3.3 m; and
 - iii. That Table 1 of Section 4.01.01 be varied to allow the City Centre apartment parking ratio to be applied.

CARRIED.

- b) Bylaw No. 1985 and 1986 – Application to rezone 3553 and 3559 Happy Valley Road from Agricultural (AG1) to Neighbourhood Commercial (C1), including adding additional uses to the C1 Zone, and to amend of the Official Community Plan designation of the subject properties from Agricultural to Neighbourhood Centre**
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR WADE
SECONDED: D. HORNER

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

1. Proceed with consideration of Bylaw 1985 to amend the Official Community Plan designation of the properties located at 3553 and 3559 Happy Valley from Agricultural to Neighbourhood Centre;
2. Proceed with consideration of Bylaw 1986 to amend the zoning designation of the properties located at 3553 and 3559 Happy Valley from Agricultural 1 (AG1) to Neighbourhood Commercial (C1), subject to the following terms and conditions:
 - a. That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Engineering:
 - i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed development; and
 - ii. A frontage drawing demonstrating road dedication required to accommodate frontage improvements and confirming driveway accesses to adjoining public roads;
 - b. That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Planning:
 - i. Detailed renderings in accordance with the City of Langford's Design Guidelines and related Development Permit Areas.
 - c. That the applicant provides, prior to **Bylaw Adoption**, the following:
 - i. A subdivision plan that consolidates the two subject properties and includes required road dedication, to the satisfaction of the Director of Engineering;
 - ii. An SRW, registered in priority of all other financial charges on title, in favour of the City of Langford on the northwest corner at the intersection to allow a stormwater culvert to be installed;
 - iii. A Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:

1. That the following will be provided to Bylaw No. 1000 standards and to the satisfaction of the Director of Engineering prior to issuance of a Building Permit or subdivision approval, whichever is first:

- a. General frontage improvements including but not limited to;
 - i. A landscape plan indicating all separated boulevards shall require soil and sod, with irrigation from a dedicated water meter.
- b. A storm water management plan; and
- c. a construction parking management plan.

AND

3. Proceed with consideration of Bylaw 1986 to amend the text within the C1 Zone for the properties located at 3553 and 3559 Happy Valley to include the following additional permitted uses:

- a. Daycare with a maximum of 50 children;
- b. Liquor Store;
- c. Veterinary practice;
- d. Library;
- e. Fitness Centre;

AND

4. Authorize the Director of Planning to issue to following variances at the time of Development Permit:

- i. Section 3.26.02(6) of Bylaw 300 is varied to allow a daycare to be located within 3 m of a single-family residential lot;
- ii. Section 6.40.07(2) of Bylaw 300 is varied to reduce the interior side lot line setback from the required 6 m to 3 m;
- iii. Section 6.40.07(3) of Bylaw 300 is varied to reduce the exterior side lot line setback from the required 7.5 m to 7 m
- iv. Section 6.40.07(4) of Bylaw 300 is varied to reduce the rear lot line setback from the required 10 m to 6.5 m.

CARRIED.

- c) **Bylaw No. 1982 - Application to Rezone 887 Klahanie Drive from RR7 (Rural Residential 7) to R2 (One- and Two-Family Residential) to Allow an 11 lot subdivision**

- **Staff Report (Planning)**

MOVED BY: COUNCILLOR WADE
SECONDED: D. HORNER

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

1. Proceed with consideration of Bylaw No. 1982 to amend the zoning designation of the property located at 887 Klahanie Drive from the RR7 (Rural Residential 7) to R2 (One- and Two-Family Residential) subject to the following conditions:
 - a) That the applicant provides, **as a bonus for increased density**, the following contributions per lot prior to subdivision approval:
 - i. \$660 towards the Affordable Housing Fund; and
 - ii. \$3,960 towards the General Amenity Fund.
 - b) That **prior to Public Hearing**, the applicant provides a technical memo from an engineer that verifies stormwater 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:
 - i. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to subdivision approval or the issuance of a building permit, whichever is first:
 - i. Full frontage improvements; and
 - ii. A storm water management plan;
 - ii. That a Construction Parking and Traffic Management Plan be provided to the satisfaction of the Director of Engineering prior to any alteration of the land;
 - iii. That a non-disturbance covenant be registered over 25% of the land to be protected as open space prior to subdivision approval, to the satisfaction of the Approving Officer;
 - iv. That a replanting plan for the disturbed open space be provided at the time of development permit, to the satisfaction of the Director of Planning;
 - v. That the site is in proximity to agricultural areas and the South Vancouver Island Rangers gun range, and that these may create general noise, odour, and other nuisances, and agree that the owner and all future owners assume all risk and annoyance of such nuisances.

CARRIED.

- d) **Application for Development Variance Permit to allow a two-point turn in lieu of a cul-de-sac at the proposed townhouse site at 3296 Jacklin Road**
 - **Staff Report (Planning)**

MOVED BY: D. HORNER
SECONDED: A. CREUZOT

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

1. Direct staff to provide notice that Council will consider issuing a Development Variance Permit for 3296 Jacklin Rd with the following variance:
 - a) That Schedule 4 of Subdivision and Development Servicing Bylaw No. 1000 be varied to allow for a permanent two-point turnaround in lieu of a cul-de-sac.

CARRIED.

- e) Application for Development Variance Permit to allow for the front lot line setback reduction at 517 Langvista Drive**
 - Staff Report (Planning)

MOVED BY: A. CREUZOT
SECONDED: C. BROWN

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

1. Direct staff to provide notice that Council will consider issuing a Development Variance Permit for 517 Langvista Dr with the following variance:
 - a) That Section 6.22.07(1)(a) of Zoning Bylaw No. 300 be varied from 5.5m to 2.35m;

Subject to the following terms and conditions:

- i. That prior to subdivision approval, a 219 Covenant prohibiting secondary suites and home occupations that require additional onsite parking is registered on the title of proposed Strata Lot A; and
- ii. That the site is developed in accordance with the plan attached to this report as Appendix A.

CARRIED.

- f) Application for Development Variance Permit to reduce the interior and exterior side lot line setbacks for proposed Lots 1 and 4 at 2566 and 2572 Wentwich Road**
 - Staff Report (Planning)

MOVED BY: COUNCILLOR WADE
SECONDED: A. CREUZOT

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

1. Direct staff to provide notice that Council will consider issuing a Development Variance Permit:
 - a) That Section 6.22.07(1)(c) of Zoning Bylaw No. 300 be varied to allow an exterior side lot line setback of 1.5 m for Proposed Lots 1 and 4.
 - b) That Section 6.22.07(1)(d) of Zoning Bylaw No. 300 be varied to allow an interior side lot line setback of 1.0 m for Proposed Lot 4.

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.

CARRIED.

Councilor Wade excused himself from the meeting due to a perceived conflict of interest.

- g) **Bylaw No. 1984 - Application to Rezone 3540 Myles Mansell Road from CD13 (Comprehensive Development 13 – South Walfred) Zone to R2 (One- and Two-Family Residential) Zone to Allow a for a four-lot subdivision with three strata lots and one fee simple lot**
 - **Staff Report (Planning)**

MOVED BY: A. CREUZOT

SECONDED: D. HORNER

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

That Council:

1. Proceed with consideration of Bylaw No. 1984 to amend the zoning designation of 3540 Myles Mansell Road from the CD13 (Comprehensive Development – South Walfred) Zone to the R2 (One- and Two-Family Residential) Zone subject to the following conditions:
 - a) That the applicant provides, the following contributions per lot prior to subdivision approval:
 - i. \$660 towards the Affordable Housing Fund; and
 - ii. \$3,960 towards the General Amenity Fund.
 - b) That **prior to Public Hearing**, the applicant provides a technical memo from an engineer that verifies stormwater can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering;
 - c) That **prior to Public Hearing**, the applicant provides a replanting plan from a registered professional biologist, to the satisfaction of the Director of Planning;
 - d) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees:

- i. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior subdivision approval or the issuance of a building permit, whichever is first:
 - i. A storm water management plan;
 - ii. A replanting plan
- ii. That a Construction Parking and Traffic Management Plan be provided to the satisfaction of the Director of Engineering prior to any alteration of the land;
- iii. That the applicant pay cash-in-lieu to the City in the amount of \$1,100 for each required boulevard tree that cannot be accommodated.

CARRIED.

Michelle Mahovlich excused herself from the meeting due to a perceived conflict of interest.

h) Application for Development Variance Permit to allow a 1.82 m (6.0 ft) high fence and two gates to be constructed on a lot line abutting a Highway at 2904 Leigh Road
- Staff Report (Planning)

MOVED BY: A. CREUZOT
SECONDED: J. RAAPPANA

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

1. That Council direct staff to provide notice that Council will consider issuing a Development Variance Permit for the property at 2904 Leigh Rd:
 - a) That Section 3.21.03(3) of Zoning Bylaw No. 300 be varied from the requirement of a maximum 1.2m (3.9 ft) high, wrought iron, picket or similar style fence providing less than complete visual screening to allow a 1.82m (6.0 ft) high solid board fence;

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.

CARRIED.

5. ADJOURNMENT

The Chair adjourned the meeting at 7:06 p.m.

CHAIR

CERTIFIED CORRECT
(Corporate Officer)



**Staff Report
to
Planning, Zoning and Affordable Housing Committee**

Date: July 12, 2021
Department: Planning
Application No.: Z21-0006 and DVP21-0006
Subject: Application to Rezone 2165 and 2167 Bellamy Road from R2 (One- and Two-Family Residential) Zone to RS1 (Residential Small Lot 1) Zone to Allow for 10 new single-family dwellings and retain the existing duplex

PURPOSE

Rachael Sansom has applied on behalf of Christine and David Mormon to rezone 2165 and 2167 Bellamy Road from R2 (One- And Two-Family Residential) to RS1 (Residential Small Lot 1) to allow 10 new single-family dwellings and to retain the existing duplex within the R2 zone.

BACKGROUND

PREVIOUS APPLICATIONS

SUB17-0035 – In 2017, an application was made to subdivide the lot under the current R2 zone to create 2 new strata lots while retaining the existing duplex. A Statement of Conditions was issued but the applicant decided not to pursue the subdivision and the file was closed in March of 2019.

Z21-0006 and DVP21-0006 – On May 17th, 2021, Council resolved to take no action on these applications until the applicant was able to return with a site grading plan (Appendix C), revised lot layout plan without the need for variances (Appendix D) and had addressed site drainage and fill brought on to the site (Appendices E and F). The applicant has completed these items which will be discussed in greater detail throughout this report. The applicant has removed one lot from the development proposal. Additionally, the Director of Engineering is now calling for a sidewalk to be installed on the western side of Bellamy Road.

Table 1: Site Data

<i>Applicant</i>	Andrea Scott, Lovick Scott Architects
<i>Owner</i>	Christine and David Mormon
<i>Civic Address</i>	2165 and 2167 Bellamy Road
<i>Legal Description</i>	STRATA LOT A and B, SECTION 2, RANGE 2 WEST, HIGHLAND DISTRICT, STRATA PLAN 1993, TOGETHER WITH AN INTEREST IN THE COMMON

	PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1
<i>Size of Property</i>	5,034.7 m ²
<i>DP Areas</i>	Intensive Residential
<i>Zoning Designation</i>	R2 (One- and Two-Family Residential)
<i>OCP Designation</i>	Neighbourhood

SITE AND SURROUNDING AREA

The subject property is just over 1.2 acres in size and contains an existing duplex. The lot has very little vegetation remaining with a large amount of rock fill in the rear yard. There is an existing piece of common property located adjacent to Larabie Court, behind 2161 Bellamy Road, that was formerly used as a septic field. The surrounding neighbourhood is made up of predominantly single-family dwellings.

Figure 1: Subject Properties



Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	R2 (One- and Two-Family Residential)	Single Family Dwellings
<i>East</i>	R2 (One- and Two-Family Residential)	Single Family Dwellings
<i>South</i>	R2 (One- and Two-Family Residential)	Single Family Dwellings
<i>West</i>	R2 (One- and Two-Family Residential)	Single Family Dwellings

COMMENTS

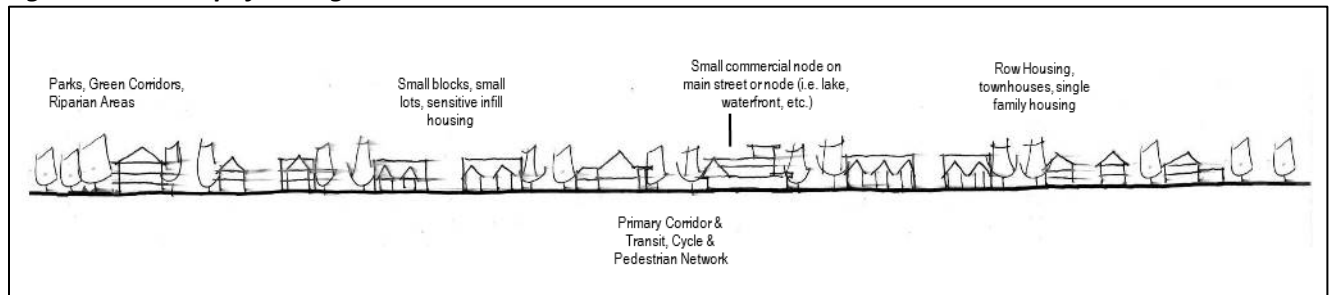
OFFICIAL COMMUNITY PLAN

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

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*

Figure 2: A Concept for Neighbourhood Areas



DEVELOPMENT PERMIT AREAS

The subject properties are not located within any environmental or hazardous development permit areas. Should Council approve this rezoning, the proposal would be subject to a form and character development permit (DP) as the proposed development would be considered *Intensive Residential* due to the proposed lots being less than 550 m². The existing duplex would be excluded from the DP as the applicant is not intending to make any changes.

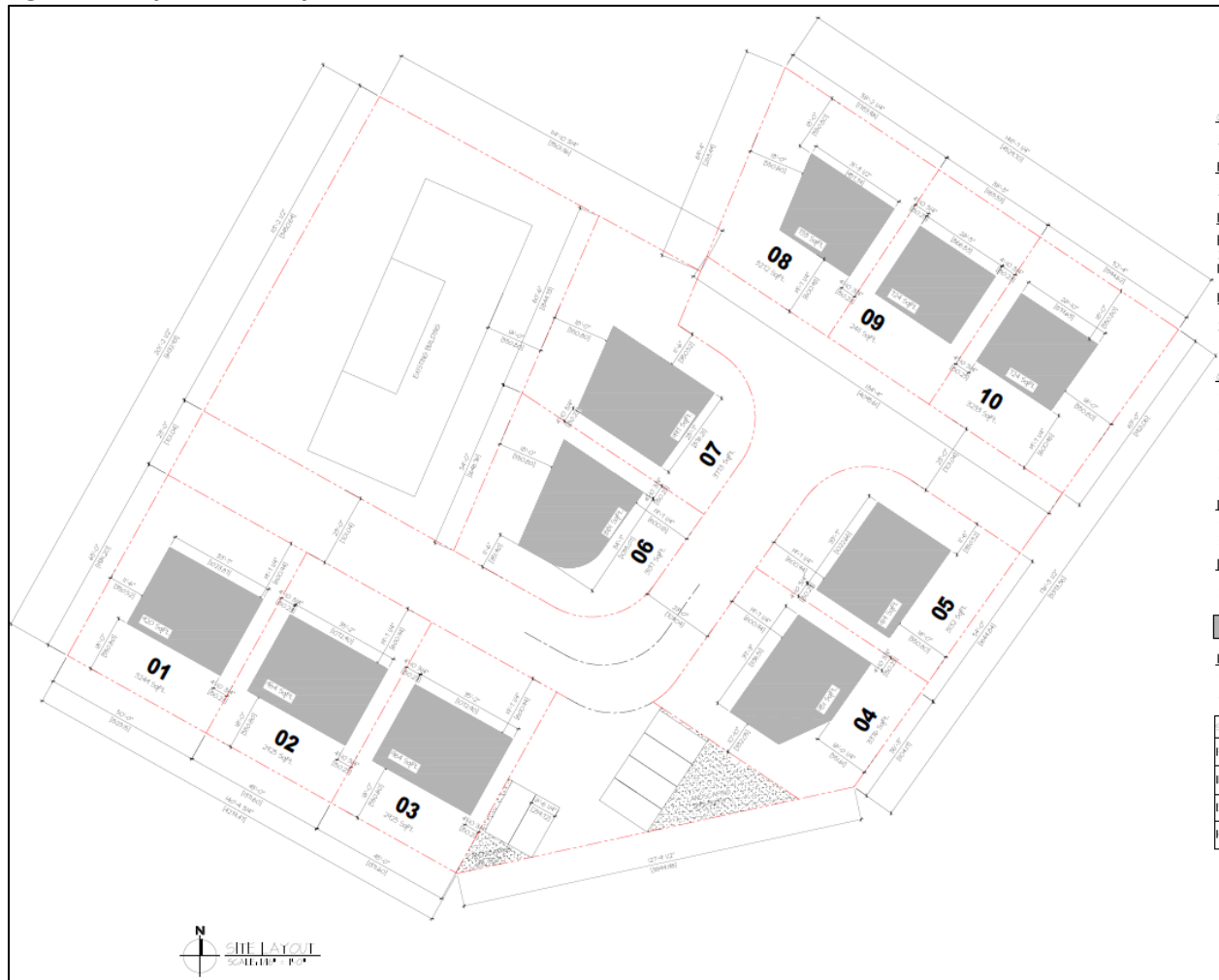
COMMENTS

DEVELOPMENT PROPOSAL

The applicant is seeking rezoning to the RS1 (Residential Small Lot 1) Zone to allow for the creation of 10 new single family lots within a bare land strata, while retaining the existing duplex on a separate lot. This is one lot less than what was shown on their site plan when the application went to Council in May 2021. They have also re-oriented the lot layout so that three lots back onto Larabie Court, as shown below in Figure 3. While the minimum lot size in the RS1 zone is 200 m², the new lots are proposed to be approximately 224 m² – 350 m² in area. Council may wish to note that suites are not permitted in the RS1

zone on lots less than 400 m². The City requires that for every two new lots, one new street parking space be created. The applicant is demonstrating six parking spaces which meets this requirement. Adjacent to the street parking spaces, the applicant has proposed a common property landscaped area approximately 740 ft² in area.

Figure 3: Proposed Lot Layout



A site grading plan as been provided by the applicant as per Council's request and is shown on Appendix C of this report.

REQUESTED VARIANCES

When this application was brought forward in May of 2021, they requested three variances. All three of the previously requested variances are no longer required as the applicant has rearranged the lot layout. The past variance requests were to reduce the rear lot line setbacks on two new lots from the required 5.5m to 0.9 m on a portion of the site adjoining the neighbouring property at 2161 Bellamy Road. Proceeding with this variance would have resulted in very little backyard space on the two new lots and the new dwellings being located very close to the existing neighbour. The other previous variance request

was to reduce the rear lot line setback from 5.5 m to 3m for the existing duplex. While none of the above noted variances are needed anymore, staff have identified one variance on the southern lot line of the existing duplex, abutting the proposed new road. The variance request is to reduce the exterior side lot line from the required 3 m to 1.5 m. Council may wish to note that 1.5 m is a typical side lot line, but due to the access road proposed for the development, it will be considered an exterior side lot line. The exterior side setback faces the road and the proposed new lots, so impact on existing neighbours would be negligible. The applicant has concurrently applied for a Development Variance Permit (DVP) to address the exterior side setback variance for the duplex as the structure will not be subject to a form and character Development Permit and therefore will not have another opportunity for variance approval.

Table 3: Proposal Data

	Permitted by R2 (Current Zoning)	Permitted by RS1 (Proposed Zoning)
<i>Density (FAR and/or min. lot size)</i>	400 m ²	200 m ²
<i>Height</i>	9 m	9 m
<i>Site Coverage</i>	40% or 50%, depending on lot size	50%
<i>Front Yard Setback</i>	3 m or 5.5 m for garage or carport	3 m or 6 m for garage or carport from edge of sidewalk or curb
<i>Interior Side Yard Setback</i>	1.5 m	1.5 m
<i>Exterior Side Yard Setback</i>	3 m or 5.5 m for garage or carport	3.5 m or 6 m for garage or carport from edge of sidewalk or curb
<i>Rear Yard Setback</i>	5.5 m	5.5 m
<i>Parking Requirement</i>	2 spaces for primary dwelling + 1 space for suite	2 spaces for primary dwelling

NEARBY PARKS

Council may wish to note that the nearest park to the proposed development is Goldie Park, approximately 400 meters away constituting a 5-minute walk, and Millstream Elementary School, located approximately 800 meters away, constituting a 10-minute walk.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

Vehicle access to the site is proposed off Bellamy Road, immediately south of the existing duplex. The nearest transit stops are located near the intersections of Larabie and Bellamy, and another at Goldie and Bellamy. These stops are serviced by routes 56 and 57 which provide service between Thetis Heights and Langford Exchange. From Langford Exchange, connections to downtown Victoria, Sooke, and many other neighbourhoods are available. There are no sidewalks directly abutting this property along Bellamy Road, but the Director of Engineering is now asking that the developer be responsible for installing a sidewalk on the west side of Bellamy, in front of 2174 and 2180 Bellamy Road. The applicant will be able to utilize money from their General Amenity Fund Contribution to complete this work as it falls outside the typical

scope of frontage improvements. There is an existing bike lane on the western side of Bellamy Road. The Director of Engineering deemed that a Traffic Impact Assessment was not warranted for the proposed development.

FRONTAGE IMPROVEMENTS

The applicant will be required to provide full frontage improvements in accordance with Bylaw No. 1000, prior to subdivision approval or the issuance of a building permit, whichever is first. The Director of Engineering has noted that landscaping and road edge parking along Bellamy Road will be required.

SEWERS

The applicant will be required to connect each lot to the municipal sewer system should this rezoning be approved.

STORMWATER MANAGEMENT

The applicant will be required to provide a stormwater management plan to the satisfaction of the Director of Engineering prior to subdivision approval or the issuance of a building permit, whichever is first. Council may wish to note that a stormwater technical memo has already been submitted by the applicant and has been approved by the Director of Engineering (Appendix E). The applicant has also submitted a geotechnical report that confirms feasibility of development on site, which has been approved by the Director of Engineering (Appendix F).

CONSTRUCTION PARKING MANAGEMENT PLAN

Council may wish to require a Construction Parking Management Plan as a condition of rezoning and require that it be provided to the satisfaction of the Director of Engineering prior to any land alteration. This should be secured within a covenant, prior to Bylaw Adoption.

FINANCIAL CONTRIBUTIONS

COUNCIL'S AFFORDABLE HOUSING, PARK AND AMENITY CONTRIBUTION POLICY

Rezoning the subject property may increase the assessed value of the property, and this may increase municipal tax revenue. As the applicant will be responsible for frontage improvements and connection to the municipal sewer system, the direct capital costs to the municipality associated with this development will be negligible. A summary of the Amenity Contributions and Development Cost Charges that the developer will be expected to pay is outlined below in Tables 4 and 5.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per lot contribution	Total (10 new lots)
<i>General Amenity Reserve Fund</i>	\$3960	\$39,600
<i>Affordable Housing Reserve Fund</i>	\$660	\$6,600
TOTAL POLICY CONTRIBUTIONS		\$46,200

Table 5 – Development Cost Charges

Development Cost Charge	Per lot contribution	Total (10 new lots)
<i>Roads</i>	\$3,865	\$38,650
<i>Park Improvement</i>	\$1,890	\$18,900
<i>Park Acquisition</i>	\$1,100	\$11,000
<i>Incremental Storage Improvement Fees</i>	\$371.25	\$3,712.50
<i>Integrated Survey Area</i>	\$35	\$350
Subtotal (DCCs paid to City of Langford)		\$72,612.50
<i>CRD Water</i>	\$2,922	\$29,220
<i>School Site Acquisition</i>	\$900	\$9,000
TOTAL (estimate) DCCs		\$110,832.50

OPTIONS

Option 1

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

1. Direct Staff to prepare a bylaw to amend the zoning designation of a portion of the property located at 2165 and 2167 Bellamy Road from the R2 (One- And Two-Family Residential) Zone to the RS1 (Residential Small Lot 1) Zone subject to the following conditions:
 - a) That the applicant provides, **as a bonus for increased density**, the following contributions per lot prior to subdivision approval:
 - i. \$660 towards the Affordable Housing Fund; and
 - ii. \$3,960 towards the General Amenity Fund.
 - b) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees:
 - i. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior subdivision approval or the issuance of a building permit, whichever is first:
 1. Full frontage improvements; and
 2. A storm water management plan;

- ii. To construct a sidewalk in front of 2174 and 2180 Bellamy Road to the satisfaction of the Director of Engineering, prior to subdivision approval;
 - iii. That a Construction Parking and Traffic Management Plan be provided to the satisfaction of the Director of Engineering prior to any alteration of the land;
2. Direct staff to provide notice that Council will consider issuing a Development Variance Permit with the following variance for the property at 2165 and 2167 Bellamy Road:
- a) That Section 6.22.07(1)(c) be varied to reduce the building setback from an exterior side lot line from the required 3m m to 1.5 m to accommodate the existing duplex;

OR Option 2

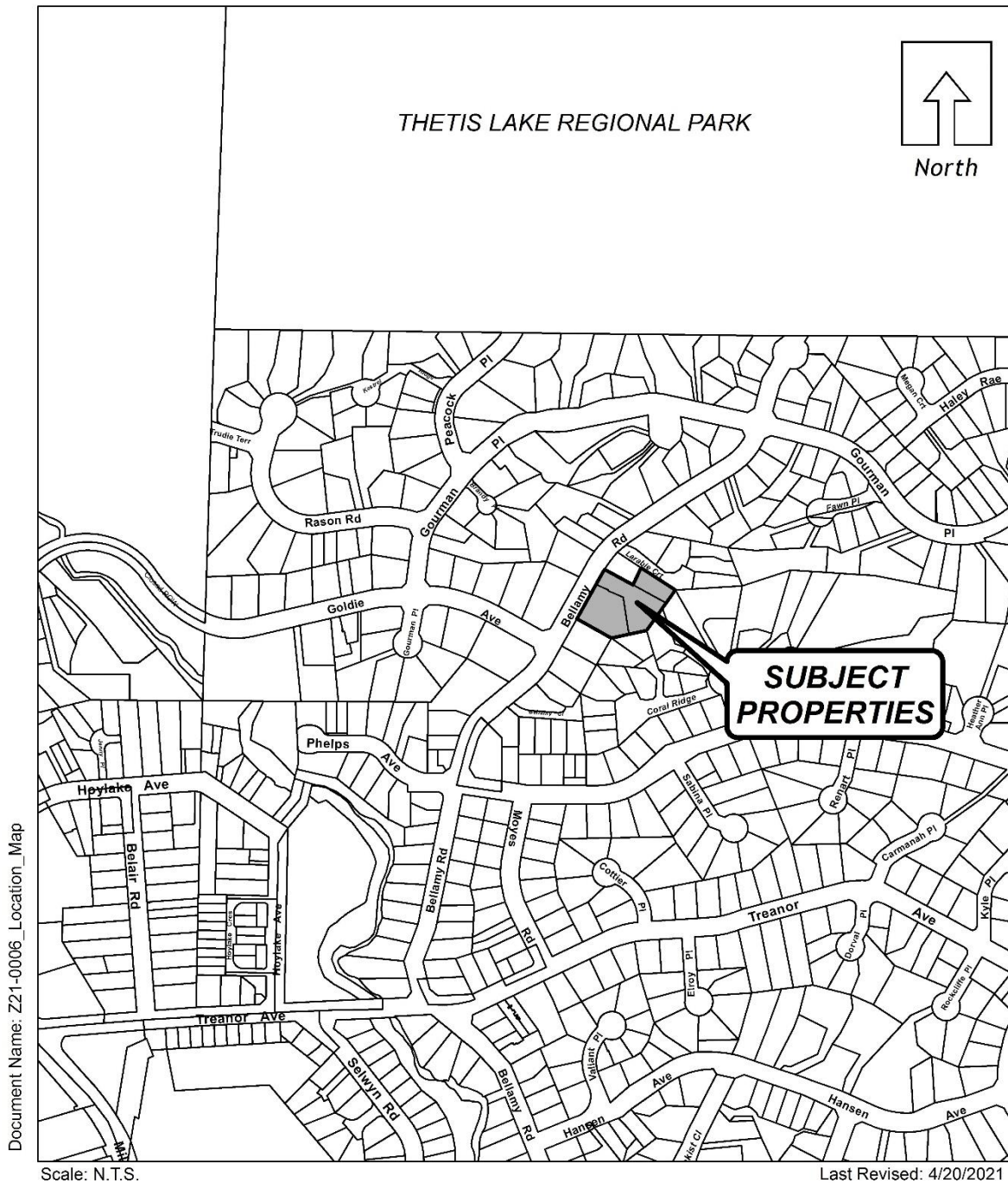
3. Reject this application to rezone 2165 and 2167 Bellamy Road.

Submitted by:	Julia Buckingham, Planner II - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Marie Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Yari Nielson, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovich, P.Eng, P.Geo, Director of Engineering – Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Acting CAO, Director of Corporate Services - Approved

:jb

Appendix A

**REZONING BYLAW AMENDMENT
(Z21-0006)
2165 & 2167 Bellamy Rd**

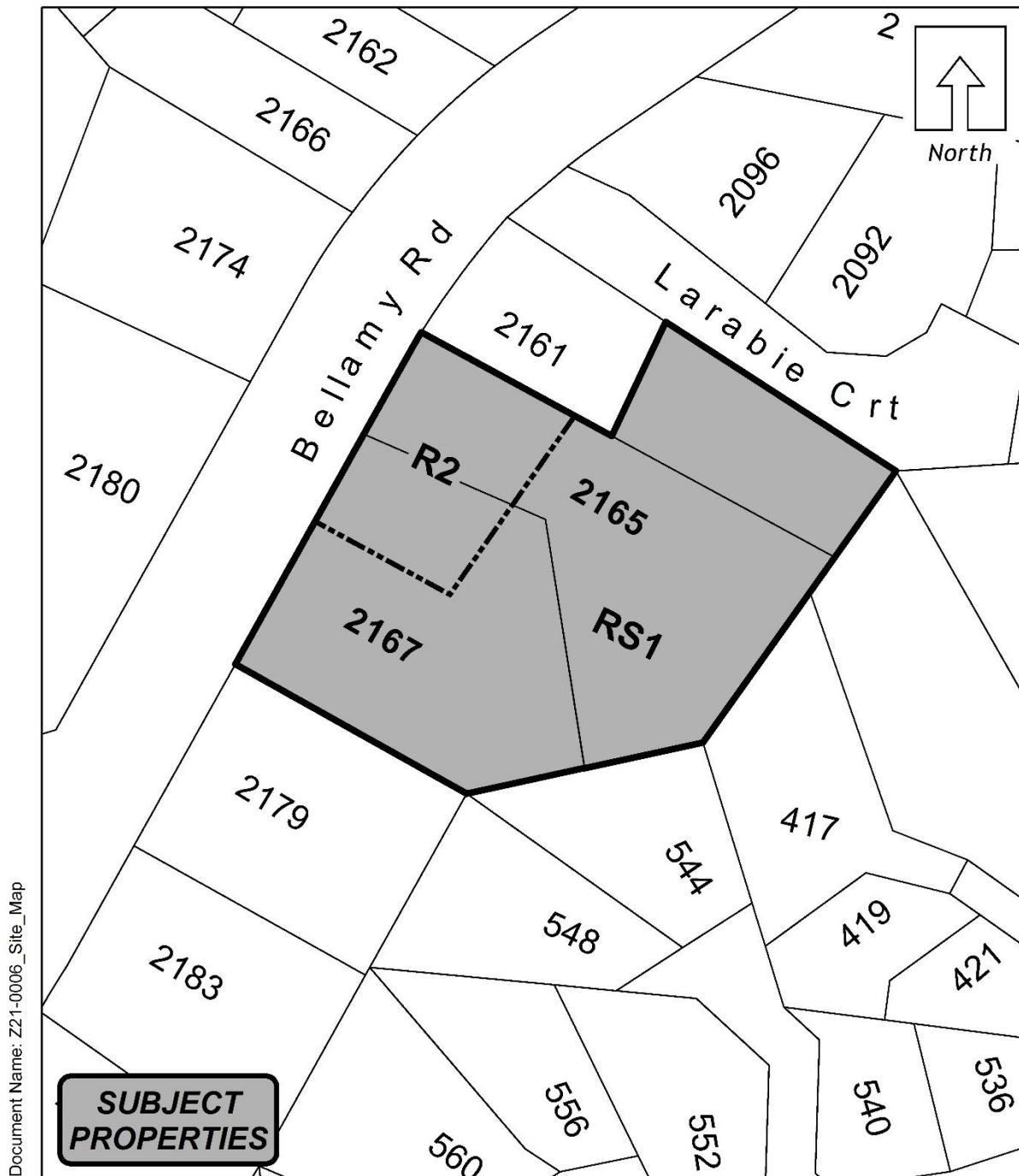


Appendix B

REZONING BYLAW AMENDMENT

(Z21-0006)

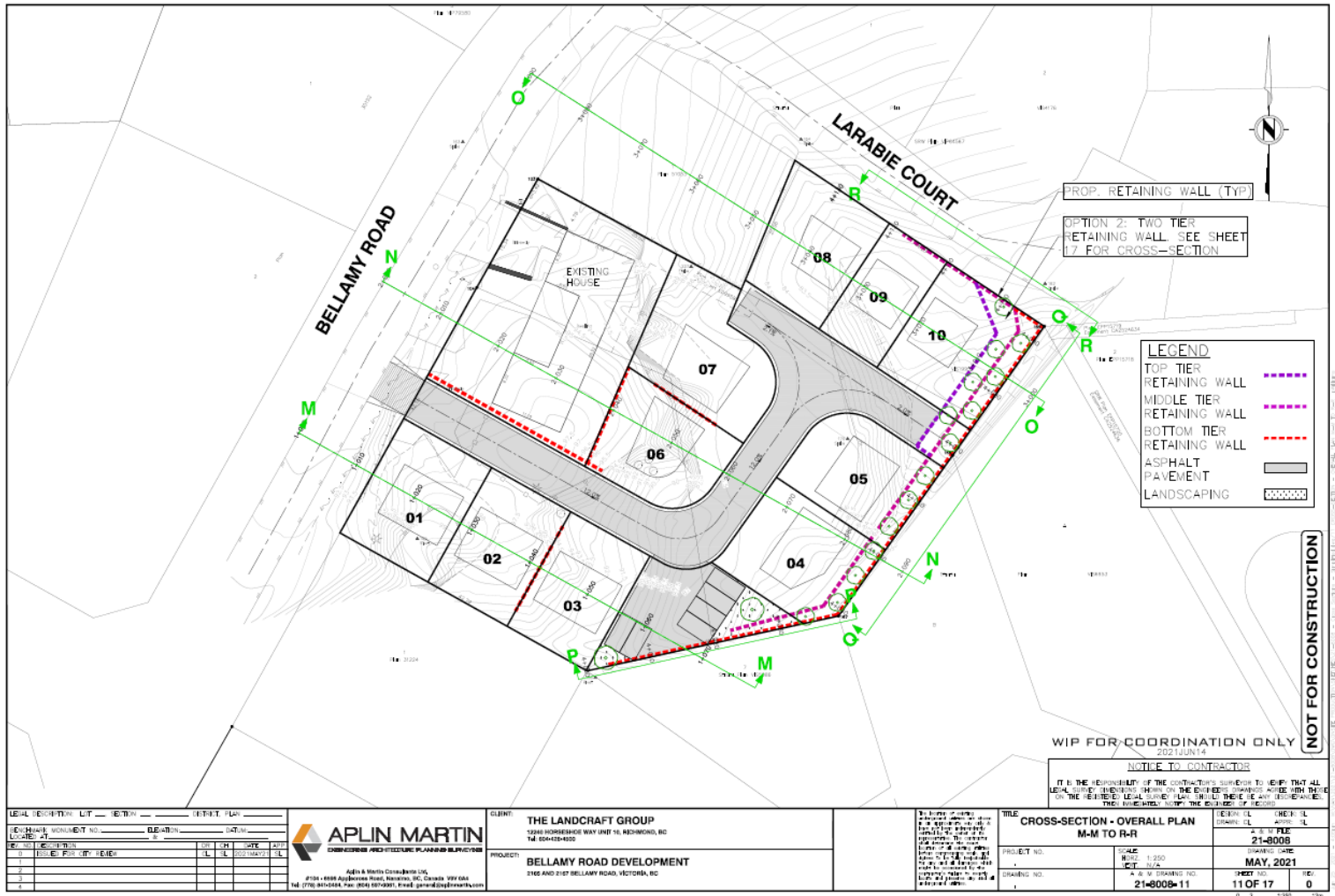
2165 & 2167 Bellamy Rd

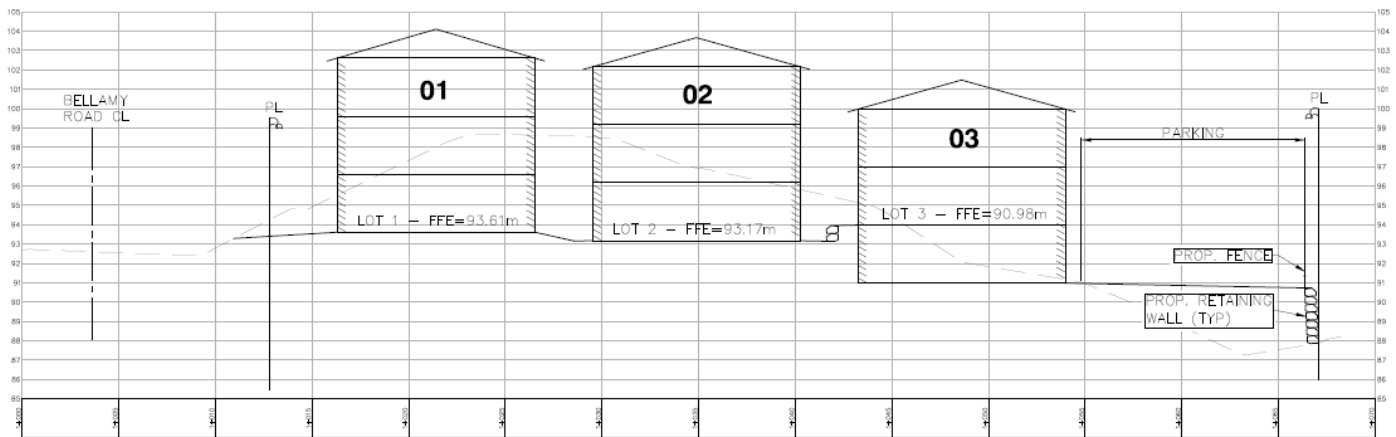


Scale: N.T.S.

Last Revised: 4/20/2021

Appendix C – Site Grading Plan





LOOKING NORTH — LOTS 1, 2, 3
SECTION M-M

WIP FOR COORDINATION ONLY
2021 JUN 14

NOTICE TO CONTRACTOR

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK THAT ALL LEGAL CORNER IDENTIFICATION MARKS ON THE EXISTING DRAWINGS AGREE WITH THOSE ON THE RELEVANT LEGAL SURVEY PLANS. IF THERE ARE ANY DISCREPANCIES, THE CONTRACTOR MUST NOTIFY THE SURVEYOR OF RECORD.

LEGAL DESCRIPTION	LOT	SECTION	DATE	PLAN
REVISION	NO.	REVISION	DATE	
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

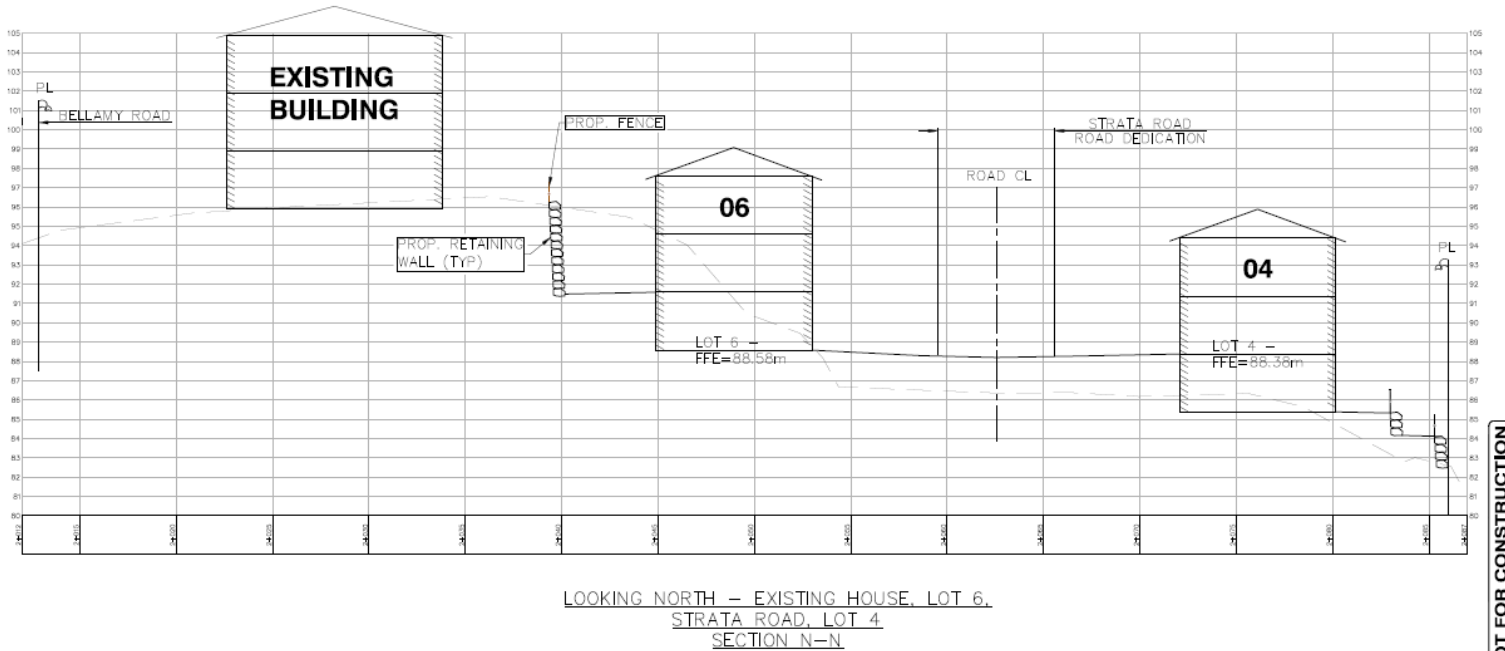


CLIENT:	THE LANDCRAFT GROUP 12840 HORSBURGH WAY UNIT 16, RICHMOND, BC TEL: 604-423-4022
PROJECT:	BELLAMY ROAD DEVELOPMENT 2165 AND 2167 BELLAMY ROAD, VICTORIA, BC

DATE:	2021 JUN 14
BY:	APLIN MARTIN
CHECKED BY:	APLIN MARTIN
DATE:	2021 JUN 14

TITLE:	CROSS-SECTION SECTION M-M
PROJECT NO.:	21-8006-13
DRAWING NO.:	21-8006-13
SCALE:	1:100
DATE:	MAY 2021
SHEET NO.:	13 OF 17
REV.:	0

NOT FOR CONSTRUCTION

WIP FOR COORDINATION ONLY
2021 JUN 14

NOTICE TO CONTRACTOR

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THAT ALL
LEGAL SURVEY INFORMATION SHOWN ON THE EXISTING DRAWINGS ACCORD WITH THE
ON THE RELATED LEGAL SURVEY PLAN. (IN ALL THERE IS ANY DISCREPANCY
THEY IMMEDIATELY NOTIFY THE SURVEYOR OF RECORD)

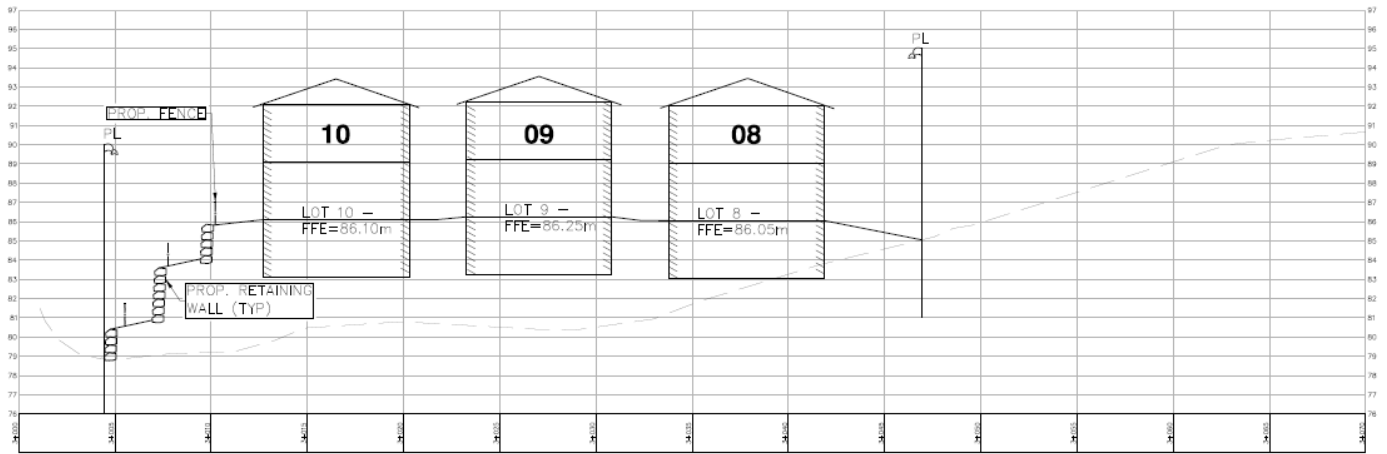
LEVEL	DESCRIPTION	UT	METER	REMARKS	PLAN
1	EXISTING	1	1	1	1
2	EXISTING	2	2	2	2
3	EXISTING	3	3	3	3
4	EXISTING	4	4	4	4

APLIN MARTIN
CONSULTING ARCHITECTS PLANNING & SURVEYORS
Aplin & Martin Consulting Ltd.
#104 - 8888 Ambleside Road, Burnaby, BC, Canada V5Y 6A6
Tel: (778) 841-0468, Fax: (604) 887-0887, Email: general@aplinmartin.com

CLIENT: **THE LANDCRAFT GROUP**
12842 HORSERIDGE WAY UNIT 16, RICHMOND, BC
Tel: 604-273-8888
PROJECT: **BELLAMY ROAD DEVELOPMENT**
2165 AND 2167 BELLAMY ROAD, VICTORIA, BC

1. The purpose of this drawing is to show the proposed fence and retaining wall for the proposed development. The drawing is based on the information provided by the client and the surveyor. The drawing is not to be used for any other purpose without the written consent of the architect.

TITLE	PROJECT NO.	SCALE	DATE
CROSS-SECTION SECTION N-N	21-8008-14	1:100	MAY, 2021
DRAWING NO.	14 OF 17		



LOOKING SOUTH - LOT 8, 9, 10
SECTION O-O

WIP FOR COORDINATION ONLY
2021JUN14

NOTICE TO CONTRACTOR

IT IS THE RESPONSIBILITY OF THE CONTRACTOR'S SURVEYOR TO VERIFY THAT ALL LEGAL SURVEY INFORMATION SHOWN ON THE EXISTING DRAWINGS ACCORDS WITH THE SURVEY INFORMATION SHOWN ON THE EXISTING LEGAL SURVEY. IF THERE ARE ANY DISCREPANCIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE SURVEYOR OF RECORD.

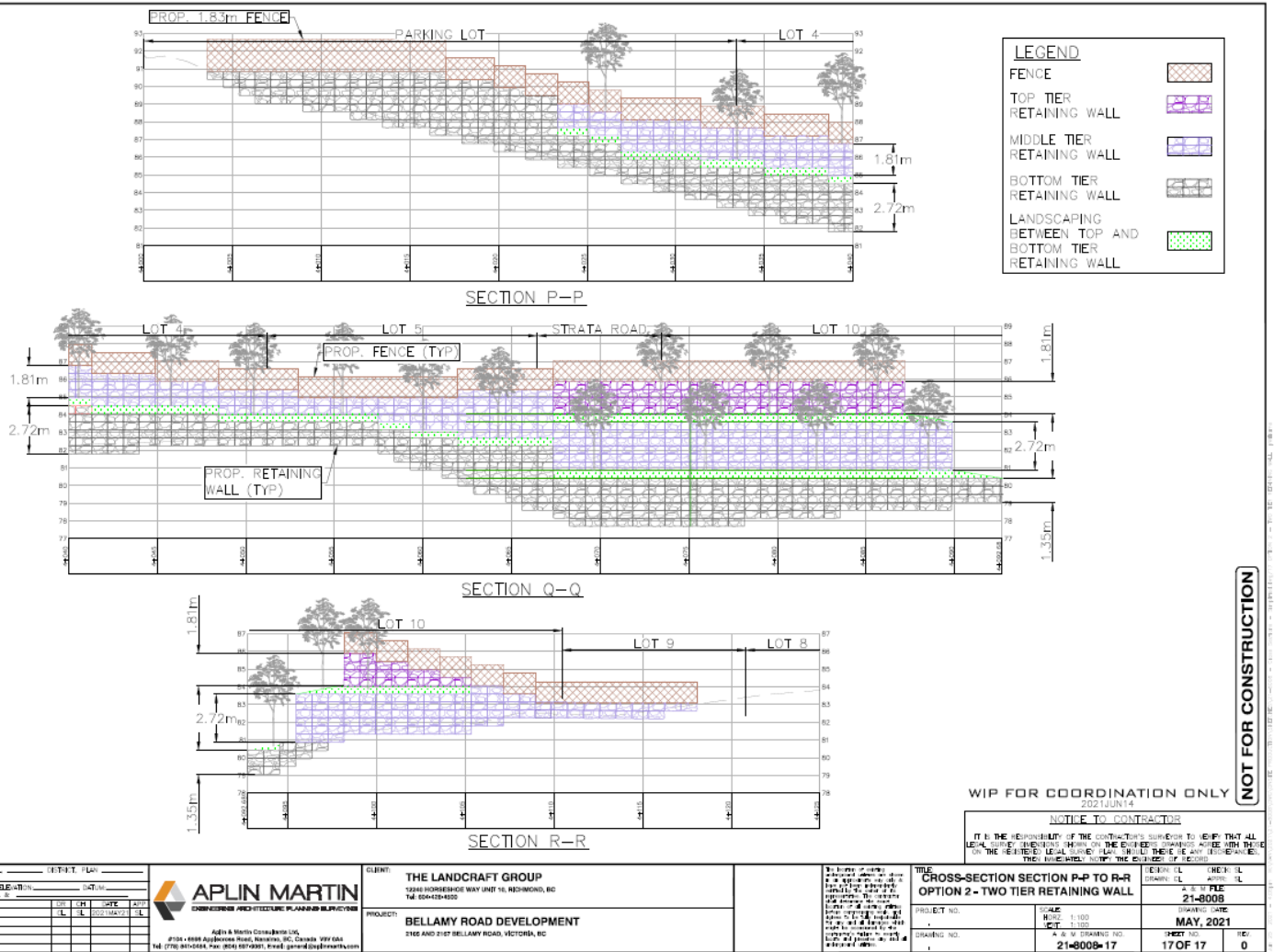
LEVEL	SECTION	UT	SECTION	DETAIL	PLAN
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4

APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING
Aplin & Martin Consulting Ltd.
#108 - 6888 Appleton Road, Nanaimo, BC, Canada V9Y 6A6
Tel: (250) 841-6884 Fax: (250) 841-6887 Email: general@aplinmartin.com

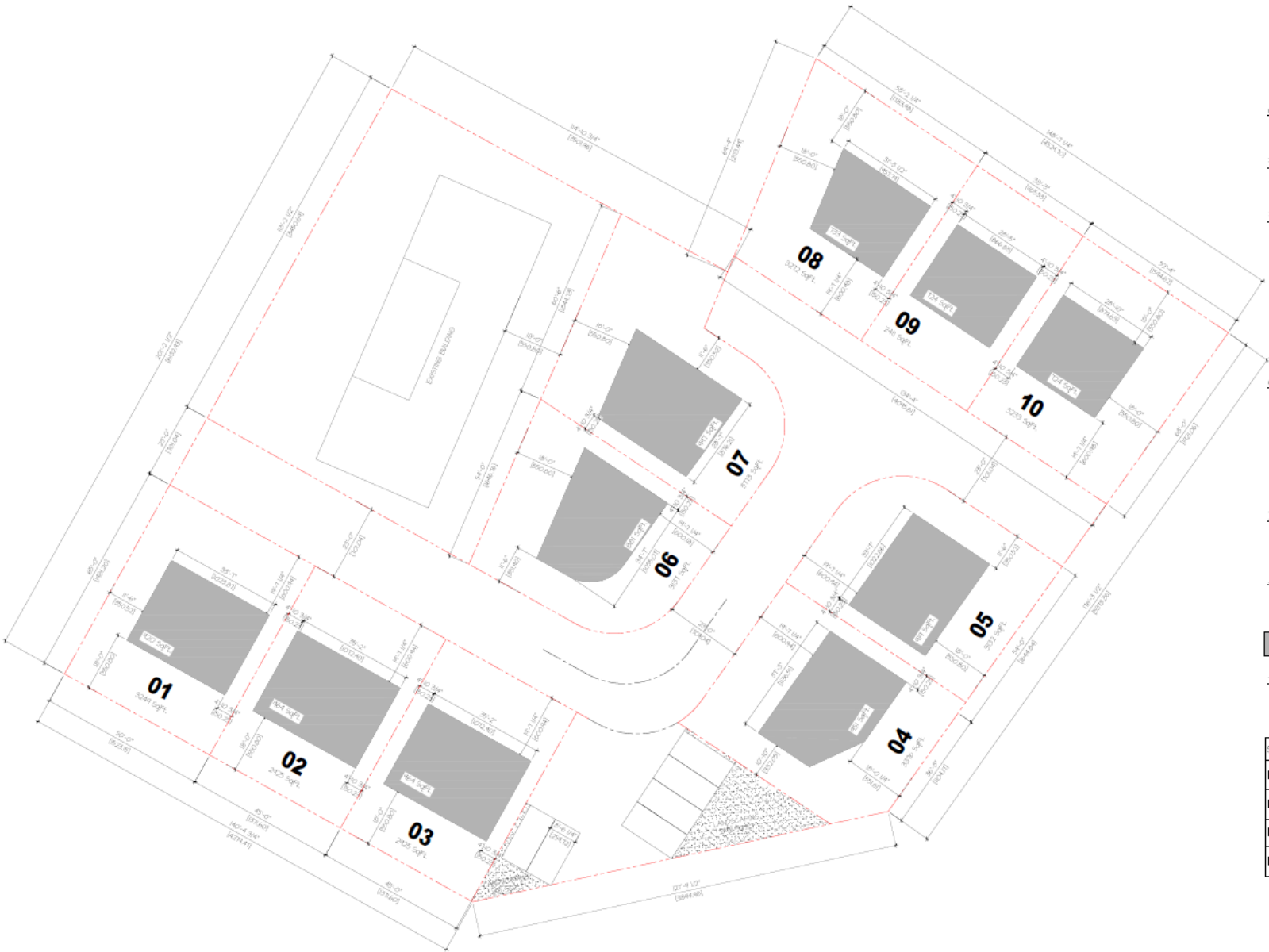
CLIENT:	THE LANDCRAFT GROUP 12345 HORSERIDE WAY UNIT 10, RICHMOND, BC TEL: (604) 273-4567
PROJECT:	BELLAMY ROAD DEVELOPMENT 2165 AND 2167 BELLAMY ROAD, VICTORIA, BC

TITLE:	CROSS-SECTION SECTION O-O
PROJECT NO.:	21-8008-15
SCALE:	1:100
DRAWING NO.:	15 OF 17
DRAWING DATE:	MAY, 2021
REVISION:	0

NOT FOR CONSTRUCTION



Appendix D – Lot layout



Appendix E – Stormwater Technical Memo



May 27, 2021

A&M File: 21-8008
Langford File: XX

City of Langford
877 Goldstream Ave,
Victoria, BC

Attention:

**Re: Bellamy Development – 2165 and 2167 Bellamy Road
Stormwater Management Memo (Revised)**

This memo analyzes the stormwater management requirements in the City of Langford for the Bellamy Development located at 2165 and 2167 Bellamy Road, Langford.

Based on the City of Langford Subdivision and Development Servicing Bylaw No. 1000 Schedule 11-54 Dwg No. SD1, this development is within an area where either detention or infiltration can be used depending on confirmation of subsurface conditions. According to Schedule 5-11, 5.13.5.3, assuming this development is rocky, a 2 year (watercourse protection) and a 10 year (storm drain capacity protection) event detention will be required.

This site is 0.49Ha, based on Schedule 5-11, 5.13.4 and assuming the site is rocky with less than 500mm of soil, live storage of the 10 year storm event is to be 58.8m³. The controlled release rate for a 2 year storm event is 4.9L/s, and the controlled release rate for a 10 year storm event is 9.8L/s. Detention storage and flow control structure will be designed in the preliminary design stage.

This development will provide onsite storm sewer. The drainage will flow towards the low point of the site located at the southeast corner and either be picked up by the existing storm infrastructure or flow into the existing ditch system located in this area. The tie-in method will be determined once we receive record drawings and/or obtain the storm drainage path of where the existing storm is located. The minor storm event at a 10 year event and rational method will be used to size the onsite storm sewers and an overland route within the development will be designed to allow for 200 year storm events.

Please let us know if you need anything else to proceed with the City review of this submission. Please do not hesitate to contact the undersigned if you have any questions.

Yours truly,
APLIN & MARTIN CONSULTANTS LTD.



Scott Lewis, P.Eng
Branch Manager – Senior Project Manager



APPROVED

Date: 2021/5/27 File: Z21-0006

Signature: 

Subject To: Per Notes Below

Detailed SWMP required at development permit or building permit, whichever comes first

Appendix F – Geotechnical Report



RYZUK GEOTECHNICAL

Engineering & Materials Testing

6-40 Cadillac Ave, Victoria, BC, V8Z 1T2 Tel: 250-475-3131 E-mail: mail@ryzuk.com www.ryzuk.com

March 18, 2021
File No: 10265-2

Landcraft Development Group
105-7198 Vantage Way
Delta, BC
V4G 1K7

Attn: Harjit Sandhu, President (By email: harj@landcraftgroup.ca)

Re: Proposed Residential Subdivision Development
2165/2167 Bellamy Road – Langford, BC

As requested, we have reviewed available relevant information and have completed a preliminary feasibility geotechnical assessment of the referenced site. The following letter summarizes the results of our investigation and associated recommendations as such relates to the proposed development. Our work has been completed in accordance with, and is subject to, the attached Terms of Engagement.

PROPOSED DEVELOPMENT

The proposed site is an irregularly shaped lot approximately 4100 m² in area. The site is bounded by Bellamy Road to the northwest, Larabie Court to the northeast, and residential properties to the north, east, and south. Current site development is a duplex residence, complete with parking areas and driveways, and a fill pad in the rear yard of 2165 Bellamy Road. Topography generally slopes down towards the east (though it slopes back up to Larabie Court) and the local topographic high is at the northern property line with a total relief of approximately 18 m.

We understand the proposed development will involve the subdivision of the property to accommodate a new subdivision road between Bellamy Road and Larabie Court as well as eleven lots to be developed with single family dwellings (with a landscaped park in the south corner of the lot). 2165/2167 Bellamy Road are currently shown to remain as part of the final subdivision. We expect that the individual single-family dwelling structures will be typical wood-framed construction overtop lightly loaded concrete spread footings.

SITE CONDITIONS

Our assessment of the subsurface soil conditions at the site consisted of a review of available information in the vicinity the site, which included surficial geology mapping, and information

Ryzuk Geotechnical

Proposed Residential Development
2165 Bellamy Road – Langford, BC

March 18, 2021

from past projects nearby. We also completed a visual assessment of the exposed mineral soils and existing conditions, during our site reconnaissance.

Based on surficial geology mapping, the area has undifferentiated thin soil cover and bedrock outcrops. Native soils are likely to consist of thin topsoil and glacial till (or sandy glaciofluvial deposits near the edge of the Colwood Delta). This is consistent with our previous/local site experience.

From confirmation of the City of Langford's Official Community Plan (OCP), there are no identified Development Permit Areas (DPA) to consider on the property. However, there are local steep slopes that will be a consideration for rock fall.

During our recent site visit, we observed the bedrock outcropping across the site and the soil-covered site slopes are generally considered to be bedrock controlled and globally stable. The exception is a previously blasted rock face at the rear edge of 2165 Bellamy Road that is vertical/near vertical for up to a maximum of 6.5 m in height. This rock face is a rockfall hazard due to the fracturing of the bedrock and will remain so unless it is properly remediated or filled against. At the base of the rock face, a relatively level pad area has been built, presumably using site sourced blast rock. It is apparent that the fill was placed such that it slopes down towards the northeast corner of the property at its approximately angle of natural repose (near 1 Horizontal to 1 Vertical (1H:1V)). It is not apparent what the fill was placed ontop of, and there may be poorly compacted fill, organics, or deleterious materials within/below the slope.

With shallow bedrock, rainwater run-off is expected to flow seasonally from Bellamy Road down to the low point of the property. Active flowing water was not observed while we were on site, but there was some pooling water observed along and past the property line to 415 Coralee Place (corresponding to the low point of the property). This area is around 6 m lower than the rear yard fill pad on 2165 Bellamy Road. Perched water conditions may be anticipated within bedrock dips.

GEOTECHNICAL ASSESSMENT

Considering the anticipated conditions, we expect that the development of the site, as proposed, is feasible from a geotechnical perspective. We do not anticipate any unique geotechnical issues relating to development as proposed at this site. There will be consideration for cut and fill to achieve site grading (though we do not have a finalized grading plan to evaluate at this time). Where rock slopes are maintained, rockfall hazards may remain present to account for, whereas high fills may require retaining walls to achieve lot grading (such as along the eastern property line). Considerations for stormwater management will have to include ensuring that flow paths are not changed in such a way to impact downslope neighbours.

In general, site preparation (including for individual lots) will require the removal of vegetation and topsoil, as well as any surficially softened soils/poorly placed fill, to expose competent native mineral soil or bedrock. With regards to the existing blast rock fill that slopes down to the northeast, we recommend that the blast rock be excavated and set aside for re-use. The soil below the bedrock should then be confirmed as approved subgrade or non-select soil. Once any non-

Proposed Residential Development
2165 Bellamy Road – Langford, BC

March 18, 2021

select soil is removed to expose an approved mineral soil or bedrock subgrade, the blast rock or other imported select granular fill may be placed and compacted on the approved subgrade.

While we do not have a finalized site grading plan, we expect that the excavation work into the native topography will require rock excavation works, such as blasting. Given the proximity of neighbouring residential properties, all blasting work will need to be undertaken with care to avoid impacting those adjacent residential properties and infrastructure. It is also probable that neighbouring residents will raise concerns regarding vibrations, even if such are not structurally harmful. We recommend ensuring that a pre-blast survey/analysis is completed in advance of any blasting work to confirm any existing damages to neighbouring properties for comparison after blasting is complete. Further, it is recommended that vibration monitoring be carried out during rock blasting to ensure that peak particle velocities (PPV) are kept below threshold values relating to adjacent structures/infrastructure. Acceptable PPV is typically below 50 mm/s for surrounding infrastructure, and may be recommended as low as 25 mm/s for residential structures. Where blasting may be required near a property line, line drilling should be considered to prevent overblast from causing the excavation work to encroach and impact the neighbouring property (or potentially damaging infrastructure, foundations, etc.).

Given the sloping grade difference, we expect that there will be requirements for retaining walls for grade breaks. Between individual lots, this may be feasible with relatively low walls. It is generally considered acceptable to forgo engineering design on walls below 1.2 m that act only as landscaping walls. However, any retaining walls that are not structural/structurally tied into the foundation walls and exceed 1.2 m height will require geotechnical design (and even the structural walls will require geotechnical confirmation of the subgrade prior to construction). We do anticipate that a high retaining wall will be required at the low point of the lot (i.e. adjacent to 415 Coralee Place). The height of this expected wall will have to be confirmed with completion of the grading plan, but we would expect that the wall will have to be designed to the 2% in 50-year probability of exceedance seismic event. This is both because it will likely need to be designed to support the residence(s) in the proposed subdivision as well as ensure that there is no negative impact to the downslope property. Once final grading plans are available, we would be happy to assess the need for a retaining wall and provide a design/construction recommendations.

Regarding the existing blasted rock face at the rear of 2165 Bellamy Road, we understand that this may be filled against such that there is no further hazard or concern associated with it. However, if the rock face is to remain at least partially exposed in the final grading plan, then there will be an associated rockfall hazard. Rockfall hazards can be addressed in three general ways:

1. Determining that the associated hazard is within reason or acceptable.
2. Removing the hazard (such as by scaling loose rocks or sloping back the vertical face).
3. Mitigating the hazard (such as by providing a catchment area at the base or pinning back identified hazard boulders).

Should the rock face be sufficiently backfilled against, the hazard may become acceptable. Scaling or removing the rock may be difficult without impacting the property of 2165/2167 Bellamy Road. A combination of backfill and mitigation, such as building a low retaining wall at the toe of the rock slope, will likely be a feasible approach, subject to the final grade difference.

Proposed Residential Development
2165 Bellamy Road – Langford, BC

March 18, 2021

Once the grading plan has been finalized, we can further assess whether the rockfall hazard associated with the existing slope has been/will be adequately addressed and provide any additional associated recommendations.

Stormwater management for the subdivision may differ from site to site. We expect that it will not be feasible to connect to a municipal stormwater connection (if there is a municipal stormwater connection beneath Bellamy) without a pump system. Generally, in-ground storage considerations are provided by a civil engineer, though the City of Langford requires a geotechnical engineer to review. Where bedrock is at shallow grade, in-ground stormwater retention will not be feasible. Where grading requires fill, we expect free draining blast rock fill will be used that would then be feasible for stormwater infiltration/dissipation. However, without additional consideration, the stormwater would then flow to the low point of the property to discharge onto and potentially negatively impact 415 Coralee Place. We recommend further review of the stormwater management plan once the project civil engineer has provided the initial design considerations.

CLOSURE

In conclusion, we consider the proposed subdivision development at the referenced site to be feasible from a geotechnical perspective. There are several considerations that we have highlighted to be addressed as part of the development that we expect the City of Langford will require for review as part of their Bylaw No. 1000. If you wish to proceed with the development of the property, we would be happy to offer our assistance with the associated geotechnical requirements.

We trust that the preceding is suitable for your purposes at present. Please do not hesitate to contact our office if you have any questions or if we can be of further assistance.

Yours truly,
Ryzuk Geotechnical



James Russell, M.Sc., P.Eng.
Geotechnical Engineer
Project Manager



MARCH 18, 2021

Attachments: Terms of Engagement



TERMS OF ENGAGEMENT

1 GENERAL

1.1 Ryzuk Geotechnical (the Consultant) shall render the Services, as specified in the agreed Scope of Services, to the Client for this Project in accordance with the following terms of engagement. The Services, and any other associated documents, records or data, shall be carried out and/or prepared in accordance with generally accepted engineering practices in the location where the Services were performed. No other warranty, expressed or implied, is made. The Consultant may, at its discretion and at any stage, engage sub-consultants to perform all or any part of the Services.

1.2 Ryzuk Geotechnical is a wholly owned subsidiary of Ryzuk Geotechnical Ltd.

2 COMPENSATION

2.1 All charges will be payable in Canadian Dollars. Invoices will be due and payable by the Client on receipt of the invoice without hold back. Interest on overdue accounts is 24% per annum.

3 REPRESENTATIVES

3.1 Each party shall designate a representative who is authorized to act on behalf of that party and receive notices under this Agreement.

4 TERMINATION

4.1 Either party may terminate this engagement without cause upon thirty (30) days' notice in writing. On termination by either party under this paragraph, the Client shall forthwith pay to the Consultant its Charges for the Services performed, including all expenses and other charges incurred by the Consultant for this Project.

4.2 If either party breaches this engagement, the non-defaulting party may terminate this engagement after giving seven (7) days' notice to remedy the breach. On termination by the Consultant under this paragraph, the Client shall forthwith pay to the Consultant its Charges for the Services performed to the date of termination, including all fees and charges for this Project.

5 ENVIRONMENTAL

5.1 The Consultant's field investigation, laboratory testing and engineering recommendations will not address or evaluate pollution of soil or pollution of groundwater. The Consultant will cooperate with the Client's environmental consultant during the field work phase of the investigation.

6 PROFESSIONAL RESPONSIBILITY

6.1 In performing the Services, the Consultant will provide and exercise the standard of care, skill and diligence required by customarily accepted professional practices and procedures normally provided in the performance of the Services contemplated in this engagement at the time when and the location in which the Services were performed.

7 INSURANCE

1.7.1 Ryzuk Geotechnical is covered by Professional Indemnity Insurance as follows:

1. \$ 3,000,000 each and every claim
2. \$ 5,000,000 aggregate
3. \$ 5,000,000 commercial/general liability coverage

7.2 Notwithstanding the provision of insurance coverage by the Client, the Engineer hereby agrees to indemnify and save



harmless the Client, its successor(s), assign(s) and authorizes representative(s) and each of them from and against losses, claims, damages, actions, and causes of action, (collectively referred to as "Claims") that the Client may sustain, incur, suffer or be put to at any time either before or after the expiration or termination of this Agreement, that arise out of errors, omissions or negligent acts of the Engineer or their Subconsultant(s), servant(s), agent(s) or employee(s) under this Agreement, excepting always that this indemnity does not apply to the extent, if any, to which the Claims are caused by errors, omissions or the negligent acts of the Client, its other consultant(s), assign(s) and authorized representative(s) or any other persons.

8 LIMITATION OF LIABILITY

8.1 The Consultant shall not be responsible for:

1. the failure of a contractor, retained by the Client, to perform the work required for the Project in accordance with the applicable contract documents;
2. the design of or defects in equipment supplied or provided by the Client for incorporation into the Project;
3. any cross-contamination resulting from subsurface investigations;
4. any Project decisions made by the Client if the decisions were made without the advice of the Consultant or contrary to or inconsistent with the Consultant's advice;
5. any consequential loss, injury or damages suffered by the Client, including but not limited to loss of use, earnings and business interruption;
6. the unauthorized distribution of any confidential document or report prepared by or on behalf of the consultant for the exclusive use of the Client
7. Subsurface structures and utilities

8.2 The Consultant will make all reasonable efforts prior to and during subsurface site investigations to minimize the risk of damaging any subsurface utilities/mains. If, in the unlikely event that damage is incurred where utilities were unmarked and/or undetected, the Consultant will not be held responsible for damages to the site or surrounding areas, utilities/mains or drilling equipment or the cost of any repairs.

8.3 The total amount of all claims the Client may have against the Consultant or any present or former partner, executive officer, director, stockholder or employee thereof under this engagement, including but not limited to claims for negligence, negligent misrepresentation and breach of contract, shall be strictly limited to the amount of any professional liability insurance the Consultant may have available for such claims. Where the Engineer is a corporation or partnership, the Client and Consultants of the Client will limit any claim they may have to the corporation or partnership, without liability on the part of any officer, director, member, employee, or agent of such corporation or partnership.

8.4 No claim may be brought against the Consultant in contract or tort more than two (2) years after the date of discovery of such defect.

9 DOCUMENTS AND REPORTING

9.1 All of the documents prepared by the Consultant or on behalf of the Consultant in connection with the Project are instruments of service for the execution of the Project. The Consultant retains the property and copyright in these documents, whether the Project is executed or not. These documents may not be used on any other project without the prior written agreement of the Consultant.

9.2 The documents have been prepared specifically for the Project, and are applicable only in the case where there has been no physical alteration to, or deviation from any of the information provided to the Consultant by the Client or agents of the Client. The Client may, in light of such alterations or deviations, request that the Consultant review and revise these documents.

9.3 The identification and classification as to the extent, properties or type of soils or other materials at the Project site has been based upon investigation and interpretation consistent with the accepted standard of care in the engineering consulting practice in the location where the Services were performed. Due to the nature of geotechnical engineering, there is an inherent risk that some conditions will not be detected at the Project site, and that actual subsurface conditions may vary considerably from investigation points. The Client must be aware of, and accept this risk, as must any other party making use of any documents prepared by the Consultant regarding the Project.



9.4 Any conclusions and recommendations provided within any document prepared by the Consultant for the Client has been based on the investigative information undertaken by the Consultant, and any additional information provided to the Consultant by the Client or agents of the Client. The Consultant accepts no responsibility for any associated deficiency or inaccuracy as the result of a miss-statement or receipt of fraudulent information.

10 JOBSITE SAFETY AND CONTROL

10.1 The Client acknowledges that control of the jobsite lies solely with the Client, his agents or contractors. The presence of the Consultant's personnel on the site does not relieve the Client, his agents or contractors from their responsibilities for site safety. Accordingly, the Client must endeavor to inform the Consultant of all hazardous or otherwise dangerous conditions at the Project site of which the Client is aware.

10.2 The client must acknowledge that during the course of a geotechnical investigation, it is possible that a previously unknown hazard may be discovered. In this event, the Client recognizes that such a hazard may result in the necessity to undertake procedures which ensure the safety and protection of personnel and/or the environment. The Client shall be responsible for payment of any additional expenses incurred as a result of such discoveries, and recognizes that under certain circumstances, discovery of hazardous conditions or elements requires that regulatory agencies must be informed. The Client shall not bring about any action or dispute against the Consultant as a result of such notification.

11 FIELD SERVICES

11.1 Where applicable, field services recommended for the Project are the minimum necessary, in the sole discretion of the Consultant, to observe whether the work or a contractor retained by the Client is being carried out in general conformity with the intent of the Services. Any reduction from the level of services recommended will result in the Consultant providing qualified certifications for the work.

12 DISPUTE RESOLUTION

12.1 If requested in writing by either the Client or the Consultant, the Client and the Consultant shall attempt to resolve any dispute between them arising out of or in connection with this Agreement by entering into structured non-binding negotiations with the assistance of a mediator on a without prejudice basis. The mediator shall be appointed by agreement of the parties. If a dispute cannot be settled within a period of thirty (30) calendar days with the mediator, the dispute shall be referred to and finally resolved by arbitration under the rules of the arbitrator appointed by agreement of the parties or by reference to a Judge of the British Columbia Court.

13 CONFIDENTIALITY

13.1 During the period of this Agreement, the Consultant shall not use or disclose any Confidential Information to any third parties. The Consultant will only use Confidential Information for the sole purpose of carrying out the service(s) agreed upon. Access to the Client's Confidential Information will be restricted to employees who need the information to perform work duties. The Consultant may share photos of the project without disclosing any information not already made public unless the Client refuses consent of photos shared on social media. Unless already made public, the Consultant will not share owner or site address information on social media or with outside parties.

From: [Michelle Mahovich](#)
To: [REDACTED]
Cc: [Langford Planning General Mailbox](#)
Subject: Re: 2165 Bellamy Rd. Zoning Amendment
Date: May 3, 2021 3:12:43 PM

Sorry my mistake. You can see it under planning and zoning and agendas. This is just at the start of the process. Not at public hearing already.
Cheers Michelle

Sent from my iPhone

> On May 3, 2021, at 3:11 PM, Michelle Mahovich <mmahovich@langford.ca> wrote:

>

> Hi

> We don't normally ask for items that are not along someone's legal frontage. So an item across the road would t normally be asked for. You can see what has been asked for in the report and information that went to the public hearing

> That is on our website under Council and agendas

> Michelle

>

> Sent from my iPhone

>

>> On May 3, 2021, at 2:59 PM, [REDACTED] wrote:

>>

>>

>> Hi Michelle,

>>

>> Do you know if Langford will be asking the developers for the proposed 11 lot subdivision at 2165 Bellamy Road to build a new sidewalk across the street, to connect existing sidewalks? This would be very beneficial for the safety of pedestrians.

>>

>> Thanks.

>>

>>

>>

>>

File: Z21-0006

To: The Planning, Zoning and Affordable Housing Committee

I am writing to voice my concern regarding the application to rezone 2165 and 2167 Bellamy Road from R2 to RS1 with 11 homes. I am hoping the Committee chooses Option 2 and rejects this application.

- Squeezing 11 Residential Small lots into such a small area is not in keeping with the surrounding homes and neighbourhood.
- The allowed density of homes should be in keeping with the surrounding area (R2) out of respect for the surrounding homes and families.
- Having this many homes adjacent to Lots 417, 544, 548 and 2179 will negatively impact property values, enjoyment of yards and the existing wildlife corridor that runs behind Lots 548, 544 and 417.
- The Staff Report distributed does not contain a site grading plan and does not speak to the proposed elevation/gradients of this development. This information will drastically impact the surrounding homes. The allowed elevation should be as low as possible to minimize the visual impact and maintain the privacy of the surrounding homes.
- There is a significant health and safety concern with the proposed location of the six visitor parking stalls directly abutting the property line of Lot 544. Children will no longer be able to safely play given the exhaust fumes from these vehicles let alone the ability to no longer enjoy the picnic area located only four feet from the parking stalls. Langford would never allow this in any other situation so why should it be considered in this instance?
- The green space abutting Lot 544 should be significantly increased and a minimum 8 foot fence privacy buffer should be required to run the entire length of the rear of Lot 544 and the adjoining lots.

I am asking that the Committee consider these concerns and suggestions in light of the negative impact this proposed development will have on the surrounding homes and families. Please treat this as if it were your homes and loved ones being directly impacted by this proposal.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: Letter re: 2165 and 2167 Bellamy
Date: May 3, 2021 11:50:19 AM
Attachments: [Letter to Planning, Zoning and Affordable Housing Committee RE 2165 and 2167 Bellamy.pdf](#)

Good morning,

Please see the attached letter for the Planning, Zoning and Affordable Housing Committee regarding the May 3, 2021 meeting for Z21-0006 and DVP21-0006, for the Council's consideration. We look forward to tonight's meeting.

Thank you,

[REDACTED] and [REDACTED]
[REDACTED], Victoria, BC

Planning, Zoning and Affordable Housing Committee
City of Langford
2nd Floor – 877 Goldstream Avenue
Langford, BC V9B 2X8

RE: Zoning Amendment – 2165 and 2167 Bellamy Rd

To whom it may concern,

We are writing this letter with regards to the proposed development, and subsequent rezoning of 2165 and 2167 Bellamy Road, into 11 new single family dwellings.

To put it candidly, we were a little shocked at the idea of 11 new units being placed on the land parcel, in addition to the existing duplex. While we understand the ongoing pressures related to housing in our community and Vancouver Island in general, 11 new units on that land parcel seems excessive. We have drafted this letter to outline our concerns and request additional information, if available.

1. Stormwater Management

Our primary concern is regarding storm water management. We have the [REDACTED] to the proposed development site, at [REDACTED]. We routinely get flooding in our backyard during the months of November, December, January and February, and have actively enhanced the drainage on our property to accommodate increased seasonal precipitation. We humbly request that, if approved, the Committee require a stormwater technical memo be prepared prior to First Reading of the bylaw to ensure that stormwater can be adequately managed on-site, and will not worsen seasonal flooding in [REDACTED].

2. Site Preparation and Grading

As previously mentioned, we have the [REDACTED]: In the proposed development we would be [REDACTED] with units six (6) and seven (7). There is a very steep ravine between the Larabie common property and Bellamy Road, the base of which is the same level as our backyard. It seems they would have to fill that low land and build a significant retaining wall in order to level the land parcel to be developed. We would like to understand how the site will be graded, how far set back the retaining wall would be from the rear property line, and the wall height.

3. Parking Availability

We understand the requirement that “for every two new lots, one new street parking space must be created,” and that the applicant has established there will be six (6) parking spaces to meet that requirement. A conservative estimate is that each BC household has 1.43 vehicles, which could mean up to 15 vehicles requiring parking spaces on a regular basis, not including guests. We would like to understand more fully the parking options for the 11 new units, i.e. will each unit have a garage or driveway parking spaces in addition to the 6 spaces to be established on the street to ensure that there is no undue parking pressures on the rest of the neighbourhood.

4. Community Infrastructure

While not strictly related to this proposed development, we are concerned about community densification in general. We would be interested to hear from the Committee how additional tax dollars created by this development would be put to good use in our neighbourhood to ensure that community infrastructure is able to accommodate increased densification, such as enhancing pedestrian and cycling options, better access to public transportation, and/or enhancing parks, greenspaces and schools, within Thetis Heights.

In summary, we have put forward our personal concerns regarding stormwater management, site preparation, parking availability, and community infrastructure. It is our opinion that this development is putting too many lots on the site, as is evidenced by the number of variances required even if the rezoning is approved. While we appreciate the need for more affordable housing throughout Langford, we feel that these units would be developed and sold at exorbitant prices, and private individuals would reap the most substantial benefits. We would welcome a development of 7 or less, new units and urge the Committee to reject this proposal and recommend that this development be scaled back to appropriately fit the land parcel, as well as fit the needs of our community as a whole.

Thank you for your consideration

Best Regards

██████████ and ██████████

From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: File no. Z21-0006 - Request for Notice and Other Materials
Date: April 29, 2021 9:40:27 AM

Good morning,

I am writing to request copies of the complete Notice and other materials that the Planning, Zoning and Affordable Housing Committee will consider in relation to the File no. Z21-0006 Zoning Amendment. I live at/am on the title of [REDACTED] and will be joining the Monday, May 3rd meeting at 5:30PM.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: Z21-0006 // 2165 and 2167 Bellamy Rd
Date: May 3, 2021 11:34:10 AM
Attachments: [Proposed Development Bellamy.docx](#)

Please see the attached submission.

I would also like a copy of the complete Notice and any other material related to the matter.

[REDACTED]
[REDACTED]

As [REDACTED] to the property in the Zoning Amendment Z21-0006 for 2165 & 2167 Bellamy Rd. we have some serious concerns with this application.

We are [REDACTED], which is a private road with a dead end culdesac.

Our issues/concerns are:

1. Total number of family units will be 13 (including the existing duplex).
2. Density with parking is going to be problematic.
 - a. Plans indicate 2 cars per unit with no visitor parking seen anywhere.
 - b. Currently on Bellamy, there are already problems with street parking.
 - i. One side has no parking because of bike lane.
 - ii. Same side of subject property already has limited and no parking coming up the hill travelling north from Phelps.
 - iii. Bus stop with fire hydrant on Bellamy by 2096 Larabie.
3. Where the proposed access driveway to the subdivision is, traffic coming both ways on Bellamy will be approaching the crest of the hill.
 - a. Even now it is difficult and at times dangerous, turning left onto Bellamy from Larabie.
 - b. Not including the buses which also stop near the intersection of Larabie.
4. We have not seen a topographical map showing elevation of surface features with use of contour lines, from the developer.
 - a. What is the elevation of the properties which will border Larabie?

As residents of the [REDACTED] we foresee numerous vehicles and pedestrians wanting to access the new development site while working on it, as well as when completed. We already have had issues with the residents at [REDACTED].

As [REDACTED], we are in discussion as to what will be needed to enforce our privacy and current peace of mind.

We certainly do not see how a development of this density will “increase our property value” as was reiterated in a brief five-minute meeting/discussion with the developer.

[REDACTED] & [REDACTED]
[REDACTED]

PS – we have also heard that there are plans in the wind for more houses to come in on 413B Cora Lee Place which is adjacent to 2084 Larabie. Is that correct?

From: [Matthew Baldwin](#)
To: [REDACTED]
Cc: [Suzette Chapman](#); [Julia Buckingham](#)
Subject: RE: Proposed Zoning Amendment File Z21-0006
Date: May 4, 2021 10:19:54 AM

Thank you for resubmitting that. To keep you up-to-date, Council's Planning Zoning and Affordable Housing Committee passed a resolution last night to recommend that Council not proceed with this rezoning application until the applicant addresses soil deposits that were made without benefit of a permit, drainage, setbacks and site grading. We expect that this recommendation will be received by Council and will become their resolution on next Monday night (the 10th).

Should you have any additional questions or concerns about this application, or anything else, please do not hesitate to contact me here.

Sincerely,

Matthew Baldwin, MCIP, RPP
Director of Planning and Subdivision

250.474.6919

From: [REDACTED]
Sent: Tuesday, May 4, 2021 10:09 AM
To: Langford Planning General Mailbox <planning@langford.ca>
Subject: Re: Proposed Zoning Amendment File Z21-0006

We're sorry about the typo in our address below.

It should be [REDACTED].

We hope that our letter was still included in Monday's discussion.

Do we need to resubmit for the purpose of it being included in the necessary materials for consideration?

Thank you.

On May 2, 2021, at 12:41 PM, [REDACTED]
wrote:

To who it may concern:

We received your notification re: a proposed zoning change to 2165 and 2167 Bellamy Road.

We have several concerns related to this change. Thetis Heights was planned as an R1 or R2 community and higher density development puts pressure on the existing community in the following ways:

1. Traffic

- It does not have many sidewalks/curbs and pedestrian safety is decreased as traffic volume increases.
- There are traffic pressure points at the bridge on Treanor as well as at the left turn light onto Millstream.
- There is also a huge accident potential at the pub at the corner of Treanor and Millstream as people often turn onto Treanor and then make an immediate left turn across a solid yellow line into the pub parking lot, requiring all cars behind them to stop suddenly.
- There are a number of blind driveways on Bellamy Road coming north up the hill after the 4-way stop at Phelps.
- The intersection at Goldie and Bellamy is often obscured by tree branches and many people choose to treat the stop-sign as a suggestion.
- The driveway coming out of this development will be in another blind spot, utilized by many more cars than the other driveways. At this point on Bellamy, people are speeding up after coming up the hill. People are often travelling at 50 km/hr + by the time they pass our home as the road has flattened and widened.
- There are no speed restrictions in Thetis Heights except for the playground/school zone along the stretch of Treanor by the school and at the playground on Goldie.

2. Parking

The development does not seem to have any accommodation for guest parking or the parking of multiple vehicles per RS1 residence. Between bike lanes and no parking signs on Bellamy, and the fact that home owners and their guests will not be able to use the private road on Larabie Court, parking will be pushed further up Bellamy to [REDACTED]. Parking is already a hot commodity on this stretch of road due to the bike lane on the west side of Bellamy and also no parking signs on the east side of Bellamy just south of Gourman. For our home, this means that there is currently rarely parking for our guests or trade/service providers as our neighbours and their tenants and their [REDACTED]

currently use the available parking.

3. Access of Emergency Vehicles or to Evacuation Routes

Living beside Thetis Park is wonderful; however, with a single access/egress point, it does make us all more vulnerable if there is ever the need for an evacuation due to a fire or other emergency. The fire chief has let us know that there are updated neighbourhood evacuation plans; however, we won't have access to them for some time as they are still unpublished. Also, regardless of evacuation plans, in the chaos of a true emergency, with the existing traffic choke points along the route, adding more vehicles to the press of traffic attempting to leave the neighbourhood simultaneously adds substantial risk to everyone.

And when there is an accident on Treanor before or immediately after the bridge, if anyone else in the neighbourhood requires the urgent support of an emergency vehicle, there will be a delay in them receiving timely help.

We request that the planning committee and city council turn down this application for RS1 lots in this area of Thetis Heights. It will further reduce community safety and will increase the growing parking burden already present in the area.

Thank you for hearing our concerns.

[REDACTED]
[REDACTED]
Victoria BC [REDACTED]
[REDACTED]

From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: Meeting Re Zoning Amendment File Z21-0006
Date: April 25, 2021 10:41:33 AM

As per the instructions in your meeting notice discussing zoning amendment application file Z21-0006, I submit the following comments and ask that they be included in the agenda package:

1. Density - Have appropriate studies been done to validate the density increase from 1 duplex to a duplex plus 11 residences?
2. Traffic implications - Assuming that this development proceeds, along with the one at Trudie Terrace, there will be a significant increase in traffic along Bellamy Road. Has a study to examine this issue been completed, or will one be done before any zoning changes?
3. Parking - the amendment must include a parking plan that keeps residents' vehicles off Bellamy Road due to the topology at this point, plus the narrowness of the street and providing for pedestrian safety.
4. Access - Bellamy Road will become more of a main thoroughfare as part of these projects, therefore for safety and traffic flow no direct access from these residences to Bellamy Road should be allowed. Access to Bellamy should be via Larabie Crt.
5. Bellamy Rd improvement - perhaps, as part of this project, the developer could be tasked to improve/widen Bellamy Road from Goldie to Gourman.

Could you also send me a copy of the developer's plan for examination?

Thank you.

[REDACTED]

From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: File Z21-0006 ZONING AMENDMENT- Submission to committee
Date: April 24, 2021 10:23:45 AM

Planning, Zoning and Affordable Housing Committee

I am opposed to the zoning amendment of 2165 and 2167 Bellamy Rd. from R2 to RS1 for the following reasons:

- The addition of 11 homes will increase in traffic to a hazardous level, considering the planned development of Western Speedway with 60 homes that will all be using Bellamy to access. With most families having 1-2 vehicles, this will result in an additional 70-140 cars using Bellamy.
- Many cars already speed up Bellamy hill, past the proposed development site. This is especially concerning as [REDACTED] and [REDACTED] on Bellamy. Too many cars run the stop sign at Phelps and Bellamy.
- All the additional traffic will be forced through the Millstream School zone. This is a congested area, mornings and afternoons, with parents picking up and dropping off children.

Please add this submission to the agenda package for consideration and forward to council.

Sincerely

[REDACTED]

Langford, BC

From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Cc: [REDACTED]
Subject: 221-0006 - 2165 and 2167 Bellamy Rd
Date: May 3, 2021 12:09:11 PM

Dear Committee,

We currently reside at [REDACTED], a [REDACTED] proposed zoning lot. We would like to voice our concerns over the proposed new development.

- Parking is already an issue in this area and now this would be adding to the congestion.
- Drainage and flooding at the bottom of this property tends to happen every heavy rain, is there a plan to deal with the excess water running?
- The original plans had a fire lane through [REDACTED] which has now seemed to disappear from the proposed drawings so we would like to know if there is going to be any openings or entrance off Larabie Court. As a private road, we do not want any vehicles or residents using our road as an entrance/exit. Please also confirm we have the right to have any illegal parked vehicles towed at the owners expense.

There needs to be plan which takes into consideration the peaceful enjoyment and property value of the existing residents while still maintains a profitable situation for the developer. Putting the proposed amount of homes on a small lot so the developer can make a larger profit and asking for variances to "cram" more houses in is not in anyones best interest except the developer. I sincerely hope you take into consideration the concerns of the existing residents.

[REDACTED]

Get [Outlook for Android](#)

File: Z21-0006

To: The Planning, Zoning and Affordable Housing Committee

I am writing to voice my concern regarding the application to rezone 2165 and 2167 Bellamy Road from R2 to RS1 with 11 homes. We feel the Committee should choose Option 2 and reject this application.

- 1) Squeezing 11 Residential Small lots into such a small area is not in keeping with the surrounding homes and neighbourhood.
- 2) The allowed density of homes should be in keeping with the surrounding area (R2) out of respect for the surrounding homes and families.
- 3) Having this many homes adjacent to Lots 417, 544, 548 and 2179 will negatively impact property values, enjoyment of yards and the existing wildlife corridor that runs behind Lots 548, 544 and 417.
- 4) There is a minimum 50-foot difference in elevation from the front to the back of this proposed building site. The Staff Report distributed does not contain a site grading plan and does not speak to the proposed elevation/gradients of this development. This information will drastically impact the surrounding homes. The allowed elevation should be as low as possible to minimize the visual impact and maintain the privacy of the surrounding homes.
- 5) The house on Lot 548 is at the base of a 20-foot cliff adjacent to where blasting would have to occur in order to facilitate homes on the proposed plan. This is an extreme hazard and safety concern. In previous developments this has caused unstable conditions and property damage.
- 6) There is a significant health and safety concern with the proposed location of the six visitor parking stalls directly abutting the property line of Lot 544. Children will no longer be able to safely play given the exhaust fumes from these vehicles let alone the ability to no longer enjoy the picnic area located only four feet from the parking stalls. Langford would never allow this in any other situation so why should it be considered in this instance?

- 7) The green space abutting Lot 544 should be significantly increased and a minimum 8 foot fence privacy buffer should be required to run the entire length of the rear of Lot 544 and the adjoining lots.

I am asking that the Committee consider these concerns and suggestions in light of the negative impact this proposed development will have on the surrounding homes and families. Please treat this as if it were your homes and loved ones being directly impacted by this proposal.

[REDACTED]



Staff Report to Planning, Zoning and Affordable Housing Committee

Date: July 12, 2021
Department: Planning
Application No.: TUP21-0003
Subject: Application to allow for Commercial and Tourism based uses on leased land along Station Ave.

PURPOSE

City of Langford staff have been working with the Island Corridor Foundation (ICF) on the Station Avenue Revitalization Project (SARP) to repurpose and beautify a stretch of the E&N rail corridor running through Langford's City Centre. This project will focus on the creation of a Cultural Precinct for residents and tourists to discover local businesses, artists and eateries. Additionally, the informal parking between Jacklin Rd. and Veterans Memorial Parkway will see a reorganization and restructuring, resulting in formal stalls, site grading, servicing upgrades and general beautification. As this is a unique undertaking and the current lands have numerous zoning designations (as identified in Table 1), the purpose of this TUP on the properties described as; Lot 2, Section 73, Esquimalt District, Plan VIP86164, PID No. 009-019-898; Lot 1, Section 5, Esquimalt District, Plan VIP86164, PID No. 024-749-478; and Lot A, Section 72, Esquimalt District, Plan VIP65130, PID No.023-825-600, is to allow for the following uses:

- Artist or craftsperson studio
- Cultural facility
- Licensed Premise
- Office
- Parking facility
- Public Assembly and Entertainment uses
- Recreation facility, outdoor
- Restaurant
- Retail Store
- Tourist information centre
- Transportation terminal

Additional uses already permitted within every zone as per the Zoning Bylaw No. 300 include:

- Parks
- Accessory uses

BACKGROUND

The City of Langford was approached by the ICF regarding the revitalization of a significant portion of lands adjacent to the E&N Railway corridor between Jacklin Rd. and Veterans Memorial Parkway in Langford City Centre that for many years has been used as informal parking for residents, construction and business employees, recreation and second vehicles and unfortunately derelict vehicles. The City of Langford has recently agreed upon a 30-year lease with the ICF for use of these lands.

The Provincially established Gas Tax Fund (GTF) is available to the City to fund this project. This fund is subject to provincial auditing and therefore the use of these funds must meet specific criteria. City Staff have engaged the Province to ensure that the proposed works are a justified use of the GTF, and can confirm that the proposed project falls under and meets the criteria for a “Cultural Precinct” and shall be developed as such.

In order to prove out this Cultural Precinct, City Staff are proposing this TUP prior to an official rezoning of the lands in perpetuity. Should this project thrive and manage to be sustainable in the long term, an official rezoning of the lands may occur in the future. Staff anticipate that construction work on this project could be completed by Spring 2022.

Should Council approve the TUP, staff will research the appropriate mechanism in which to enact and uphold City of Langford regulations for Public and Open Space use.

Table 1: Site Data

<i>Applicant</i>	City of Langford	
<i>Owner</i>	Island Corridor Foundation	
<i>Civic Address</i>	860 Station Avenue	
<i>Legal Description</i>	Lot 2, Section 73, Esquimalt District, Plan VIP86164, PID No. 009-019-898; Lot 1, Section 5, Esquimalt District, Plan VIP86164, PID No. 024-749-478; Lot A, Section 72, Esquimalt District, Plan VIP65130, PID No.023-825-600	
<i>Size of Property</i>	33,120m ² approximate	
<i>DP Areas</i>	City Centre DPA	
<i>Zoning</i>	Existing: C3, C8A, C8, CS1, M2, MU1, MU1A, MU2, R2, RM2, RM4, RM7	Proposed: Maintain zoning designations, with permission to operate uses listed in the proposed.
<i>OCP Designation</i>	Existing: City Centre	Proposed: N/A

SITE AND SURROUNDING AREA

The site is a long corridor running through the City Centre, stretching from Veterans Memorial Parkway to Jacklin Road along Station Avenue. Due to the length and location of this site, the subject site adjoins many properties and a wide variety of uses including Commercial, Service Commercial, Light Industrial, Multi-Family Residential, and Residential. The proposed uses shall be complementary and not competitive to existing uses and businesses of the surrounding properties.

Table 2: Surrounding Land Uses

Adjacent Zonings	Use
C8 (Community Town Centre Pedestrian)	Mixed Multi-family and Commercial
C8A (Community Town Centre Pedestrian A)	Commercial
C3 (District Commercial)	Commercial
CS1 (Service Commercial)	Commercial-Light Industrial
M2 (General Industrial)	Commercial- Light Industrial
MU1 (Mixed Use Residential Commercial)	Mixed Multi-family and Commercial
MU1A (Mixed Use Residential Commercial A)	Mixed Multi-family and Commercial
R2 (One- and Two-Family Residential)	Residential
RM2 (Attached Housing)	Multi-family Residential
RM4 (Apartment)	Multi-family Residential
RM7 (Medium-Density Apartment)	Multi-family Residential

OFFICIAL COMMUNITY PLAN

The City Centre as defined by the Official Community Plan (OCP) includes:

- 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.**

This proposal incorporates a number of the City Centre goals through the creation of this Cultural Precinct.

DEVELOPMENT PERMIT AREAS

This site is located entirely within the City Centre Development Permit Area. Therefore, the development of these lands would typically require a development permit. City Staff are proposing that Council waive

the requirement of a Development Permit for the Form and Character of this Commercial area provided that this site is developed in accordance with the renderings attached as Appendix A.

It is noted that the renderings include constructed wood kiosk structures, food trucks, converted shipping containers, and perhaps other types of structures. Exterior design elements will be added to the structures as much as possible to make the space attractive, and to encourage residents to use the public spaces. The shipping containers in particular may not entirely fit into the Design Guidelines; however, Council may agree that this range of structure types is appropriate in this case due to the new and innovative nature of the proposal, as well as the temporary time frame. Converting some of the temporary or mobile structures into permanent structures could be considered should this Cultural Precinct become a permanent use of the lands.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The proposed project looks to add value and infrastructure upgrades to the existing transportation network. With a regional trail located on the other side of the E&N tracks, and bike lanes nearby, pedestrians and cyclists will have a new Langford destination to target by way of safe and environmentally friendly methods. Additionally, the formalization of park and ride and commuter parking will provide additional opportunities for alternative transportation methods as BC transit is quite established on Station Ave.

INFRASTRUCTURE

The Engineering department is overseeing the infrastructure upgrades that will be necessary to serve the proposed land uses and site development. The following upgrades for the Station Avenue site can be implemented through the Gas Tax Fund:

- Hydro and water servicing upgrades
- Sewer connection
- Frontage and accessibility improvements
- Drainage (grading and stormwater management)

NEIGHBOURHOOD CONSULTATION

City staff have established a direct line of communication for residents to communicate concerns and questions regarding the project and how it is anticipated to integrate within the neighbourhood. Information and stakeholder sessions are being held to incorporate the needs and concerns of the communities that are anticipated to be utilizing business and artisan spaces.

FINANCIAL CONTRIBUTIONS

There are no financial contributions required as part of the TUP application and process. As noted, the majority of the Station Avenue Revitalization Project will be funded by the GTF as a under the heading of “Cultural Precinct”.

Impacts on municipal revenue and expenses are anticipated to be minimal. Revenue through the leasing of business spaces and studios is anticipated to cover the maintenance expenses.

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 Temporary Use Permit for a period of three years for the lands identified on Appendix B, to allow for the following uses:
 - a. Artist or craftsperson studio
 - b. Cultural facility
 - c. Licensed Premise
 - d. Office
 - e. Parking facility
 - f. Public Assembly and Entertainment uses
 - g. Recreation facility, outdoor
 - h. Restaurant
 - i. Retail Store
 - j. Tourist information centre
 - k. Transportation terminal
2. That Council waive the requirement of a Form and Character Development Permit provided that the site is developed in substantial accordance with the renderings attached as Appendix A.

OR Option 2

3. Recommend that Council reject this application for temporary use permit.

Respectfully submitted,

Submitted by:	Wolfgang Schoenefuhs, Planning Technician – Approved
Concurrence:	Donna Petrie, Manager of Business Development and Events - 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:	Yari Nielsen, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovich, P.Eng, P.Geo, Director of Engineering – Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Acting 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

:WCS

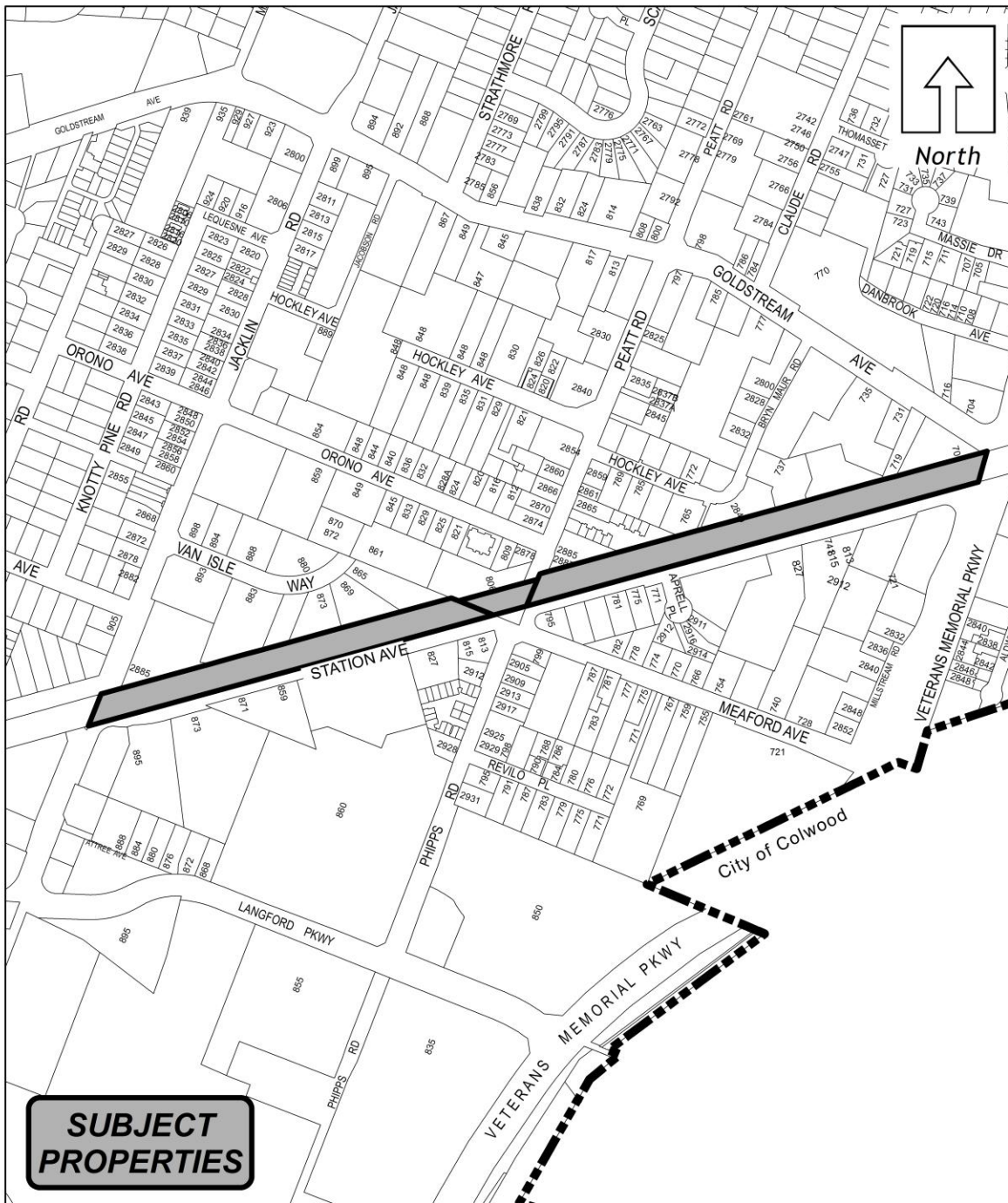
Appendix A





Appendix B

**TEMPORARY USE PERMIT
(TUP21-0003)
Island Corridor Foundation Lands**



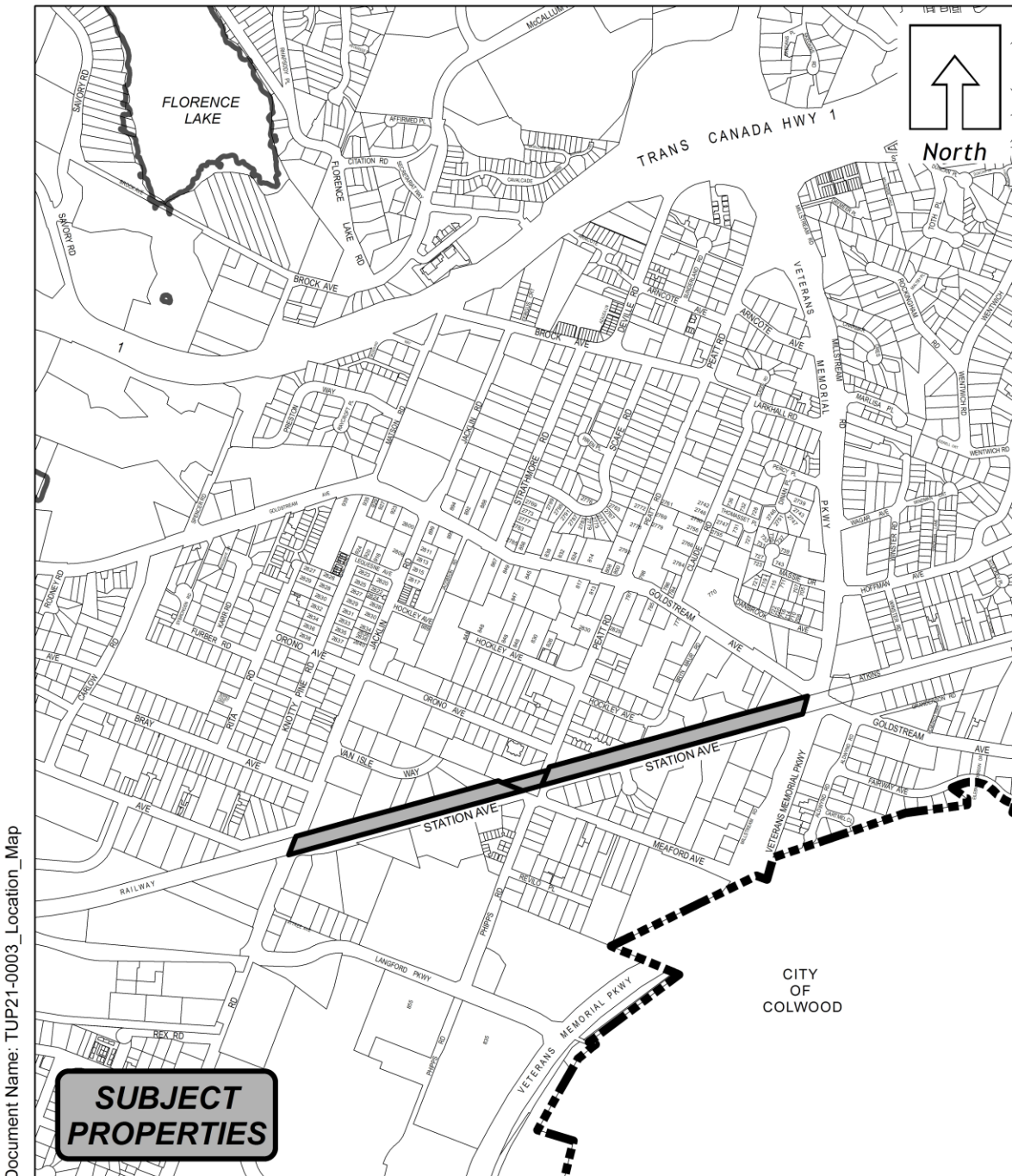
Document Name: TUP21-0003_Site_Map

Scale: N.T.S.

Last Revised: 7/6/2021

Appendix C

**TEMPORARY USE PERMIT
(TUP21-0003)
Island Corridor Foundation Lands**





Staff Report to Planning, Zoning and Affordable Housing Committee

Date: July 12, 2021

Department: Planning

Application No.: Z21-0022

Subject: Bylaw No. 1994 - Application to Rezone 648, 652, 656, and 660 Granderson Road from R2 (One- and Two-Family Residential) to CC1 (City Centre 1) to allow for a six-storey, 84-unit apartment building.

PURPOSE

Stew Gordon has applied on behalf of Gordon n' Gordon Interiors to rezone 648, 652, 656, and 660 Granderson Road from R2 (One- and Two-Family Residential) to CC1 (City Centre 1) to allow for a six-storey, 84-unit apartment building.

BACKGROUND

PREVIOUS APPLICATIONS

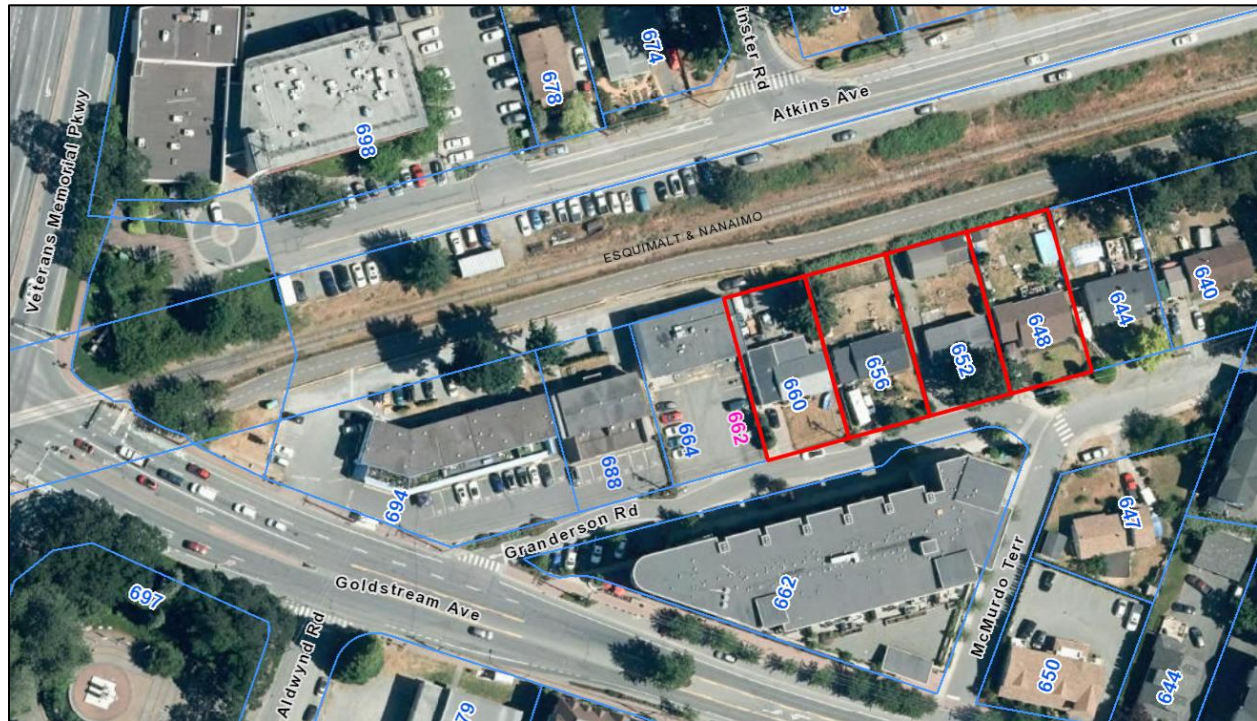
There were no previous applications made on the subject properties.

Table 1: Site Data

<i>Applicant</i>	Stew Gordon
<i>Owner</i>	Gordon n' Gordon Interiors Ltd
<i>Civic Address</i>	648, 652, 656, and 660 Granderson Road
<i>Legal Description</i>	LOTS 1 and 2, SECTION 72, ESQUIMALT DISTRICT, PLAN 14911 (648 and 652 Granderson), LOT A, SECTION 72, ESQUIMALT DISTRICT, PLAN 14555 (656 Granderson), and LOT 4, SECTION 72, ESQUIMALT DISTRICT, PLAN 13806 (660 Granderson)
<i>Size of Property</i>	2,698.2 m ²
<i>DP Areas</i>	Multi-Family and City Centre Form and Character Development Permit Area
<i>Zoning Designation</i>	R2 (One- and Two-Family Residential)
<i>OCP Designation</i>	City Centre

SITE AND SURROUNDING AREA

The subject properties are located on Granderson Road and back onto the E&N trail and rail corridor. All four properties are flat and contain a single-family dwelling. The sites contain few trees except for a large tree at the front of 652 Granderson, and a large tree at the back of 660 Granderson. The sites are located very close to the intersection of Goldstream Avenue and Veterans Memorial Parkway and the many shops and services found within downtown Langford.

Figure 1 – Subject Properties**Table 2: Surrounding Land Uses**

	Zoning	Use
<i>North</i>	R2 (One- and Two-Family Residential)	E&N trail and railway, single family dwellings, two-family dwellings
<i>East</i>	R2 (One- and Two-Family Residential) RM3 (Apartment)	Single family dwellings Apartment
<i>South</i>	C8A (Community Town Centre Pedestrian A)	Mixed use residential and commercial
<i>West</i>	C3 (District Commercial)	Indigenous Perspectives Society

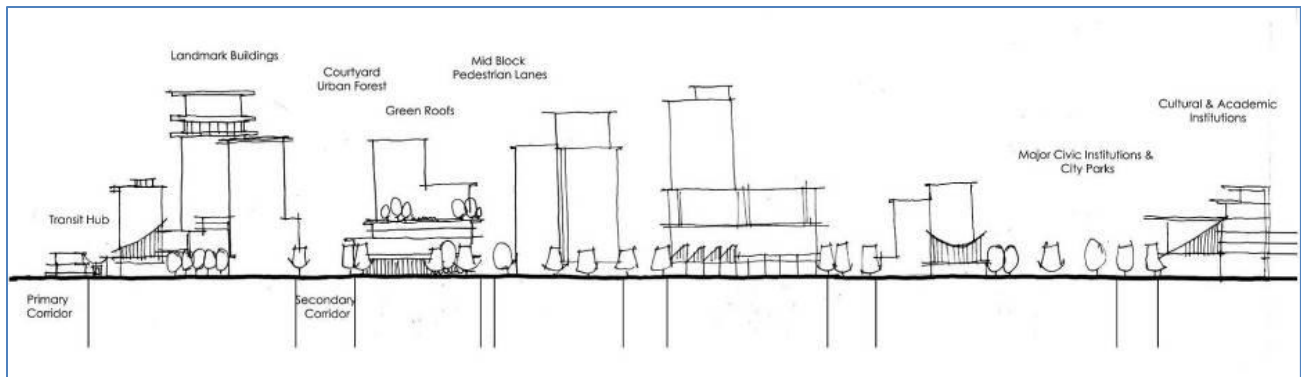
COUNCIL POLICY

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

Figure 2 - A Concept for the City Centre



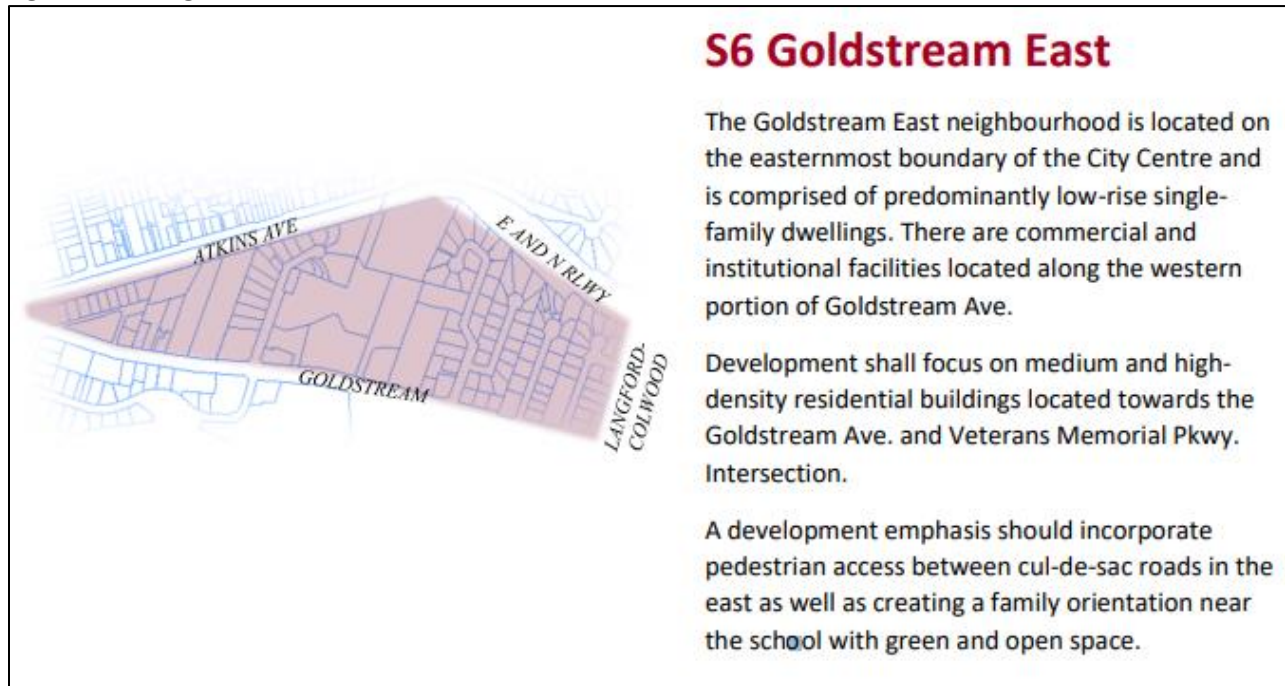
DEVELOPMENT PERMIT AREAS

The subject properties are not located within any environmental or hazardous development permit areas. However, a form and character development permit would be required prior to the issuance of a building permit to review overall compliance with the City Centre and Multi-Family design guidelines and zoning bylaw.

DESIGN GUIDELINES

The subject properties are located within the Goldstream East (S6) neighbourhood of the City Centre Design Guidelines as outlined in Figure 3. For this region of the City Centre, the design intent is as follows:

Figure 3 – Design Guidelines



It is further noted for Council's information that the subject properties are designated as being appropriate for consideration of the CC1 Zone, as proposed, within the City Centre Concept map proposed to be added to the City Centre design guidelines via Bylaw No. 1919.

COMMENTS**DEVELOPMENT PROPOSAL**

The applicant is proposing to construct a six-storey, 84-unit apartment building in accordance with the requirements of the CC1 (City Centre) Zone. The proposal is for a mix of one- and two-bedroom units, with 60 of the units being 2-bedrooms. All proposed ground floor units facing Granderson Road have individual access from the street, allowing the proposal to meet the CC1 zoning requirement for a minimum of 80% active building frontage. The entire building is setback 8.28 m from Granderson Road which exceeds the CC1 setback requirements of 2 m for the first two storeys, and 4 m for all storeys above. This will allow the ground floor units to have larger patio areas and increase the amount of landscaping along the street. The building also features a common outdoor amenity space on the ground floor at the rear of the site which is proposed at 137 m², equivalent to the CC1 requirement of 5% of the lot area. Vehicle access to the site will be off of Granderson Road, with a driveway leading to the back of the site which contains at-grade visitor parking stalls and an access ramp to one floor of underground parking. The underground parking also contains a large bike-room with space for 88 bikes. A site plan is shown below in Figure 4,

Figure 4 – Site Plan



Apartments within the City Centre are required to provide 1.25 parking spaces per unit with two bedrooms or less, of which 0.25 is designated for visitors. As this proposal is for 84 units with two-bedrooms or less, a total of 105 parking spaces are required. The applicant is proposing a total of 105 spaces with 84 located underground, and 21 provided at-grade at the rear of the site for visitors.

To remain consistent with other multi-family developments that have recently been rezoned, Council may wish to require the onsite parking stalls be secured to each unit in accordance with the Zoning Bylaw to ensure separate rent is not charged for a parking space. This would prevent future tenants from declining to pay separately for a parking stall and choosing to park on the surrounding streets instead.

For vehicle options in the future, Council may wish to remain consistent in requiring the onsite parking spaces to be equipped with infrastructure so that electric charging stations can be installed at a future date without the need of an expensive retrofit to the building. Given the future development of electric vehicles, this may be viewed as a proactive step that would allow residents of the building a wider choice of vehicles in years to come.

Council may wish to have the applicant register a building strata plan as a condition of rezoning prior to issuance of an occupancy permit and have this provision secured within a section 219 covenant registered on title. As of recently, Council has been requiring this for most multi-family rezoning applications.

As noted below, no variances are required for this proposal.

Table 3: Proposal Data

	Permitted by CC1 (Proposed Zoning)	648, 652, 656, and 660 Granderson proposal
<i>Density (FAR and/or min. lot size)</i>	5.0 FAR	2.42 FAR
<i>Site Coverage</i>	n/a	50%
<i>Height</i>	6 storeys	6 storeys
<i>Front Yard Setback</i>	2 m (6.6 ft) for 1 st storey 4 m (13 ft) for 3+ storeys	8.28 m (all storeys)
<i>Interior Side Yard Setback</i>	3.0m (9.8 ft)	3.05 m (both sides)
<i>Rear Yard Setback</i>	3.0m (9.8 ft)	5.54 m
<i>Parking Requirement</i>	1.25 spaces per residential unit (0.25 of which is for visitors) = 105 spaces for 84 units	105 spaces provided
<i>Bicycle Parking</i>	1 per unit = 84 bike sapces	88 bike spaces
<i>Active Building Frontage</i>	80%	82%
<i>Common Outdoor Amenity Space</i>	5% of lot area = 134.91 m²	137.22 m ²

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

Granderson Road is a “woonerf” designed road, also known as a “living street” in Dutch. Woonerfs are designed in such a way that the needs of automobile drivers are balanced with the needs of the users of the street as a whole; such users include pedestrians, bicyclists and playing children. Woonerfs therefore sustain lower traffic velocities through the utilization of integrated traffic calming devices and intensive landscaping. Granderson Road only permits one-way vehicle movement with access from Goldstream Avenue via McMurdo Terrace, and exiting out onto Goldstream. This is shown more clearly on Figure 1.

The subject properties are near transit stops that service Dockyard/Westhills (Route 46) and Langford/Downtown Victoria (Route 50). The Langford/Downtown route is a designated Rapid Transit Network that provides frequent, 15-minute or better service, between 7:00 am – 10:00 pm seven days a week.

The sites are also located within walking distance of many shops and services located in downtown Langford like grocery stores, pharmacies, banking, restaurants, and the Goudy Library Branch. It also backs onto the E&N rail corridor which offers a protected walking and cycling trail to downtown Victoria.

FRONTAGE IMPROVEMENTS

Full frontage improvements to Bylaw No. 1000 standards are required on Granderson Road. The Director of Engineering has asked that the applicant provide frontage drawings prior to Public Hearing to confirm that road dedication will not be required.

DRAINAGE AND STORMWATER

As a condition of rezoning, Council may wish to request the applicant to examine how storm water can be managed on-site through infiltration and have a technical memo from a qualified engineer be provided in this regard to the satisfaction of the Director of Engineering prior to public hearing.

CONSTRUCTION PARKING AND TRAFFIC MANAGEMENT PLAN

Council may wish to require a Construction Parking and Traffic Management Plan as a condition of rezoning and require that it be provided to the satisfaction of the Director of Engineering prior to any land alteration. This should be secured within a covenant, prior to Bylaw Adoption.

POTENTIAL NUISANCES

Council may wish to require that the applicant provide a Section 219 Covenant registered on title prior to Bylaw Adoption that provides future landowners with the understanding that the existing rail corridor directly adjacent to the site may be utilized for transportation uses in the future such as but not limited to rail, bus, or other, that these uses may result in general nuisances, and that future landowners understand and accept the potential disruption to their residential occupancy of the site.

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 84 units. The policy currently allows for a reduction in amenity fees within the City Centre for any units above the 4th storey.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per unit contribution	Total (84 units)
<i>General Amenity Reserve Fund</i>	\$2,850 per unit (1st through 4 th storeys)	@ 54 units = \$153,900
	\$1,425 (5 th and 6 th storeys)	@ 30 units = \$42,750
	\$712.50 (7 th storey and above)	n/a
<i>Affordable Housing Reserve Fund</i>	\$750 per unit (1st through 4 th storeys)	@ 54 units = \$40,500
	\$375 per unit (5 th and 6 th storeys)	@ 30 units = \$11,250
	187.50 (7 th storey and above)	n/a
TOTAL POLICY CONTRIBUTIONS		\$248,400

Table 5 – Development Cost Charges

Development Cost Charge	Per unit contribution	Total (84 units)
<i>Roads</i>	\$3,188 per unit (residential)	\$267,792
<i>Park Improvement</i>	\$1,890 per unit (residential)	\$158,760
<i>Park Acquisition</i>	\$1,100 per unit (residential)	\$92,400
<i>Incremental Storage Improvement Fees</i>	\$331.65 per unit (residential)	\$27,858.60
Subtotal (DCCs paid to City of Langford)		\$546,810.60
<i>CRD Water</i>	\$1,644 per unit (residential)	\$138,096
<i>School Site Acquisition</i>	\$600 per unit (residential)	\$50,400
TOTAL (estimate) DCCs		\$735,306.60

OPTIONS

Option 1

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

1. Consider proceeding with First Reading of Bylaw No. 1994 to amend the zoning designation of 648, 652, 656, and 660 Granderson Road from R2 (One- and Two-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 Public Hearing**, the following to the satisfaction of the Director of Engineering:

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

- 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 the following are provided to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to the issuance of a Building Permit:
 1. Frontage improvements;
 2. A storm water management plan; and
 3. A construction parking and traffic management plan;
- ii. That the developer registers a strata plan, prior to the issuance of an occupancy permit, that creates individual strata titles for each residential unit;

-
- iii. Acknowledgement that the site is in proximity to an existing rail corridor that may be utilized for transportation uses in the future such as, but not limited to rail, bus, or other, that these uses may result in general nuisances, and that the owner and all future owners assume all risk and annoyance of such nuisances;
 - iv. That the required parking stalls for this development are allocated for the use by individuals in each unit, as required by Bylaw 300 and designated accordingly, and that the parking stalls are not sold or rented out individually;
 - v. 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.

OR Option 2

- 2. Take no action at this time with respect to Bylaw No. 1994.

Submitted by:	Julia Buckingham, Planner II - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy 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:	Yari Nielson, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Acting CAO, Director of Corporate Services - Approved

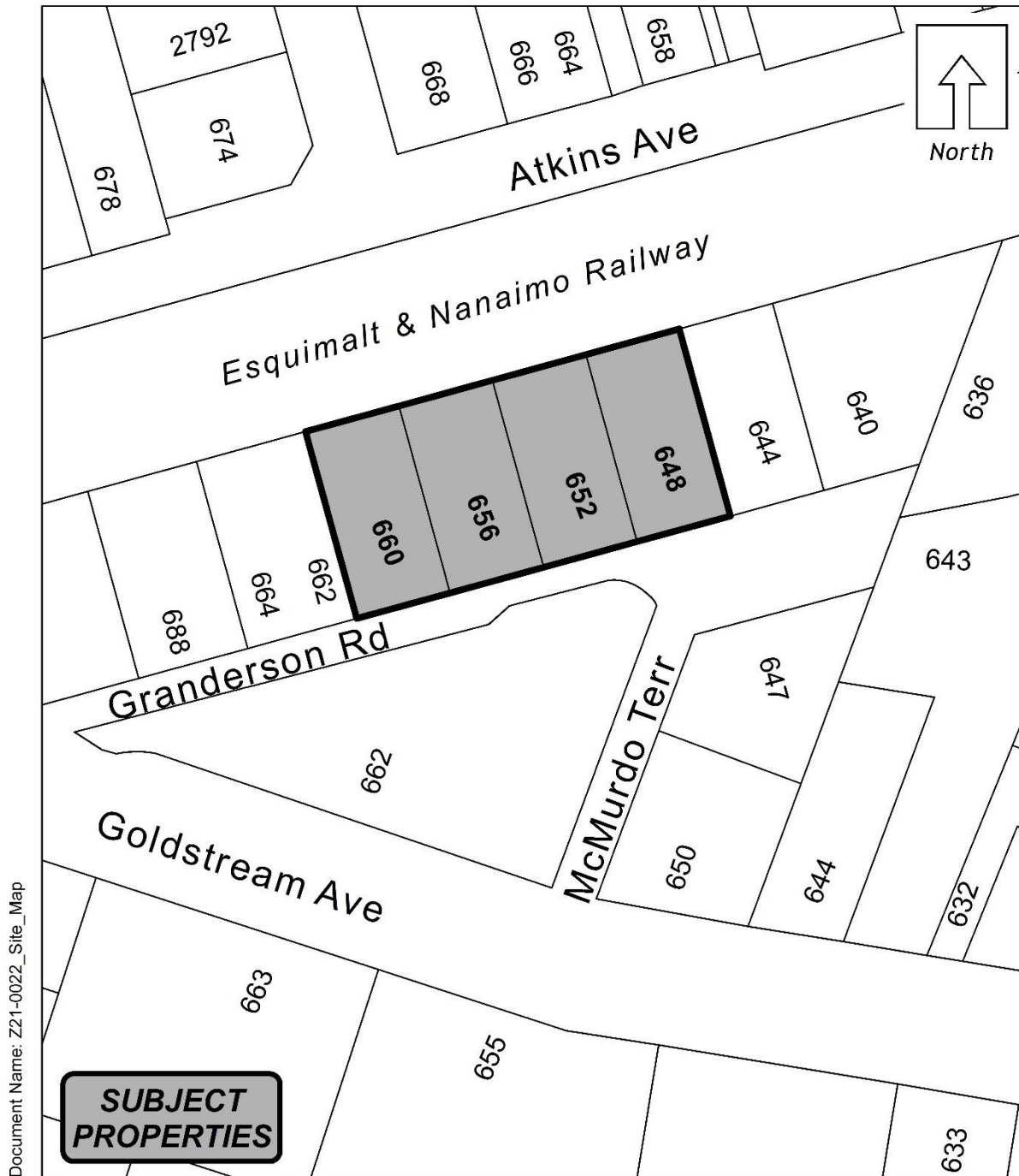
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Appendix A

REZONING BYLAW AMENDMENT

(Z21-0022)

648, 652, 656, & 660 Granderson Rd

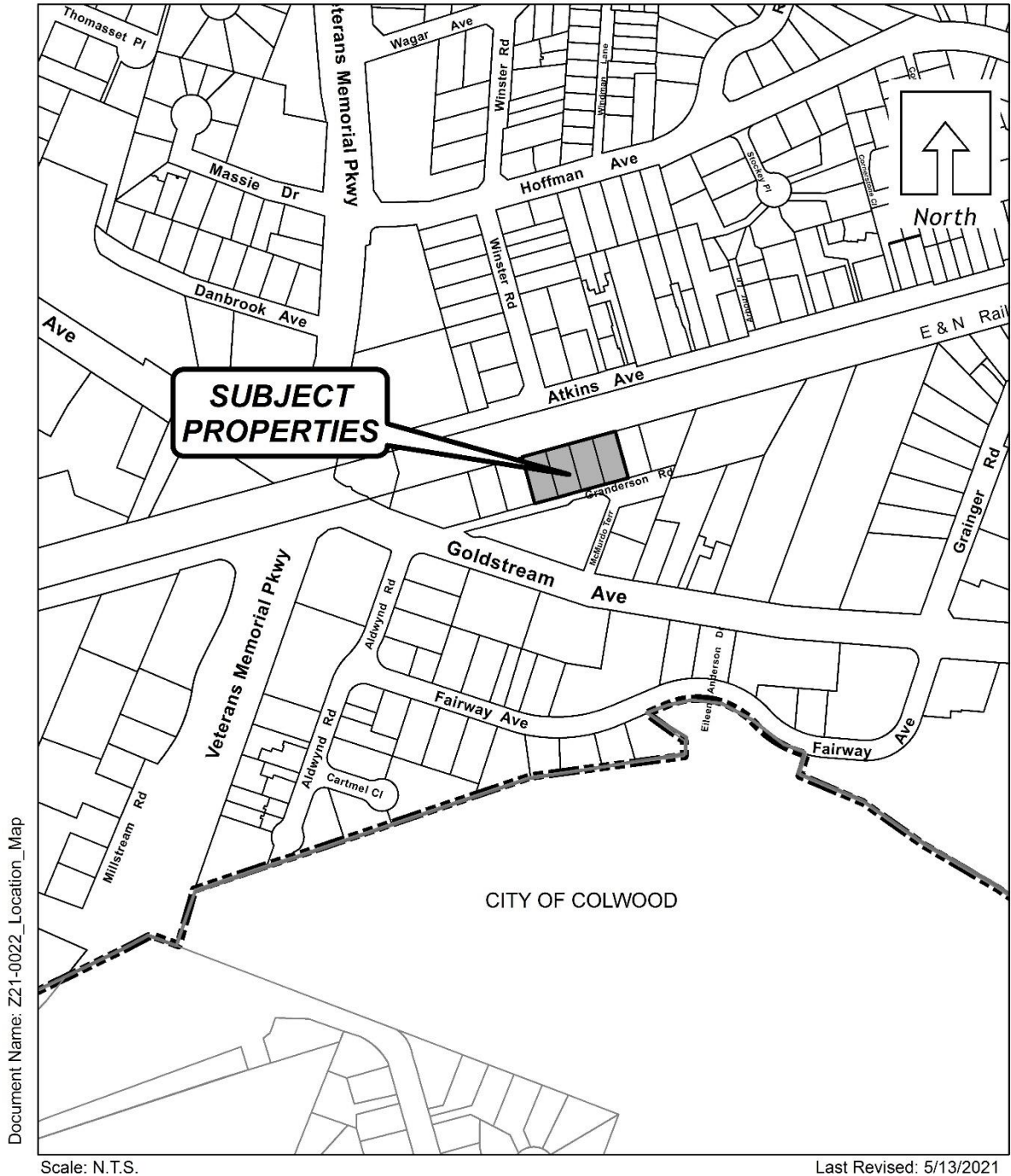


Scale: N.T.S.

Last Revised: 5/13/2021

Appendix B

**REZONING BYLAW AMENDMENT
(Z21-0022)
648, 652, 656, & 660 Granderson Rd**



From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: File Z21-0022 concerns.
Date: July 2, 2021 10:56:33 PM

Hello,

My name is [REDACTED] and I'm the owner and resident of [REDACTED] ([REDACTED]). Today I received the meeting notice for file Z21-0022 for the rezoning of 648, 652, 656 & 660 Granderson Road and I want to express my concerns and opposition to this application.

The residents of the Granderson enter and exit the building through McMurdo Terrace which is already a very tight road. If the current application goes through and this new building with almost **80% more residential units than the [REDACTED]** gets built, where will all the residents from both buildings drive through? Also, many [REDACTED] residents exit using Granderson Rd and the residents of the new building would have to do that too but Granderson road is even tighter than McMurdo Terr. as it's a **one lane road**. Just thinking about the construction and the moving trucks if this building gets built is very worrying. Widening Granderson Rd. is out of the question I guess since this application doesn't include the properties from 662 to 688 Granderson.

In my opinion, if this application goes through it will create a lot of problems on McMurdo Terr., Granderson Rd. and subsequently the residents of the surrounding areas. I honestly believe that this plan is poorly designed, ineffective and there's no infrastructure to support it.

Thank you for your consideration and I look forward to the meeting on Monday, July the 12th.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: Zoning Amendment Z21-0022
Date: July 4, 2021 10:53:59 AM

Dear Committee Members

My name is [REDACTED] and I am the owner of [REDACTED] Victoria, BC [REDACTED]

While I support Affordable Housing I cannot support this build.

Traffic on McMurdo to Goldstream.

Parking on Mcmurdo

Safety

Surrounding Property Values.

Education

Safety

While I supported Pacifica Housing build the problems have increased. One cannot walk on Goldstream due to cigarette and pot smoking. There is a smoking area in the front which is used and coffee can ashtrays all along the front of the building. And then smoking on the E & N Trail.

The police is in attendance often.

Traffic and Parking

This is a given. McMurdo cannot support this increase in vehicle traffic.

Property Values

Our property has increased in value as we continue with improvements. I fear we will lose that.

Education

Savory School is always full and not accepting new students.

General comment

The new affordable housing units are not fully rented as it is.

I hope we can find realistic and practical solutions to the proposed build.

Thank you for listening

[REDACTED]

[REDACTED],

[REDACTED],

Victoria, BC [REDACTED]

July 5, 2021

Langford Zoning Committee,

Planning@Langford.ca

RE: Proposal to construct an apartment building on Granderson Road.

Ladies and Gentlemen:

My wife and I wish to express our strong opposition to the proposal to construct an apartment building on Granderson Road.

Our basic reason for opposing this proposal is very simple: an apartment building on Granderson Road would result in intolerable overcrowding in this small and already-crowded residential neighbourhood.

In order to understand the point we are making, we would urge committee members to visit the area at any busy time of the day. You will observe, on McMurdo Terrace in particular, far more traffic than ever was intended on this narrow lane. McMurdo was intended only as an access to the underground parking for 662 Goldstream and for the few residences on Granderson Road and the small area just to the north-east of the north end of McMurdo. It is inconceivable that McMurdo could accommodate the very substantial additional traffic that an apartment building would generate.

We sincerely hope that the committee will reconsider this proposed zoning amendment and simply leave things as they are.

With all due respect and consideration,

[REDACTED]



City of Langford

www.cityoflangford.ca

Staff Report to Planning, Zoning, and Affordable Housing Committee

Date: July 12, 2021
Department: Planning
Application No.: Z21-0024
Subject: Bylaw No. 1991 - Application to amend the text of the Comprehensive Development 2 – Hull's Field (CD2) Parcel B zone at #136-1047 Langford Parkway to add *pet daycare* as a permitted use.

PURPOSE

Chris Ancil, owner of K9 SK8 Park has applied on behalf of Duncan Magee of Hulls Business Park to amend the text of the Comprehensive Development 2 – Hull's Field (CD2) Parcel B zone at #136-1047 Langford Parkway to add *pet daycare* as a permitted use.

BACKGROUND

PREVIOUS APPLICATIONS

- TUP21-0002 - Council approved a Temporary Use Permit for the proposed business on May 10, 2021, with a condition that the applicant submit an application to rezone within 12 months of the date of TUP issuance.

COMMENTS

As no information has changed with respect to the proposal since Council's consideration of the above-noted TUP, Council may wish to proceed with consideration of this rezoning application. The staff report prepared with regards to the TUP application is attached to this report as Appendix A for reference.

OPTIONS**Option 1**

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

1. Proceed with consideration of Bylaw 1991 to amend the text of the CD2 Zone by adding *pet daycare* as a permitted use on the property located at #136-1047 Langford Parkway.

OR Option 2

1. Take no action at this time with respect to Bylaw No. 1991.

Submitted by:	Matt Notley, Planner I - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Marie Watmough, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Yari Nielsen, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance - Approved
Concurrence:	Braden Hutchins, Acting CAO, Director of Corporate Services - Approved

:mn

Appendix A – staff report for TUP21-0002

Staff Report to Planning, Zoning and Affordable Housing Committee

Date: April 12, 2021

Department: Planning

Application No.: TUP21-0002

Subject: Application to Allow Pet Grooming and Pet Daycare at 136-1047 Langford Parkway

PURPOSE

Chris Anctil, owner of **K9 SK8 Park** has applied on behalf of Duncan Magee to allow for a **Pet Grooming and Pet Daycare** facility at 136-1047 Langford Parkway within the CD2- Parcel B. This application comes 6 years after the initial application for their TUP.

BACKGROUND

PREVIOUS APPLICATIONS

Previously, the applicant had applied for a Temporary Use Permit (TUP15-0001) and Business Licence (BUS15-4578) in 2015 but were placed on hold pending the completion of a Tenant Improvement building permit (BLD15-0163). However, it appears that upon the completion of the Tenant Improvements, the TUP and Business Licence applications were never followed up on or issued. This April would be the 6-year anniversary of the original TUP should the application have been completed, it would now require renewal by way of TUP application and issuance.

Table 1: Site Data

<i>Applicant</i>	Chris Anctil	
<i>Owner</i>	Duncan Magee	
<i>Civic Address</i>	136-1047 Langford	
<i>Legal Description</i>	LOT 2, SECTION 80, ESQUIMALT DISTRICT, PLAN VIP83598, PID 027-183-033	
<i>Size of Property</i>	Lot size 68,891 ft ² , Unit size 3013.89 ft ²	
<i>DP Areas</i>	Flood Plain, Habitat and Biodiversity,	
<i>Zoning</i>	Existing: CD2 Parcel B	Proposed: N/A
<i>OCP Designation</i>	Existing: Neighbourhood	Proposed: N/A

SITE AND SURROUNDING AREA

- The existing unit has been used as a Pet Grooming and Pet Daycare location since 2015, upon the completion of the approved tenant improvements.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	RR4 (E & N right of way)	Regional E & N Right of Way
	M2 (1025 Henry Eng Place)	General Industrial Use
<i>East</i>	CD2 Parcel B (1037 Langford Parkway)	Commercial and Light Industry
	CD2 Parcel B (1039 Langford Parkway)	Commercial and Light Industry
<i>South</i>	R2 (multiple addresses along Jenkins Ave)	Multiple Single-Family Dwellings
<i>West</i>	CD2 Parcel B (1057 Langford Parkway)	Commercial and Light Industry

OFFICIAL COMMUNITY PLAN

The Property is located in the OCP designated 'Neighbourhood' area. This area is described in the OCP as:

- 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; and
- Transit stops are located where appropriate.

Of significance to this TUP application, the proposed use supports the creation of mixed-use commercial and retail serving local residents along transportation corridors.

DEVELOPMENT PERMIT AREAS

- The Flood Plain and Habitat and Biodiversity areas were addressed at the time of original Development and do not create a concern for this Temporary Use Permit
- Commercial and Industrial Development Permit Area requirements would pertain to this property regarding the form and character, however the applicant has not stated any intention to alter the exterior of the building. Tenant improvements were made in 2015 to address the Building Departments requirements for the interior of the unit.

COMMENTS

The CD2 zone along Langford Parkway is broken into 3 separate parcels each permitting slightly different uses. 1047 Langford Parkway is located within the CD2 parcel B which does not currently permit pet Grooming and Pet Daycare. However, CD2 parcel A does permit this type of use therefore resulting in a similar neighbourhood impact. The business has proven that it can operate sustainably in its current location over the previous 6 years.

OPTIONS**Option 1**

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

2. Proceed with consideration of the temporary use permit for 136-1047 Langford Parkway.

OR Option 2

3. Reject this application for temporary use permit.

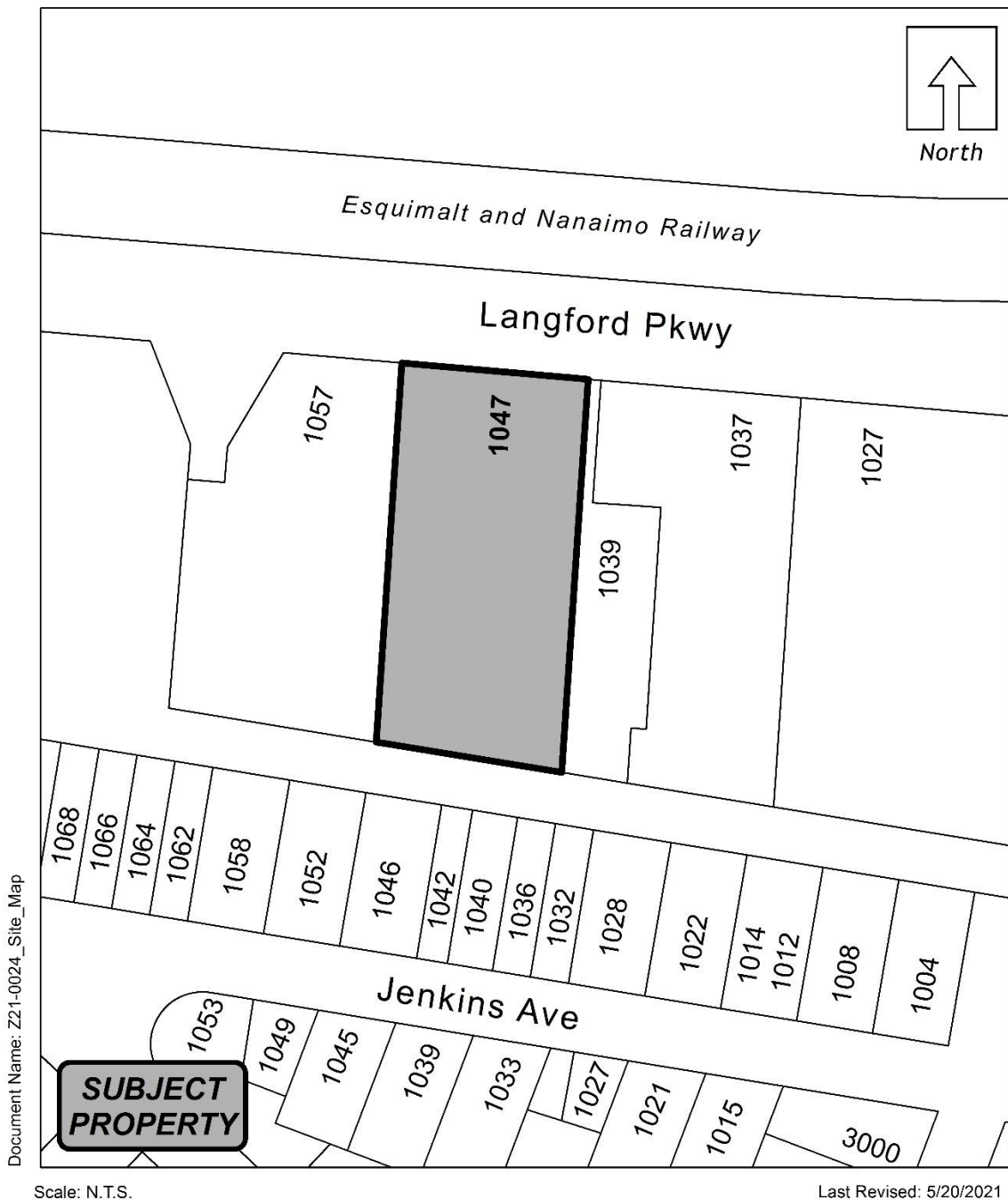
Respectfully submitted,

Submitted by:	Wolfgang Schoenefuhs, Planning Technician - 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:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Audrey Kryklywyj-Shortreid, Deputy Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:WCS

Appendix B – Subject Property Map

**REZONING BYLAW AMENDMENT
(Z21-0024)
#136 - 1047 Langford Pkwy**



Appendix C – Location Map

REZONING BYLAW AMENDMENT
(Z21-0024)
#136 - 1047 Langford Pkwy

