

CITY OF LANGFORD
PLANNING, ZONING AND AFFORDABLE HOUSING COMMITTEE

Monday, August 9, 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: 838 1188 7099

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

	Page
1. <u>CALL TO ORDER</u>	
2. <u>APPROVAL OF THE AGENDA</u>	
3. <u>ADOPTION OF THE MINUTES</u>	
a) Planning, Zoning & Affordable Housing Committee Meeting – July 12, 2021	3
4. <u>REPORTS</u>	
a) Bylaw No. 1998 Application to rezone 2619 Sooke Road from One- and Two- Family Residential (R2) zone to Neighbourhood Institutional (P1A) zone and amend the text of the P1A zone at 2619 Sooke Road to allow for a 44-child Group Daycare - Staff Report (Planning)	8
b) Application to Rezone 962, 966, 970, 974, and 978 Bray Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre (CC1) Zone to Allow for Two 6-Storey Residential Buildings - Staff Report (Planning)	14
c) Bylaw No. 1997 - Application to amend the text of the RCBM2 Zone and associated Schedule O2 map - Staff Report (Planning)	28

- d) Bylaw No. 1999 - Application to Rezone 2762, 2786, and 2774 Winster Road from R2 (One-and Two-Family Residential) to CC1 (City Centre) to Allow for a Six-Storey, 68-Unit Apartment Building
- Staff Report (Planning)

35

5. ADJOURNMENT

CITY OF LANGFORD

MINUTES OF THE PLANNING, ZONING AND AFFORDABLE HOUSING COMMITTEE

Monday, July 12, 2021 @ 5:30 pm

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

PRESENT

Councillors: R. Wade (Chair), and N. Stewart (Vice-Chair).

Members: D. Horner.

By Telephone: Members C. Brown and K. Sheldrake.

ATTENDING

M. Baldwin, Director of Planning and Subdivision; and I. Leung, Manager of Engineering Construction.

ABSENT

Members: D. Blackwell, A. Creuzot, S. Harvey, M. Hall, and J. Raappana.

1. CALL TO ORDER

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

2. APPROVAL OF THE AGENDA

MOVED BY: COUNCILLOR STEWART

SECONDED: C. BROWN

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

CARRIED.

3. ADOPTION OF THE MINUTES

a) Planning, Zoning & Affordable Housing Committee Meeting – June 14, 2021

MOVED BY: COUNCILLOR STEWART

SECONDED: D. HORNER

That the Planning, Zoning and Affordable Housing Committee approve the minutes of the meeting held on June 14, 2021.

CARRIED.

4. REPORTS

- a) **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**
- **Staff Report (Planning)**

MOVED BY: K. SHELDRAKE

SECONDED: D. HORNER

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

CARRIED.

b) Application to allow for Commercial and Tourism based uses on leased land along Station Ave
- **Staff Report (Planning)**

MOVED BY: D. HORNER
SECONDED: K. SHELDRAKE

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 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.

CARRIED.

c) 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
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR STEWART
SECONDED: C. BROWN

That the Planning, Zoning and Affordable Housing Committee recommend to Council:
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.
 - iii. A Traffic Impact Assessment study be submitted to assess the traffic impact this development will have to the area.
- 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.

CARRIED.

- d) **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**
 - **Staff Report (Planning)**

MOVED BY: COUNCILLOR STEWART
SECONDED: D. HORNER

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

CARRIED.

5. ADJOURNMENT

The Chair adjourned the meeting at 6:44 p.m.

CHAIR

CERTIFIED CORRECT
(Corporate Officer)



Staff Report to Planning, Zoning and Affordable Housing Committee

Date: August 9, 2021

Department: Planning

Application No.: Z21-0014

Subject: Bylaw No. 1998 Application to rezone 2619 Sooke Road from One- and Two-Family Residential (R2) zone to Neighbourhood Institutional (P1A) zone and amend the text of the P1A zone at 2619 Sooke Road to allow for a 44-child Group Daycare.

PURPOSE

Roya Adami has applied to rezone 2619 Sooke Road from One- and Two-Family Residential (R2) to Neighbourhood Institutional (P1A) and amend the text of the P1A zone at 2619 Sooke Road to allow for a 44-child Group Daycare.

BACKGROUND

PREVIOUS APPLICATIONS

- TUP16-0006 – Council granted a Temporary Use Permit in 2017 to allow for a group daycare for 28 children as the zoning and size of the property only allowed for a maximum of 20 children in a group daycare.
- TUP16-0006 (Renewal) – Council granted the renewal of the Temporary Use Permit to allow a group daycare for 28 children at 2619 Sooke Road which expired on March 7th, 2021.

Table 1: Site Data

<i>Applicant</i>	Roya Adami
<i>Owner</i>	Roya Adami and Jamal Khodabakhsh
<i>Civic Address</i>	2619 Sooke Road
<i>Legal Description</i>	Strata Lot E, Section 83, Esquimalt District, Strata Plan VIS2240
<i>Size of Property</i>	751 m ²
<i>DP Areas</i>	Sooke Road Commercial Revitalization Area

<i>Zoning Designation</i>	R2 – One and Two Family Residential Zone
<i>OCP Designation</i>	Neighbourhood Centre

SITE AND SURROUNDING AREA

The subject parcel is located near the intersection of Sooke Road and Jacklin Road within the Sooke Road Commercial Revitalization Development Permit Area. The surrounding land uses include newer high density residential buildings, a church and adjoining daycare, as well as single family dwellings. The subject property is a stratified lot that shares a driveway access and a front yard with 2617 Sooke Road, the parcel to the south of the subject site. Although the front portion of the lot is strata common property, it is used by the daycare as outdoor space.



Table 2: Surrounding Land Uses

	<i>Zoning</i>	<i>Use</i>
<i>North (2616A & 2618 Sooke Road)</i>	R2	Single family dwelling
<i>East (2615 Sooke Road)</i>	R2	Single family dwelling
<i>South (2621 Sooke Road)</i>	R2	Single family dwelling
<i>West (2621 Sooke Road)</i>	R2	Single family dwelling

LOCAL GOVERNMENT ACT

Pursuant to Sec. 497 of the Local Government Act, the City may issue a Commercial Temporary Use Permit (TUP) for a period of up to three years. The Local Government Act also allows a Temporary Use Permit to be extended through a renewal for an additional three years which was previously approved by Council. If the holder of a TUP wishes to conduct the temporary use beyond this period, they are required to make a new application to Council for a TUP or apply for a rezoning.

Given this, the Applicant has applied for a rezoning.

COMMENTS

OFFICIAL COMMUNITY PLAN

The subject property is designated as Neighbourhood Centre within the Official Community Plan Bylaw No. 1200., as defined by the following text:

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



Neighbourhood Centre

DEVELOPMENT PROPOSAL

The applicant wishes to continue operating a group daycare; however, they wish to increase the amount of children from 28 to 44 on the subject property. The proposed rezoning of the property to P1A permits group daycares, but Section 3.26.02(4) of the Zoning Bylaw No. 300 only allows for a maximum of 20 children on lots less than 1,099 m². As noted above, the subject property is only 751 m² and therefore does not meet the minimum requirement to allow more children under the Zoning Bylaw.

FRONTAGE IMPROVEMENTS

The Engineering Department has specified that \$6,000.00 for a sidewalk on the frontage of this strata along Sooke Road will be required.

FINANCIAL CONTRIBUTIONS

COUNCIL'S AFFORDABLE HOUSING, PARK AND AMENITY CONTRIBUTION POLICY

As there is no residential development proposed, no amenity contributions will be required.

OPTIONS

Option 1

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

1. Proceed with consideration of Bylaw No. 1998 to rezone 2619 Sooke Road from One- and Two-Family Residential (R2) to Neighbourhood Institutional (P1A) and amend the text of the P1A (Neighbourhood Institutional) at 2619 Sooke Road to allow for a 44-child Group Daycare, subject to the following terms and conditions:
 - a. That the applicant provides, prior to **Bylaw Adoption**, the following:
 - i. \$6,000.00 for a sidewalk on the Sooke Rd frontage of the strata property, to the satisfaction of the Director of Engineering.

OR Option 2

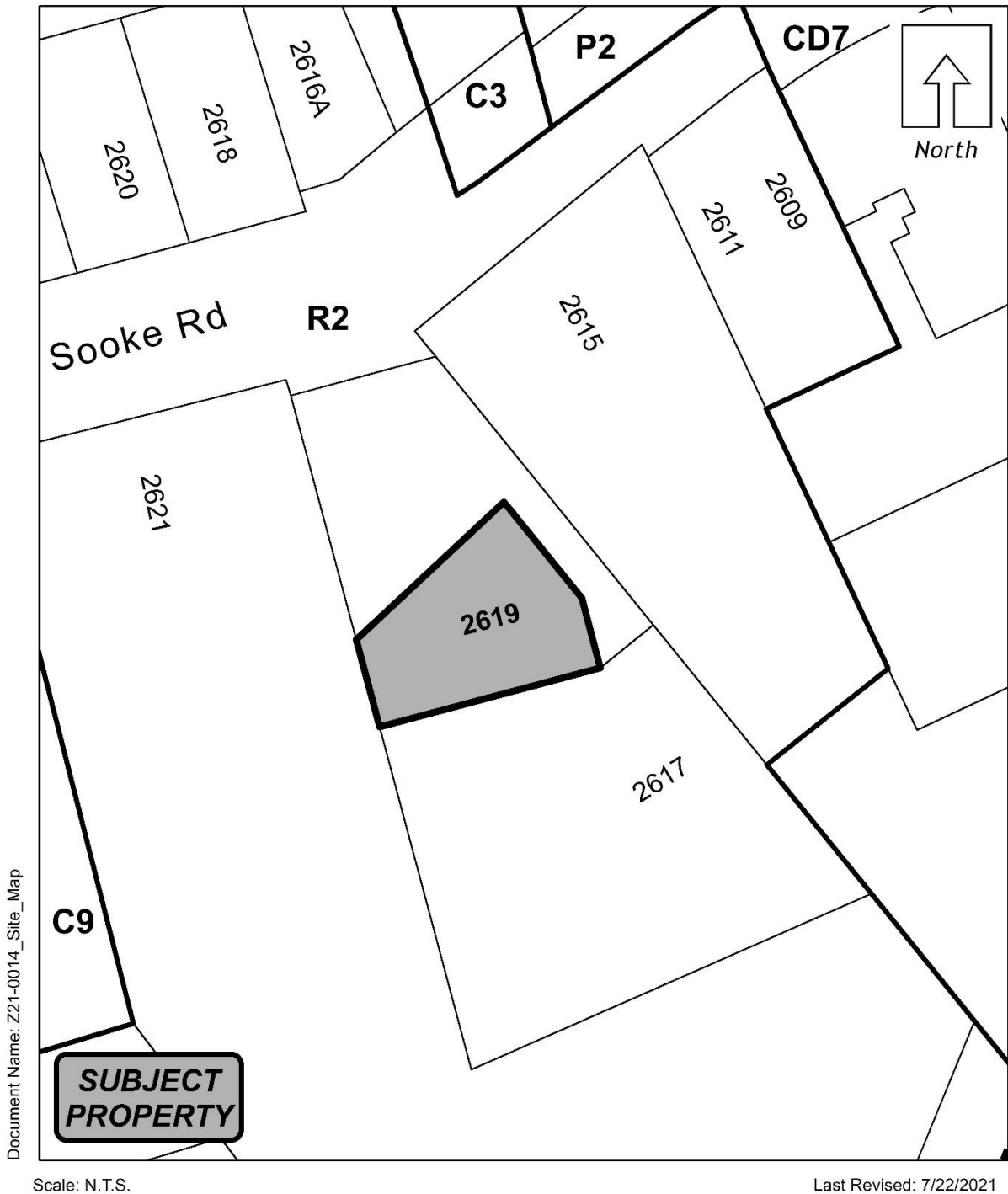
2. Take no action at this time with respect to Bylaw No. 1998.

Submitted by:	Matt Notley, Planner I - Approved
Concurrence:	Adriana Proton, 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 Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Audrey Kryklywyj, Acting/Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:mn

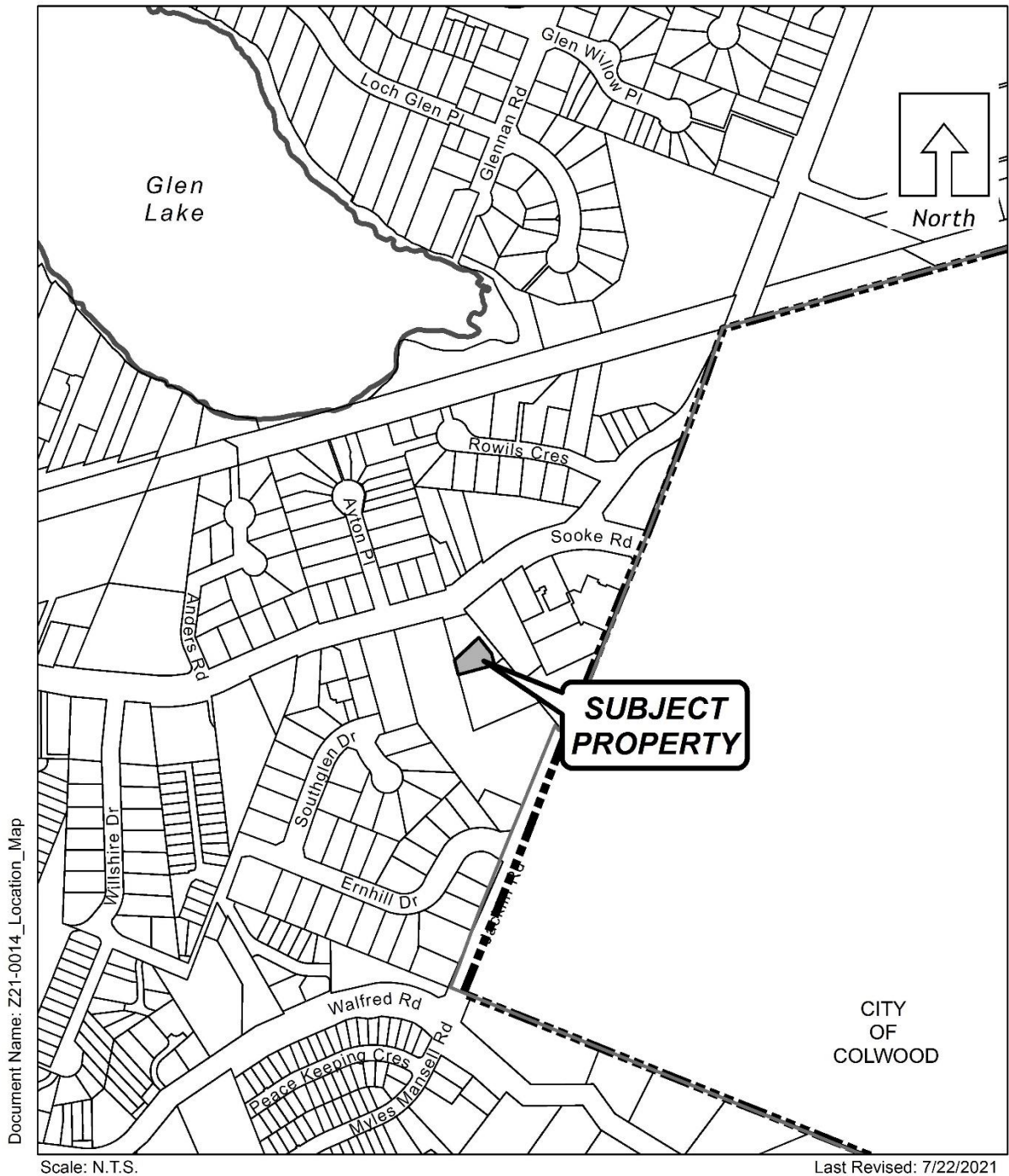
Appendix A

REZONING BYLAW AMENDMENT
(Z21-0014)
2619 Sooke Rd



Appendix B

**REZONING BYLAW AMENDMENT
(Z21-0014)
2619 Sooke Rd**





Staff Report to Planning, Zoning and Affordable Housing Committee

Date: August 9, 2021

Department: Planning

Application No.: Z21-0017

Subject: Application to Rezone 962, 966, 970, 974, and 978 Bray Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre (CC1) Zone to Allow for Two 6-Storey Residential Buildings

PURPOSE

Woodsmere Holding Corp. has applied on behalf of the property owners to rezone 962-978 Bray Avenue from the *One- and Two-Family Residential (R2)* zone to the *City Centre (CC1)* zone in order to construct two multi-family buildings that would contain approximately 158 residential units and 1 commercial unit.

BACKGROUND

PREVIOUS APPLICATIONS

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

Table 1: Site Data

<i>Applicant</i>	Woodsmere Holdings Corp.
<i>Owners</i>	Erik Carveth and Ryan Carveth Frances Calderwood Leonard Carlson and Pamela Carlson Teodors Blosmanis and Deborah Blosmanis Shelly Reed
<i>Civic Addresses</i>	962, 966, 970, 974, and 978 Bray Avenue
<i>Legal Descriptions</i>	Lots 5-9, Section 79, Esquimalt District, Plan 10124
<i>Size of Properties</i>	4,820m ² (1.2 acres)
<i>DP Areas</i>	City Centre

<i>Zoning Designation</i>	Existing: One- and Two-Family Residential (R2)	Proposed: City Centre 1 (CC1)
<i>OCP Designation</i>	Existing: City Centre	Proposed: City Centre

SITE AND SURROUNDING AREA

The existing properties each contain a single-family dwelling, and all properties are flat in nature. There are a few trees and large bushes throughout, but these properties, as well as surrounding properties have minimal tree coverage overall. To the east, south, and west are similar style properties and uses that include some two-family dwellings. To the north is Centennial Park, which contains baseball diamonds, tennis courts, and a playground.

Table 2: Surrounding Land Uses

	<i>Zoning</i>	<i>Use</i>
<i>North</i>	P2 (Community Institutional)	Recreational
<i>East</i>	R2 (One- and Two-Family Residential)	Two-Family Residential
<i>South</i>	R2 (One- and Two-Family Residential)	Single-Family Residential
<i>West</i>	R2 (One- and Two-Family Residential)	Two-Family Residential

Figure 1 - Subject Properties



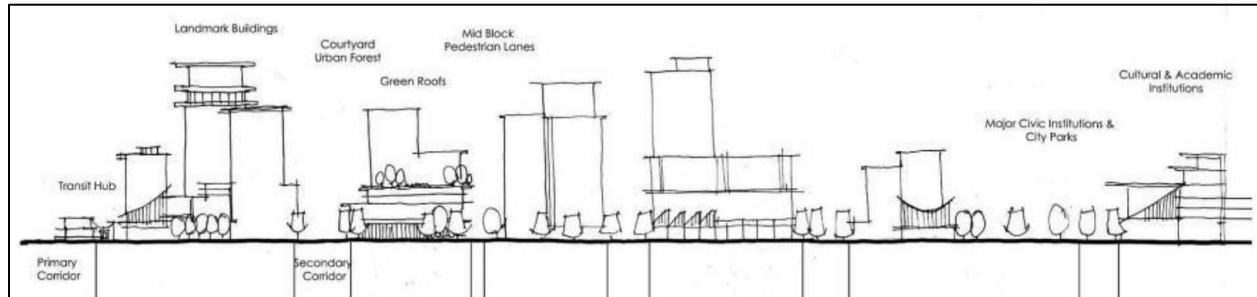
COUNCIL POLICY

OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) Bylaw No. 1200 designates the subject property 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 1: A Concept for the City Centre



DEVELOPMENT PERMIT AREAS

The subject properties are not located within any of the Environmental Protection or Hazardous Area Development Permit Areas. However, these properties are located within the City Centre Development Permit Area and since the proposal is for a multi-family development, a Development Permit for Form and Character will be required. This DP would need to be issued prior to a building permit to ensure the design is consistent with the City's Design Guidelines.

DESIGN GUIDELINES

The subject properties are located within 'S1 Centennial Park' of the City Centre Neighbourhoods in the Design Guidelines as outlined in Figure 2. For this region of the City Centre, the design intent is as follows:

Surrounding a large green space, the Centennial Park neighbourhood boasts late century single family dwellings located on cul-de-sac roads.

This neighbourhood is very suitable for mixed-use development, shared streets and enlarged walkways as well as high-density apartment buildings near Goldstream Ave.

Figure 2: S1 Centennial Park



Other opportunities for development in this neighbourhood include townhouses and medium density apartments to replace the single-family dwellings on cul-de-sacs and shared streets.

Emphasis within the Centennial Park neighbourhood shall be placed on a family focus and being able to move through the housing continuum by addressing various housing types.

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 is to rezone the subject properties to CC1 (City Centre) in order to construct two multi-family buildings, both of which would be 6-storeys in height. Together, these buildings would contain approximately 158 residential units as well as 1 commercial unit, which is intended to be associated with the Woodsmere electric carshare program. Illustrations of the overall proposal has been attached as Appendix A and B.

The five existing properties would be consolidated into one lot and there would be a single point of entry and exit located in between the two proposed buildings. This entryway would provide direct access to surface parking and the ramp to the underground parkade, which would encompass the majority of the lot. Council may wish to require the lot consolidation to occur prior to issuance of a Development Permit for Form and Character.

The ground level residential units along Bray Avenue and the commercial unit would all have individual pedestrian access to the fronting sidewalk, thereby complying with the 80% active frontage requirement. Each building would have their own roof top outdoor amenity space for the residents of the respective building. We would typically see a single amenity space provided, but given there would be two separate buildings, it is more reasonable to design the amenity space such that each building has their own common open space for the residents of that building.

The proposed development would be located next to a well-used Park, one that generates a noise from a variety of uses that would take place at a variety of times. This could cause some discomfort for individuals living in this building and by extension, there could potentially be complaints to the City regarding the noise. Due to the potential conflict, Council may wish to require a covenant be registered on title that informs individuals that there will be noise generated from the variety of Park uses that will take place at a variety of times.

With respect to type of units, Langford has seen a concentration of rental apartments among multi-family residential developments. In an effort to provide options for future home ownership and ensure flexibility of housing types for all residents, Council may wish to require that developers strata title multi-family residential buildings at the time of construction so that individual units may be offered for sale if market conditions change at some later date. Taking this step at the time of construction does not impede the use of the building as a rental, but ensures that a building is appropriately constructed and will not require

potentially costly upgrades if strata title conversion is sought in the future. 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.

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 parking requirements 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.

Additionally, Council may wish to require 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 the future.

Table 3: Proposal Data

	Permitted by R2 (Current Zone)	Permitted by CC1 (Proposed Zone)
<i>Permitted Uses</i>	<ul style="list-style-type: none"> • One or Two-Family Dwelling • Group Day Care • Home Occupation 	<ul style="list-style-type: none"> • Apartment • Hotel • Office • Retail Store
<i>Density</i>	n/a	5.0 FAR
<i>Height</i>	9m (30 ft)	n/a
<i>Site Coverage</i>	35% max	n/a
<i>Front Yard Setback</i>	6.0 m (20 ft)	2.0m (6.6 ft) 1-2 storeys 4.0m (13 ft) 3+ storeys
<i>Interior Side Yard Setback</i>	1.5m (5.0 ft)	3.0 (9.8 ft)
<i>Exterior Side Yard Setback</i>	4.5m (15 ft)	2.0m (6.6 ft) 1-2 storeys 4.0m (13 ft) 3+ storeys
<i>Rear Yard Setback</i>	6.0m (20 ft)	3.0 (9.8 ft)
<i>Parking</i>	2 per unit + 1 per suite	1.25 per 0-2 bedrooms 2.25 per 3 + bedrooms
<i>Landscape Strip</i>	n/a	1.5m (5.0 ft) *

* variance requested

REQUESTED VARIANCE

The applicant has proposed to reduce the onsite landscape strip between the surface parking and rear lot line (Centennial Park) from the required 3.0m (9.8 ft) to 1.5m (5 ft). This is being proposed in order to comply with the parking stall depths, drive aisle widths, and front yard setbacks without reducing the unit

sizes. This request was perceived as being the least obtrusive since the Park already has vegetation planting along the property line and a reduction in the onsite landscape strip would, for the most part, not be visible from the Park.

Table 4: Variance Request

	Required	Proposed
Onsite Landscape Strip	3.0m (10 ft)	1.5m (5 ft)

If Council has no objection to the requested variance, they may wish to authorize the Director of Planning to issue the above noted variance within the Development Permit for Form and Character and require additional landscaping in the subject area with emphasis on height. Conversely, if Council does not support this variance, they may wish to direct the applicant to redesign the project to comply with the landscape requirements.

FRONTAGE IMPROVEMENTS

Bray Avenue

The applicant will be required to provide full frontage improvements in accordance with Bylaw 1000, prior to issuance of a building permit. Improvements would include parking scallops, a bike lane, a separated sidewalk, boulevard landscaping with irrigation, and street lighting. The improvements would be to the satisfaction of the Director of Engineering. In order to determine if a turning lane would be needed with this development, Council may wish to require a Traffic Impact Assessment be provided prior to public hearing.

SEWERS

A sewer main does exist within Bray Avenue fronting this site and connections from the buildings to this main would be required. Any improvements, extensions, or modifications needed to the sewer main within the municipal road right-of-way will be completed by West Shore Environmental Services at the applicant's expense.

DRAINAGE AND STORMWATER MANAGEMENT

This site is located within an area where stormwater infiltration is required as per Bylaw 1000, and stormwater mains do not exist within Bray Avenue. As a condition of rezoning, Council may wish to request the applicant to examine how stormwater 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. A full stormwater management plan will be required prior to issuance of a Building Permit.

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 required 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 5 and 6 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 5 below, which is based on 158 units and 55m² of commercial space.

Table 5 – Amenity Contributions per Council Policy

Amenity Item	Contribution Rates	Total
<i>Affordable Housing Reserve Fund</i>	\$750 per unit (residential)	\$118,500
<i>General Amenity Reserve Fund</i>	\$2,850 per unit (residential)	\$450,300
	\$10.75 per m ² (commercial)	\$591.25

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

Table 6 – Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
<i>Roads</i>	\$3,188 per unit (residential)	\$503,704
	\$55.78 per m ² (commercial)	\$3,067.90
<i>Park Improvement</i>	\$1,890 per unit (residential)	\$298,620.00
<i>Park Acquisition</i>	\$1,100 per unit (residential)	\$173,800.00
<i>ISIF Fees</i>	\$331.65 per unit (residential)	\$52,400.70
	\$140/1,000ft ² (commercial)	\$82.88
Subtotal (DCCs to Langford)		\$1,031,675.48
<i>CRD Water</i>	\$1,644 per unit (residential)	\$259,752.00
	\$10.74 per m ² (commercial)	\$590.70
<i>School Site Acquisition</i>	\$600 per unit (residential)	\$94,800.00
TOTAL DCCs		\$1,386,818.18

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 the properties located at 962, 966, 970, 974, and 978 Bray Avenue from the R2 (One- and Two-Family Residential) zone to the CC1 (City Centre) zone subject to the following terms and conditions:
 - a) That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to issuance of a building permit:
 - i. \$750 towards the Affordable Housing 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, **as a bonus for increased density**, the following contributions per square metre of commercial space, prior to issuance of a building permit:
 - i. \$10.75 towards the General Amenity Reserve Fund.
 - c) That the applicant provides, **prior to Public Hearing**, the following:
 - i. Detailed 3D renderings of the proposed development that clearly illustrates the proposal; and
 - ii. A technical memo from a qualified engineer that verifies stormwater can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering;
 - iii. A Traffic Impact Assessment from a qualified engineer be provided regarding the proposed development, to the satisfaction of the Director of Engineering.
 - d) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
 - i. That all five subject properties be consolidated together prior to issuance of a Development Permit for Form and Character;
 - ii. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building(s) that ensures parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;
 - iii. That a separate covenant be registered that informs individuals about the potential noise that will be generated from the neighbouring Park at various times;
 - iv. That no occupancy permit be issued for the proposed building until a strata plan for the building has been registered, to the satisfaction of the Approving Officer;

-
- 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 that
 - 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), a qualified professional may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and
 - 3. The owner/tenant is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council/landlord may not prevent an owner, occupant, or tenant from installing the EV charging equipment
 - vi. That the following are implemented to Bylaw 1000 standards to the satisfaction of the Director of Engineering prior to issuance of a building permit:
 - 1. Frontage improvements;
 - 2. A storm water management plan; and
 - 3. A construction parking management plan.

AND

- 2. Authorize the Director of Planning to issue the following variance in the Form and Character Development Permit for 962, 966, 970, 974, and 978 Bray Avenue:
 - a) That Section 6.57.07(3) be varied to reduce the minimum landscape strip between surface parking and the rear lot line from the required 3.0m (9.8 ft) to 1.5m (5 ft), subject to an increased level of landscaping in the subject area with emphasizes on height. That Section 6.57.07(3) be varied to reduce the minimum landscape strip between surface parking and the rear lot line from the required 3.0m (9.8 ft) to 1.5m (5 ft), subject to an increased level of landscaping in the subject area with emphasis on height.

OR Option 2

- 1. Take no action at this time with respect to this application to rezone 962-978 Bray Avenue.

Submitted by:	Robert Dykstra, MCIP, RPP Senior Planner - Approved
Concurrence:	Adriana Proton, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - 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, Deputy Director of Planning - Approved
Concurrence:	Audrey Kryklywyj, Acting/Director of Finance - Approved
Concurrence:	Marie Watmough, Acting Director of Corporate Services - Approved
Concurrence:	Braden Hutchins, Acting Chief Administrative Officer - Approved

:rd

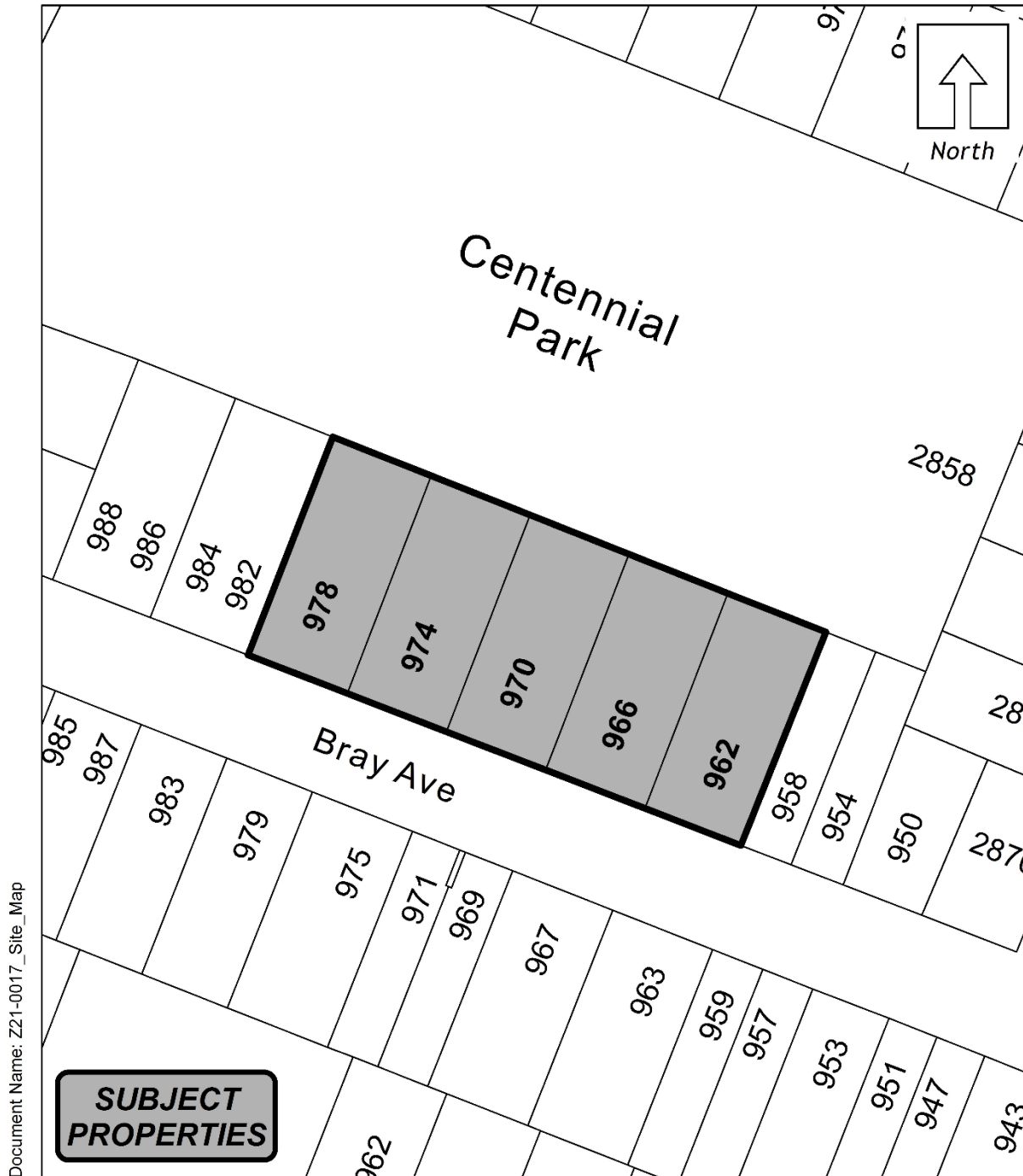
Appendix A
SITE PLAN



Appendix B
Elevation Renderings



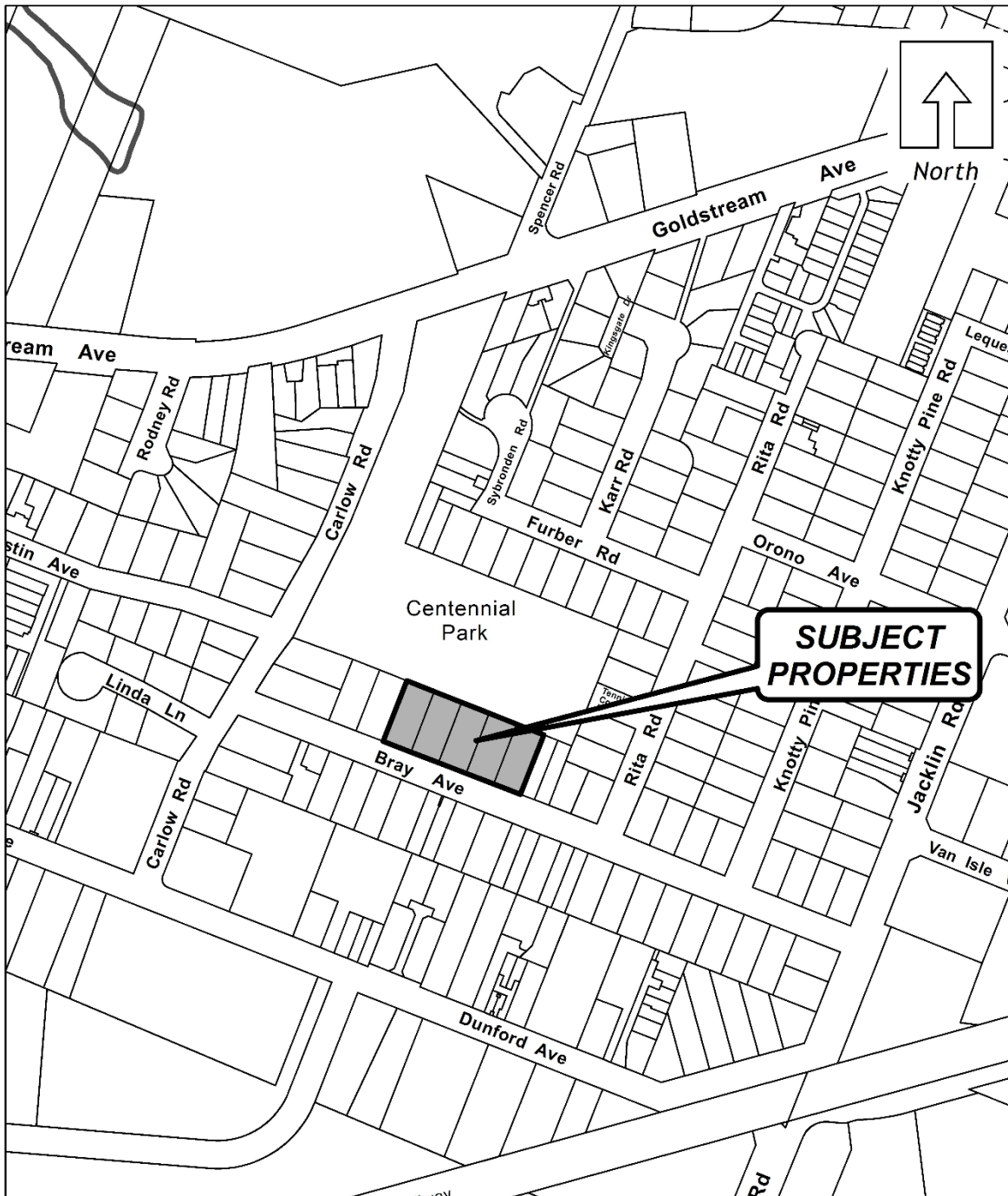
**REZONING BYLAW AMENDMENT
(Z21-0017)
962, 966, 970, 974 & 978 Bray Ave**



Last Revised: 4/27/2021

Appendix D
LOCATION MAP

REZONING BYLAW AMENDMENT
(Z21-0017)
962, 966, 970, 974 & 978 Bray Ave



Document Name: Z21-0017_Location_Map

Scale: N.T.S.

Last Revised: 4/27/2021



Staff Report to Planning, Zoning and Affordable Housing Committee

Date: August 9, 2021

Department: Planning

Application No.: Z21-0025

Subject: Bylaw No. 1997 - Application to amend the text of the RCBM2 Zone and associated Schedule O2 map

PURPOSE

Ryan Mogensen of Ecoasis Developments LLP has applied on behalf of Dan Matthews, BM Mountain Golf Course Ltd, Bear Mountain 83 Lands Ltd and, Bear Mountain 84 Lands Ltd. to amend those portions of the subject property labelled **Area A** on the map attached to this report as Appendix A from Area 2 to Area 3 of the RCBM2 (Resort Community of Bear Mountain 2) Zone and to amend the text of the Zone to reduce the interior side lot setbacks to 1.5 m and allow secondary suites in one-family dwellings within Area 3.

Additionally, the applicant wishes to amend those portions of the subject property labelled **Area B** on the map attached to this report as Appendix A from Area 3 to Area 2 of RCBM2 (Resort Community of Bear Mountain 2) Zone.

BACKGROUND

PREVIOUS APPLICATIONS

The subject property was within the scope of the original rezoning application that created the CD6 (Comprehensive Development 6 -Bear Mountain) Zone, which was approved in 2002 (Z-01-10). Since that time, it has been affected by subsequent text and/or map amendment rezoning applications (Z-03-16, Z-05-14, Z-06-13, Z-07-08) that modified the CD6 zoning regulations and Schedule "O" map (which defines the different "areas" of the CD6 Zone).

After the ownership of the resort and majority of the remaining development lands changed hands, a large-scale rezoning application (Z16-0002/OCP16-0001) was received and later approved by Council in August 2016. This application resulted in the creation of the CD6A Zone, which applied to the majority of the future development lands within the Bear Mountain area, including the subject property. The CD6 and CD6A Zones were later rebranded to the Resort Community of Bear Mountain 1 and 2 (RCBM1 and RCBM2) Zones in 2018 (Z18-0019).

Also of relevance, in 2018, the applicant applied to rezone nearby portions of Area 2 and Area 3 (now the Pinehurst Subdivision) in Schedule O2 of the RCBM2 Zone to Area 5 in order to reduce the interior side yard setback to 1.5 m, and to allow secondary suites within single-family dwellings.

The City's Approving Officer has issued a Statement of Conditions for a 31-lot subdivision for a portion of the subject lands (SUB20-0049). The proposed subdivision includes 31 single family lots ranging in size from 570 m² to 1,335 m². Development Permit DP21-0018 has also been issued with respect to the designated Environmental Protection and Hazardous DP Areas for the lands within this proposed subdivision.

Table 1: Site Data

<i>Applicant</i>	Ryan Mogensen, Ecoasis Developments LLP
<i>Owner</i>	Dan Matthews, BM Mountain Golf Course Ltd, Bear Mountain 83 Lands Ltd and, Bear Mountain 84 Lands Ltd
<i>Civic Address</i>	1450 Grand Forest Close, 1991 Bear Mountain Parkway, 1950 Bear Mountain Parkway
<i>Legal Description</i>	<p>1450 Grand Forest Close: <i>PID: 030-759-102</i>; Lot 2, Sections 81, 82, 83 and 84, Highland District, Plan VIP75509, Except Parts in Plans VIP76365, VIP78873, VIP81135, VIP81958, VIP82040, VIP89370, EPP42751, EPP46993, and EPP80460 and Part of Section 83, Highland District, Except Parts in Plans VIP75509, VIP77878, VIP78873, VIP80330, VIP82040, VIP82483, VIP82960, VIP88981, VIP88983, EPP33056 and EPP80460.</p> <p>1991 Bear Mountain Parkway: <i>PID: 009-858-652</i>; Section 83 Highland District Except Parts in Plans VIP75509, VIP77878, VIP78873, VIP80330, VIP82040, VIP82483, VIP82960, VIP88981, VIP88983, EPP33056, EPP80460, EPP68922 and EPP86748.</p> <p>1950 Bear Mountain Parkway: <i>PID: 009-853-081</i>; Section 84 Highland District Except Plans VIP72556, VIP75509, VIP89370, EPP72419, EPP80460, EPP86748 and EPP101117.</p>
<i>Size of Property</i>	<p>1450 Grand Forest Close: 10,453 m²</p> <p>1991 Bear Mountain Parkway: 79.84 acres</p> <p>1950: Bear Mountain Parkway: 41.23 acres</p>
<i>DP Areas</i>	<p>1450 Grand Forest Close: Interface Fire Hazard, Habitat and Biodiversity, Steep Slopes, Woodland</p> <p>1991 Bear Mountain Parkway: Interface Fire Hazard, Habitat and Biodiversity, Steep Slopes, Woodland</p> <p>1950 Bear Mountain Parkway: Interface Fire Hazard, Habitat and Biodiversity, Steep Slopes, Woodland</p>
<i>Zoning Designation</i>	RCBM2 (Resort Community of Bear Mountain 2)

<i>OCP Designation</i>	1450 Grand Forest Close: Hillside or Shoreline 1991 Bear Mountain Parkway: Neighbourhood Centre and Hillside or Shoreline 1950 Bear Mountain Parkway: Neighbourhood Centre and Hillside or Shoreline
------------------------	---

SITE AND SURROUNDING AREA

The subject properties are situated south of the Bear Mountain Village on the east side of Bear Mountain Parkway. The properties are bound by undeveloped or golf course lands to the north, east and south. The previously mentioned Pinehurst subdivision is located to the west, across Bear Mountain Parkway, from the properties. Site access is via Bear Mountain Parkway and Grand Forest Close. The site is currently undeveloped and is comprised of steep slopes with mature trees.

COMMENTS

DEVELOPMENT PERMIT AREAS

The subject property is within the Interface Fire Hazard, Habitat and Biodiversity, Steep Slopes, Woodland Development Permit Areas. While DP21-0018 has been issued with respect to the proposed subdivision noted above, additional development permits will be required prior to any further development of these lands.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

Due to the additional density proposed (secondary suites in one-family dwellings), the Engineering Department has indicated a Traffic Impact Assessment (TIA) is required to determine the capacity of the road networks, as they have already been built to ultimate design. The TIA will be required prior to Public Hearing and to the satisfaction of the Director of Engineering.

Table 3: Proposal Data

	Permitted by RCBM2 "Area 3" (Current Zoning)	Proposed by Text Amendment
<i>Interior Side Yard Setback</i>	2.4 m	1.5 m
<i>Secondary Suites</i>	No secondary suites permitted	Secondary suites within a one-family dwelling

FINANCIAL IMPLICATIONS

Amenity contributions are already specified in the RCBM2 Zone in the amount of \$2,500 per Single-family Equivalent dwelling unit, and Development Cost Charges will be provided in accordance with DCC Bylaw No. 1700 at the time of subdivision.

OPTIONS

Option 1

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

1. Proceed with consideration of Bylaw No. 1997 to:
 - a. Amend the designation of the area labelled **Area A** on Appendix A of this report from Area 2 to Area 3 on Schedule O2;
 - b. Amend the designation of the area labelled **Area B** on Appendix A of this report from Area 3 to Area 2 on Schedule O2;
 - c. Amend the text of the RCBM2 Zone to allow an interior side lot setback of 1.5 m in Area 3; and
 - d. Amend the text of the RCBM2 Zone to allow secondary suites in one-family dwellings in Area 3;
- a) That **prior to Public Hearing**, the applicant provides a Traffic Impact Assessment (TIA) to determine the capacity of the road networks, to the satisfaction of the Director of Engineering.

OR Option 2

2. Take no action at this time with respect to Bylaw No. 1997.

Submitted by:	Matt Notley, Planner I – Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Adriana Proton, 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:	Audrey Kryklywyj, Acting/Director of Finance - Approved
Concurrence:	Marie Watmough, Acting/Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:mn

Appendix A

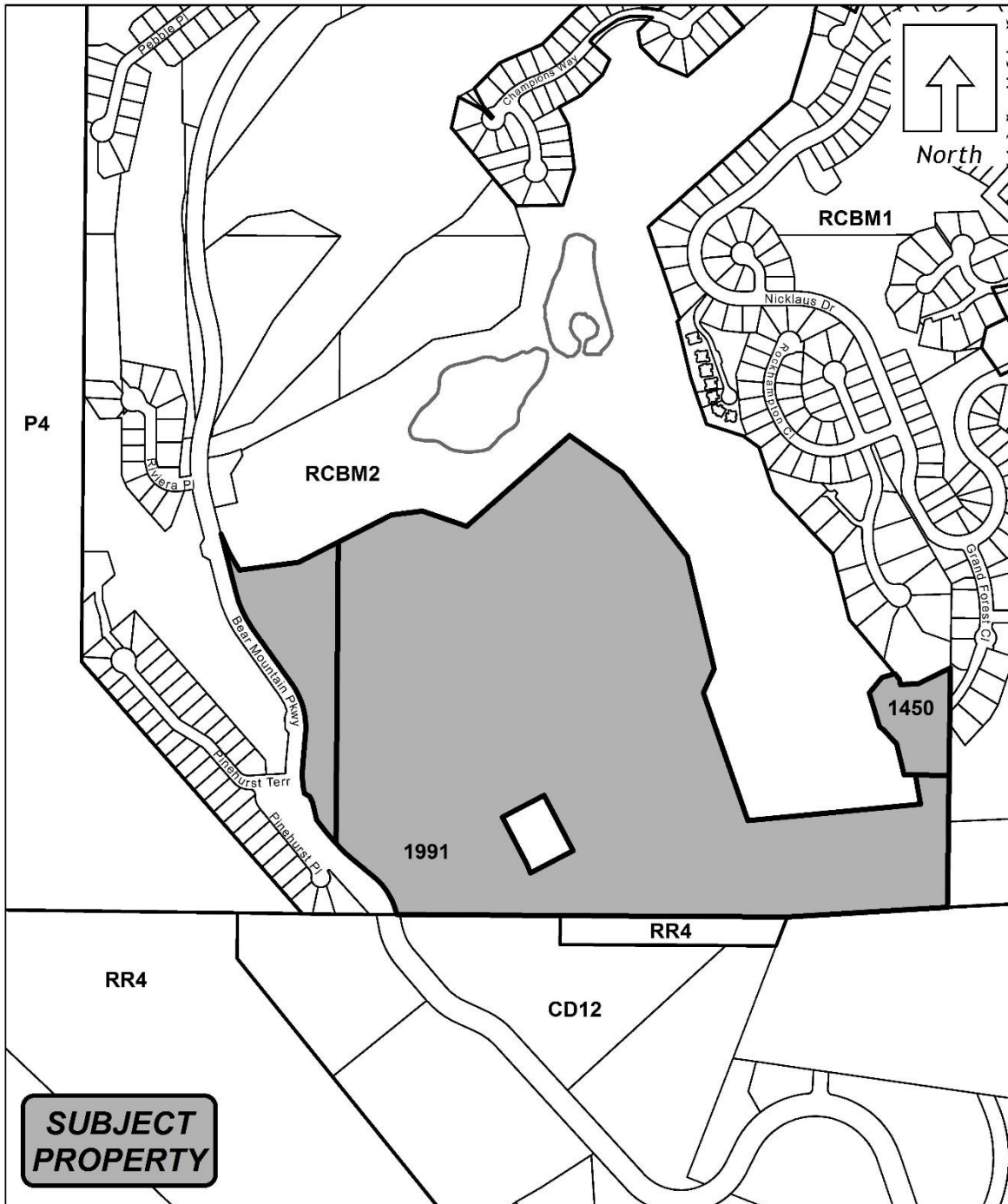


Appendix B

REZONING BYLAW AMENDMENT

(Z21-0025)

1450 Grand Forest Close and 1991 Bear Mountain Pkwy



Document Name: Z21-0025_Site_Map

Scale: N.T.S.

Last Revised: 7/22/2021

1450 Grand Forest Close and 1991 Bear Mountain Pkwy





Staff Report to Planning, Zoning and Affordable Housing Committee

Date: August 9, 2021

Department: Planning

Application No.: Z21-0026

Subject: Bylaw No. 1999 - Application to Rezone 2762, 2786, and 2774 Winster Road from R2 (One-and Two-Family Residential) to CC1 (City Centre) to Allow for a Six-Storey, 68-Unit Apartment Building.

PURPOSE

Ben Gulbrandsen of Pacific Viking Group Properties Inc. has applied on behalf of Jill Moores, Barry Moores, Janis Bayley, Lamar Grube, Patricia Van Buskirk, Peter Van Buskirk, and Peter Lasell to rezone 2762, 2768, and 2774 Winster Road from R2 (One-and Two-Family Residential) to CC1 (City Centre) to allow for a six-storey, 68-unit apartment building.

BACKGROUND

PREVIOUS APPLICATIONS

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

Table 1: Site Data

<i>Applicant</i>	Ben Gulbrandsen, Pacific Viking Group Properties
<i>Owner</i>	Jill Moores, Barry Moores, Janis Bayley, and Lamar Grube (2762 Winster); Patricia Van Buskirk and Peter Van Buskirk (2768 Winster); and Peter Lasell (2774 Winster)
<i>Civic Address</i>	2762, 2768, and 2774 Winster Road
<i>Legal Description</i>	LOTS 17, 18, and 19, SECTION 72, ESQUIMALT DISTRICT, PLAN 1954
<i>Size of Property</i>	2285.3 m ²
<i>DP Areas</i>	Multi-Family and City Centre Form and Character Developer Permit Area
<i>Zoning Designation</i>	R2 (One-and Two-Family Residential)
<i>OCP Designation</i>	City Centre

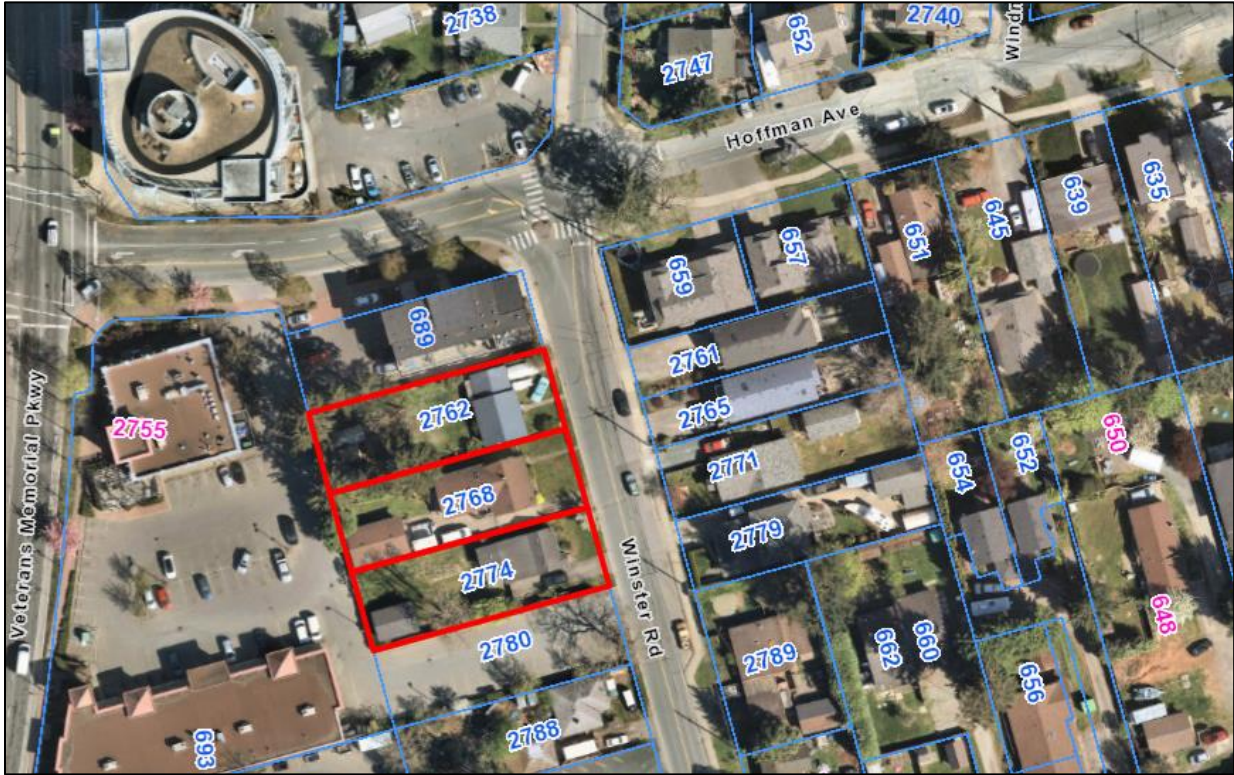
SITE AND SURROUNDING AREA

The subject properties are located within Langford’s City Centre, near the intersection of Veterans Memorial Parkway and Hoffman Avenue. All lots are flat and contain very few trees except for 2762 Winster which has some larger trees in the existing backyard. Each lot currently contains a one-storey single family dwelling, with a large single-family neighbourhood located to the east. The lots are in close proximity to downtown Langford with many shops, services, and public transportation options available nearby. The subject properties are located at the edge of the “City Centre” as designated by the City of Langford’s Official Community Plan, with the east side of Winster Road being located within the “Neighbourhood” designation.

Table 2: Surrounding Land Uses

	Zoning	Use
North	MU1A (Mixed-Use Residential Commercial)	Apartment
East	R2 (One- and Two-Family Residential)	Single Family Dwellings
South	C8 (Community Town Pedestrian Centre) R2 (One- and Two-Family Residential)	Retail, Restaurant, etc. Single Family Dwellings
West	C8 (Community Town Pedestrian Centre)	Retail, Restaurant, etc.

Figure 1 – Subject Properties



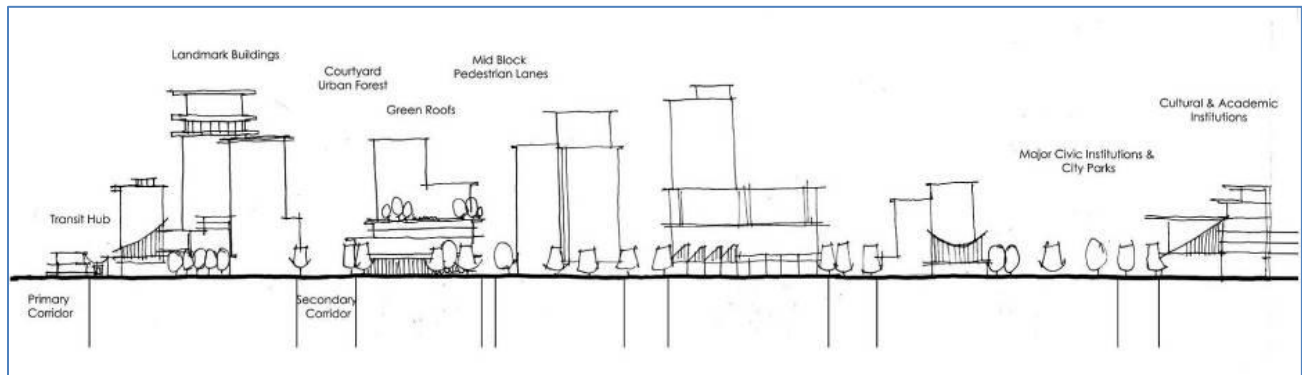
COMMENTS

OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) Bylaw No. 1200 designated the subject properties as “City Centre”, which is defined by the following text:

- A major regional growth centre that support a wide range of high-density housing, including affordable and rental housing
- A major employment area for institutional, office, commercial, light industrial uses
- Major civic uses and public buildings are key landmarks
- A major place of community gathering and celebration
- A wide range of public squares, parks and open spaces are integrated throughout
- The City’s major entertainment and/or cultural precinct
- Inter-city and/or inter-regional transit hub connect residents

Figure 2 - A Concept for the City Centre



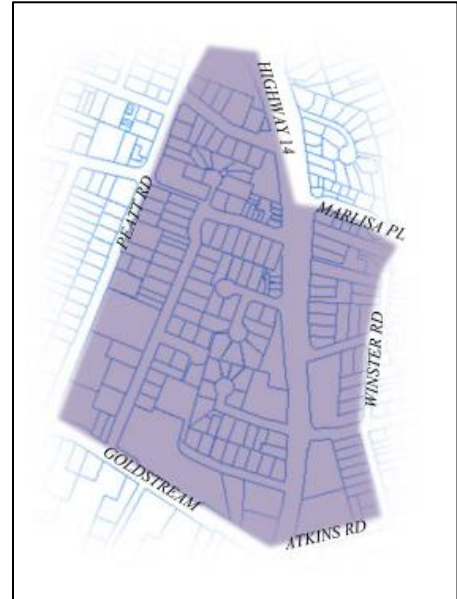
DEVELOPMENT PERMIT AREAS

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 Claude (N3) neighbourhood of the City Centre Design Guidelines. For this area of the City Centre, the design intent is as follows:

“The Claude neighbourhood contains a major transportation artery and a significant commercial area along Goldstream Ave. Due to the proximity of amenities and transportation routes, Claude is an ideal neighbourhood for high-density residential development. Development shall focus on creating a residential node near the commercial activity along Goldstream Ave. A development emphasis should create pedestrian access between the cul-de-sacs to create an attractive and walkable neighbourhood.”



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

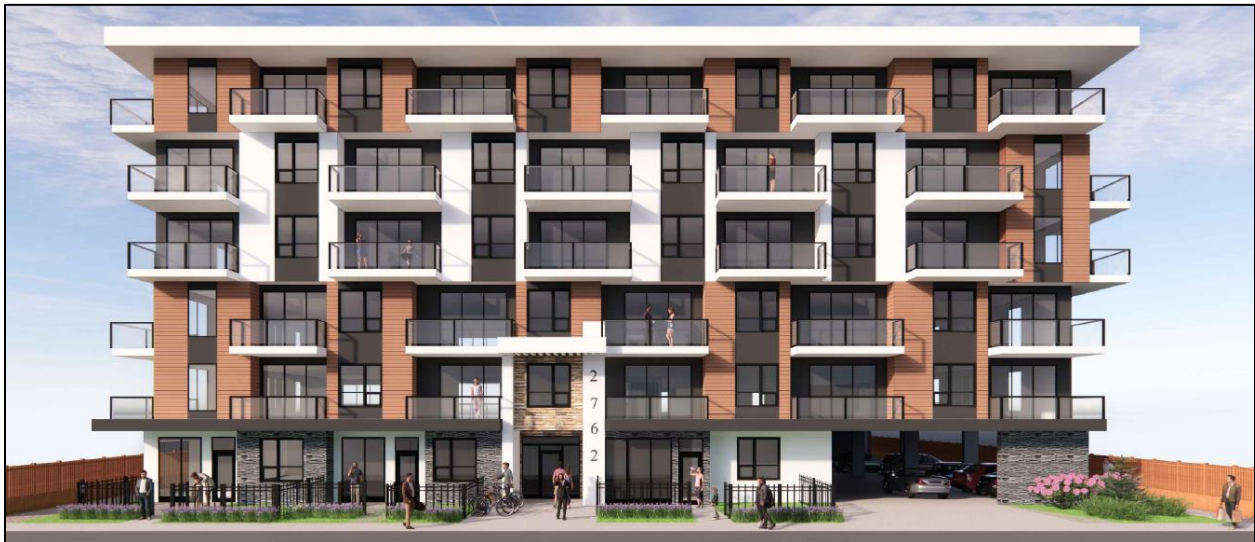
DEVELOPMENT PROPOSAL

The applicant is proposing to construct a six-storey, 68-unit apartment building in accordance with the requirements of the CC1 (City Centre) Zone. The proposal is for approximately half of the units to be constructed as one-bedrooms, and the other half as two-bedrooms. All proposed ground floor units facing Winster 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 building also features a common outdoor amenity space on the ground floor at the rear of the site which is proposed at 115.48 m², equivalent to the CC1 requirement of 5% of the lot area.

The entire building is set back from the front lot line by 4 m which meets the CC1 requirements, exceeding the requirement of 2 m for the first two floors. All other proposed setbacks for the building meet the CC1 requirements as outlined below in Table 3 with the exception of a stairwell on the northern interior property line that requires a variance to 1.5 m. Given that the only portion of the building needing the variance is the stairwell which will not have windows and therefore not affect neighbour privacy, Council may wish to proceed with authorizing the Director of Planning to issue this variance within the development permit.

The applicant has provided staff with a rendering of the proposed building which can be seen below in Figure 3. Staff will work with the applicant to ensure compliance with the Multi-Family and City Centre design guidelines as part of the Development Permit process.

Figure 3: Concept Plan



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 it provides the flexibility for home ownership opportunities upfront, or in the longer term without a potentially costly strata title conversion process, should the building be managed with rental tenure in the interim.

Table 3: Proposal Data

	Permitted by CC1 (Proposed Zoning)	Proposed by Application
<i>Density (FAR and/or min. lot size)</i>	5.0 FAR	2.58
<i>Site Coverage</i>	n/a	53.4%
<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	4 m (all storeys)
<i>Interior Side Yard Setback</i>	3.0m (9.8 ft)	1.5 m for stairwell 3 m for remainder of building
<i>Rear Yard Setback</i>	3.0m (9.8 ft)	3 m
<i>Parking Requirement</i>	1.25 spaces per residential unit (0.25 of which is for visitors) = 85 spaces for 68 units	85 spaces provided
<i>Bicycle Parking</i>	1 per unit = 68 bike spaces	75 bike spaces
<i>Active Building Frontage</i>	80%	86%

	Permitted by CC1 (Proposed Zoning)	Proposed by Application
<i>Common Outdoor Amenity Space</i>	5% of lot area = 114.26 m²	115.48 m ²

PARKING

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 68 units with two-bedrooms or less, a total of 85 parking spaces are required. The applicant is proposing a total of 85 spaces with 36 spaces located at grade behind the front building face, and the remaining 49 spaces located underground.

To remain consistent with other multi-family developments that have recently been rezoned, Council may wish to require the onsite parking stalls be secured with 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.

The applicant is proposing to provide 1 bicycle parking space per unit, for a total of 68 spaces, plus a 6-bicycle lock up at the front of the building for visitors.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The subject properties are located in close proximity to many bus routes that provide service to downtown Victoria, Sooke, Colwood, and various neighbourhoods throughout Langford. The site is well located within walking distance of many shops and services in downtown Langford like grocery stores, pharmacies, banking, restaurants, and the Goudy Library Branch. It is also located very close to 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 Winster Road. The Director of Engineering has specifically noted that sidewalks are to be installed as part of the frontage works in addition to streetlights as per City policy.

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. A full stormwater management plan will be required prior to issuance of a Building Permit.

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.

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 68 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 (68 units)
<i>General Amenity Reserve Fund</i>	\$2,850 per unit (1st through 4 th storeys)	@ 42 units = \$119,700
	\$1,425 (5 th and 6 th storeys)	@ 26 units = \$37,050
	\$712.50 (7 th storey and above)	n/a
<i>Affordable Housing Reserve Fund</i>	\$750 per unit (1st through 4 th storeys)	@ 42 units = \$31,500
	\$375 per unit (5 th and 6 th storeys)	@ 26 units = \$9,750
	187.50 (7 th storey and above)	n/a
TOTAL POLICY CONTRIBUTIONS		\$198,000

Table 5 – Development Cost Charges

Development Cost Charge	Per unit	Total (68 units)
<i>Roads</i>	\$3,188 per unit	\$216,784
<i>Park Improvement</i>	\$1,890 per unit	\$128,520
<i>Park Acquisition</i>	\$1,100 per unit	\$74,800
<i>Incremental Storage Improvement Fees</i>	\$331.65 per unit	\$22,552.20
Subtotal (DCCs paid to City of Langford)		\$442,656.20
<i>CRD Water</i>	\$1,664 per unit	\$113,152

Development Cost Charge	Per unit	Total (68 units)
<i>School Site Acquisition</i>	\$600 per unit	\$40,800
TOTAL (estimate) DCCs		\$596,608.20

OPTIONS

Option 1

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

1. Proceed with consideration of Bylaw No. 1999 to amend the zoning designation of 2762, 2768, and 2774 Winster Road from the 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**, a technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering;
- c. That the applicant provides, **prior to bylaw adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
 - i. That the developer registers a strata plan, prior to the issuance of an occupancy permit, that creates individual strata titles for each residential unit;
 - ii. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building(s) that ensures parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;
 - iii. 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;

- iv. 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), a qualified professional 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.
2. Authorize the Director of Planning to issue a variance to reduce the northern interior side lot line setback from the required 3m to 1.5m for a stairwell within the Form and Character Development Permit for 2762, 2768, and 2774 Winster Road:

OR Option 2

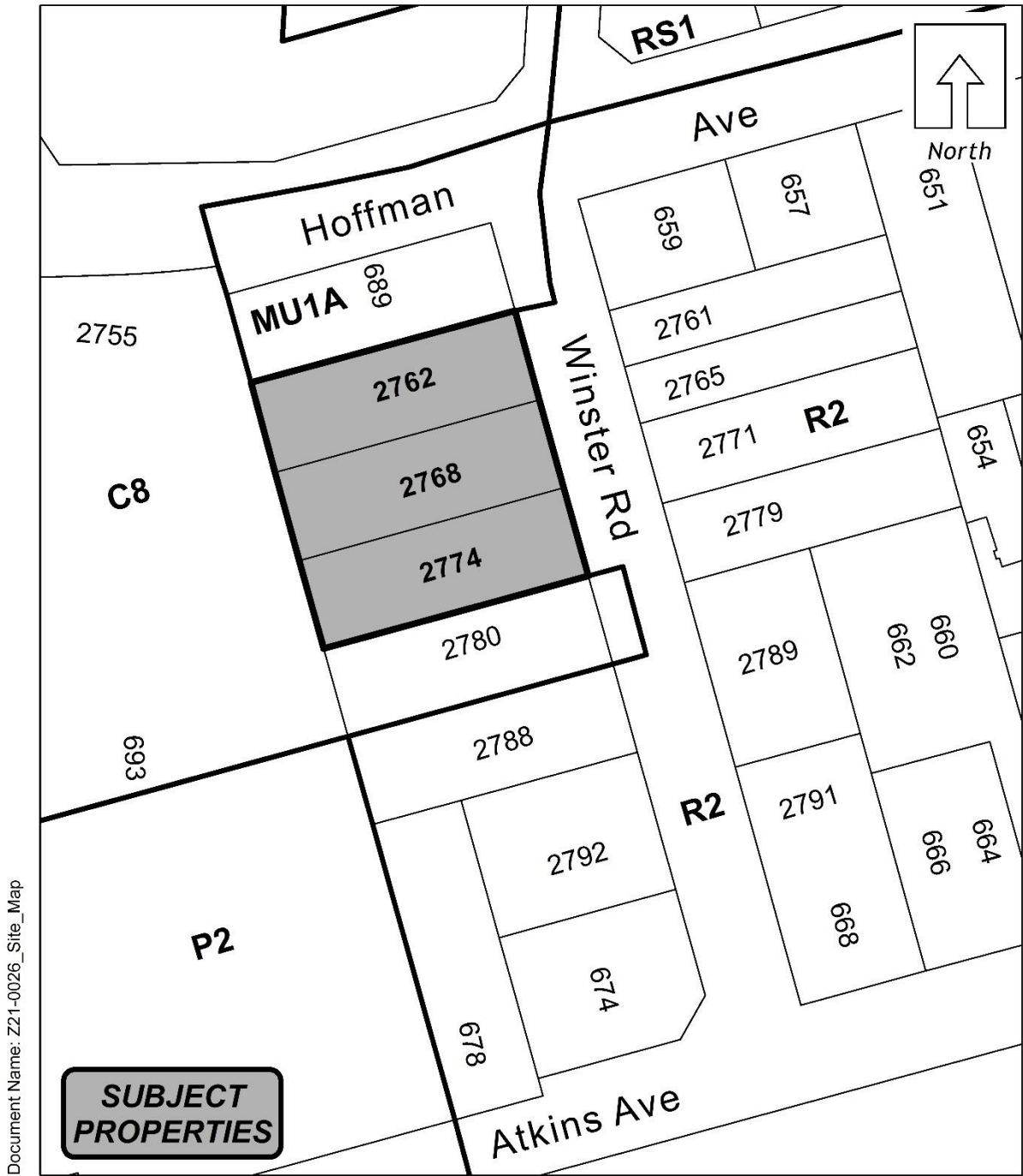
3. Take no action at this time with respect to Bylaw No. 1999.

Submitted by:	Julia Buckingham, Planner II - Approved
Concurrence:	Adriana Proton, 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:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Audrey Kryklywyj, Acting/Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:jb

Appendix A

REZONING BYLAW AMENDMENT
(Z21-0026)
2762, 2768 & 2774 Winster Rd

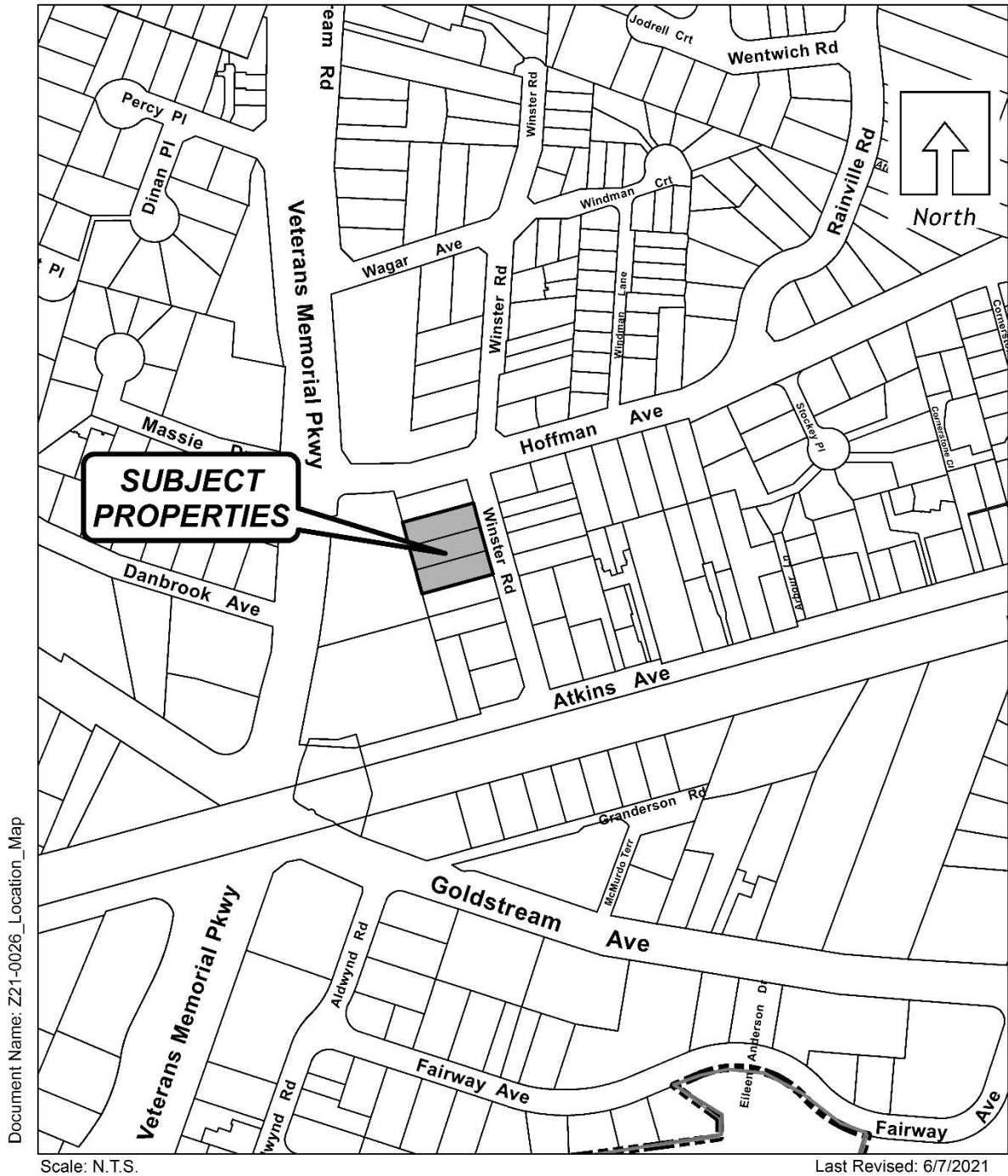


Scale: N.T.S.

Last Revised: 6/8/2021

Appendix B

REZONING BYLAW AMENDMENT
(Z21-0026)
2762, 2768 & 2774 Winster Rd



From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: Rezoning Bylaw Amendment (Z21-0026) 2762, 2768 & 2774 Winter Rd
Date: July 29, 2021 10:09:07 PM

From Janet and John Brunelle, 2738 Winster Road, Victoria, BC We've lived here for [REDACTED] and have seen far too many major changes over the years. Most have been good but we are not in agreement with the building you are proposing for Winster Road.

Please accept this as our submission against the above referenced rezoning amendment. We are against this because of the limited parking space available. Every nook and cranny in the neighbourhood is already taken up from the cars from Reflections, especially the people who don't want to pay for the parking provided for them by Reflections. Where are the 120 cars from this new development going to park?

With the amount of traffic already on these streets, with Hoffman being the only road out of the neighbourhood it is almost impossible to get on to Hoffman and then on to Memorial Way.

We would appreciate it if you would take into consideration our objections.

Janet and John Brunelle

From: [REDACTED]
To: [Langford Planning General Mailbox](#)
Subject: Zoning Amendment Z21-0026 (2762, 2768, 2774 Winster Road.
Date: August 3, 2021 12:02:18 PM

We were in disbelief when we received the notice regarding this proposed development. Sixty-four units in a 6-storey building at this small site is unthinkable.

There are at least four separate points of concern.

1 Local traffic load and traffic load on local busy junctions.

This number of units will add even more traffic to already remarkably busy junctions. The junctions of Winster/Hoffman, Hoffman/Veterans and Veterans/Goldstream already experience hold-ups on a regular basis. The traffic on Veterans in this area is frequently backed up in both directions, both heading to the Highway and heading away from the Highway towards Langford. Whenever there are traffic problems on Island Highway or backed up traffic along Goldstream heading towards Langford, backed up traffic is also experienced along Atkins Avenue. This is because traffic uses Atkins as a way of avoiding problems on Goldstream. This development will make this situation worse. Building more housing in this area must not be considered without seriously addressing the current and future traffic problems. Do not forget that the existing car park at the rear of this proposed development is already very well used and the local businesses (which include Boston Pizza) already contribute to the load on the Winster/Hoffman and Hoffman/Veterans junctions.

2 Car parking in local area.

Obviously, car parking is another problem that sixty-four new units would bring to the area. One of the current residents on this site already has two cars parked on roads in the area. Where are any cars owned by residents of the proposed development, (and any visitors cars), to be parked? What number of car parking spaces are to be provided within this proposed development?

3 Healthcare provision.

Another local problem that will be aggravated by the proposed development is healthcare. Doctors' surgeries and walk in clinics in this area are already extremely busy, not to mention the load on Victoria General Hospital.

4 Proposed height of the building.

Another issue is the size of the building. A building six storeys high is entirely unsuitable for this site. We believe that any future development at this site of over two storeys would be inappropriate.

Overall, we feel that it is time the infrastructure in this area be given thoughtful consideration instead of the constant push to provide ever more housing. Who is more important, local people or property developers? Who must live with the resulting mess of constant development? Certainly not the property developers, they can just walk away. The city planners have serious thinking to do.

We believe that both this proposal and the proposed development at Granderson would have a very detrimental effect on the local area and are highly inappropriate for remarkably similar reasons, building height, effect on local traffic and effect on local healthcare.

Sincerely,

Christine Troubridge and Allan Churchill
658 Atkins Avenue

2747 Winster Road
Langford, BC
V9B 3P4
August 1, 2021



Mayor and Council
City of Langford
2nd Floor, 877 Goldstream Avenue
Langford, BC
V9B 2X8

Re: File Z21-0026; 2762, 2768 and 2774 Winster Road

Dear Sirs:

We the undersigned are writing to express our serious concerns regarding the zoning amendment being proposed for 2762, 2768 and 2774 Winster Road, File Z21-0026.

Some of our more serious concerns are:

- The lack of **space** that already exists in not only the direct street block of the proposed development but also every single surrounding street block.
- The lack of **sidewalks** on one or both sides of the proposed development's street and surrounding streets. This is already unsafe, especially for the many children in the neighbourhood who walk to school at Savory Elementary or catch the bus to Spencer Middle School or Belmont Secondary School. This bus stop is currently at the corner of Hoffman Road and Winster Road. Also, Savory Elementary has to have the bus access from Atkins Road as their parking lot has an extremely tight turning radius.
- Lack of **parking** on the streets. One street block up Winster Road the proposed development's street block already bottlenecks to a constant, single lane roadway because of overflow traffic and parking by the residents who live in the Reflections building.
- Lack of safe, fast **access** for all types of emergency vehicles to access Atkins Road. The entire street block of the proposed development and beyond are already bumper to bumper, end to end with traffic both before school and after dismissal. It stays like this clear through until after 6:30 pm weekdays.

Please take all of this into serious consideration. Every neighbour we have spoken with has voiced similar concerns and all are in agreement that the proposed development is just much too large. The neighbourhood cannot bear the weight it would add. Thank you.

Yours truly,


Michelle K. Kadatz
Property Owner
2747 Winster Road


Allison Gordon
Property Tenant
2747 Winster Road