

CITY OF LANGFORD

PLANNING, ZONING AND AFFORDABLE HOUSING COMMITTEE

Monday, September 27, 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: 834 1519 6706

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>	
2. <u>APPROVAL OF THE AGENDA</u>	
3. <u>ADOPTION OF THE MINUTES</u>	
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b) Application to Rezone 2633 to 2647 Sunderland Road, 808 to 820 Arncote, and 2630 to 2646 Peatt Road from the One- and Two-Family Residential (R2) Zone to the City Centre Pedestrian (CCP) Zone – Area 2 to Allow for Four Mixed-Use Buildings That Range Between 13 and 22 Storeys in Height	12
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CITY OF LANGFORD

MINUTES OF THE PLANNING, ZONING AND AFFORDABLE HOUSING COMMITTEE

Monday, September 13, 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).

By Telephone: Members C. Brown, J. Raappana.

ATTENDING

L. Stohmann, Deputy Director of Planning and Subdivision; and Michelle Mahovlich, Director of Engineering and Public Works.

ABSENT

Members: A. Creuzot, S. Harvey, D. Horner, and K. Sheldrake.

1. CALL TO ORDER

The Chair called the meeting to order at 5:31 p.m.

2. APPROVAL OF THE AGENDA

MOVED BY: COUNCILLOR WADE

SECONDED: C. BROWN

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

CARRIED.

3. ADOPTION OF THE MINUTES

a) Planning, Zoning & Affordable Housing Committee Meeting – August 9, 2021

MOVED BY: COUNCILLOR WADE

SECONDED: C. BROWN

That the Planning, Zoning and Affordable Housing Committee approve the minutes of the meeting held on August 9, 2021.

CARRIED.

4. REPORTS

- a) **Application to Rezone 3216 Happy Valley Road from Rural Residential 2 (RR2) Zone to Residential Townhouse 1 (RT1) Zone to Allow for an 18-unit Townhouse Development**
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR WADE
SECONDED: C. BROWN

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

Refer the application back to staff for further review of the access, and direct staff to bring another report to a future Planning, Zoning and Affordable Housing Committee meeting for further review.

CARRIED.

- b) **Application to amend the text and schedule map of the CD3 (Comprehensive Development – Westhills) Zone**
- **Staff Report (Planning)**

MOVED BY: COUNCILLOR WADE
SECONDED: C. BROWN

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

1. Direct Staff to prepare a bylaw to amend the CD3 (Comprehensive Development 3 – Westhills) Zone to allow various zone changes, subject to the following conditions:
 - a) That prior to bylaw adoption, a Section 219 Covenant is registered on title in priority of all other charges on title that secures the updated Master Development Agreement;
 - b) That prior to bylaw adoption, the current Section 219 Covenant registered on title that contains the existing Master Development Agreement be discharged;
 - c) That prior to bylaw adoption, the applicant enter into a Parkland Dedication Agreement with the City to the satisfaction of the Chief Administrative Officer which shall include the following:
 - i. That 40% of the lands as generally shown on Appendix D shall be dedicated to the City at the time of adjacent development;
 - ii. Notwithstanding (i), that 35 acres of land located within the red outlined portion as shown on Appendix D, inclusive of the rock-climbing area, shall be transferred to the City within 6 months of the adoption of this bylaw;
 - iii. That the content within the existing Master Development Agreement in relation to the timing of parkland dedication be included;
 - d) That prior to bylaw adoption, the applicant enter into an agreement securing that Westhills Land Corp. shall construct a railway platform and station should passenger rail service be reinstated along the E&N corridor, to the satisfaction of the City Administrative Officer.

CARRIED.

5. **ADJOURNMENT**

The Chair adjourned the meeting at 7:37 p.m.

CHAIR

CERTIFIED CORRECT
(Corporate Officer)



Staff Report to Planning, Zoning and Affordable Housing Committee

Date: September 27, 2021
Department: Planning
Application No.: DVP21-0010
Subject: Application for Development Variance Permit to allow a setback variance at 2601 Savory Road.

PURPOSE

The owner of the property, Katharine Mills, has applied for a development variance permit to allow an exterior side lot line setback variance at 2601 Savory Road. Specifically, the variance is to reduce the exterior side lot line setback from the required 3.5 m to 1.6 m.

BACKGROUND

PREVIOUS APPLICATIONS

DP94-0003 was issued during the initial development of the lots, permitting the neighbouring lot at 2605 Savory to extend their septic field onto the subject property, the reconstruction of a shared driveway with a reciprocal easement access agreement to permit access to the subject property through 2605 Savory, and to permit a setback variance to the lake from 30m to 18.3m to allow for the placement of the home at 2601 Savory. The subject property has since been connected to the municipal sewer system and no longer uses a septic system.

Table 1: Site Data

<i>Applicant</i>	Katharine Mills
<i>Owner</i>	Katharine Mills
<i>Civic Address</i>	2601 Savory Road
<i>Legal Description</i>	Lot 32, Section 113, Esquimalt District, Plan VIP1577, PID 000-025-101
<i>Size of Property</i>	1082 m ²
<i>DP Areas</i>	Riparian Development Permit Area, Interface Fire Hazzard Area
<i>Zoning Designation</i>	Residential Lakeshore (RL1) Zone
<i>OCP Designation</i>	Hillside or Shoreline

SITE AND SURROUNDING AREA

The subject site is a residential lakefront lot which lies on the west side of Florence Lake. The lot contains an existing single-family home.

The site is characterized by steep, rocky slopes with a flat area approximately 10m from the top of the slope leading to the waters edge in which the single-family home is located. There is a rocky outcrop that borders the front of the lot and the northwestern property line. The northwestern property line borders a municipal access road that has not been developed.

Neighbouring properties, other than the municipal access road adjacent to the northwest, are large single-family lots or undeveloped land.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	Residential Lakefront (RL1)	Florence lake
<i>East</i>	Residential Lakefront (RL1)	One family dwelling
<i>South</i>	Rural Residential 4 (RR4), Residential Lakefront (RL1)	Vacant land, One family dwelling
<i>West</i>	Comprehensive Development (CD12), Community Institutional (P2)	Vacant land

COMMENTS

DEVELOPMENT PROPOSAL

The applicant is proposing to construct an addition to the existing single-family residence. The proposed addition will incorporate a two-car garage with a secondary suite above and will allow the primary residence to renovate and relocate the kitchen to the addition. The existing home does not currently have an enclosed garage or a secondary suite.

The subject property is bordered on the northwest side by a dedicated, but unconstructed, municipal road. The property line adjacent to this road is an exterior lot line and the setback requirement is 3.5m. Due to the location of the rock outcrop in relation to the current building footprint, locating the addition outside of the required exterior lot line setback was not feasible. As such, in order to proceed, the applicant has requested a 1.9 m variance in order to reduce the setback to 1.6 m. It is highly unlikely that the City would ever construct this road as it terminates in Florence Lake.

There is currently a shed that encroaches onto the City ROW. Council may wish to require that the shed be moved onto the applicant's property, as a condition of the variance approval.

The property lies in the Riparian and Interface fire Hazard Development permit areas and as such the applicant has provided the required reports from a Registered Professional Biologist and a Registered Professional Forester.

The Riparian Areas Protection Regulation Assessment has determined that the addition will be located outside of the SPEA and has noted requirements to be undertaken prior to and during development to mitigate any impact on the lake, as required.

As noted in the Wildfire Hazard Assessment, provided that the FireSmart recommendations put forth in the report are followed, the risk of wildfire can be reduced to a level acceptable to ensure the safety of the intended renovation.

A Development Permit will be required prior to any land alteration or issuance of a Building Permit to secure these conditions.

Table 3: Proposal Data

	Permitted by RL1 (Current Zoning)	Proposed by DVP Application
<i>Exterior Side Yard Setback</i>	3.5 m (11.5ft)	1.6 m (5.2ft)

OPTIONS

Option 1

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

1. Direct staff to provide notice that Council will consider issuing a Development Variance Permit for 2601 Savory Rd. with the following variance:
 - a) That Section 6.26.06(1)(c) of Zoning Bylaw No. 300 be varied to reduce the exterior lot line setback from the required 3.5 m to 1.6m for the proposed addition to the existing structure;

Subject to the following terms and conditions:

- i) That the site is developed in accordance with the site plan attached to this report as Appendix A;
- ii) That the shed encroaching on City property be removed, prior to issuance of a Building Permit.

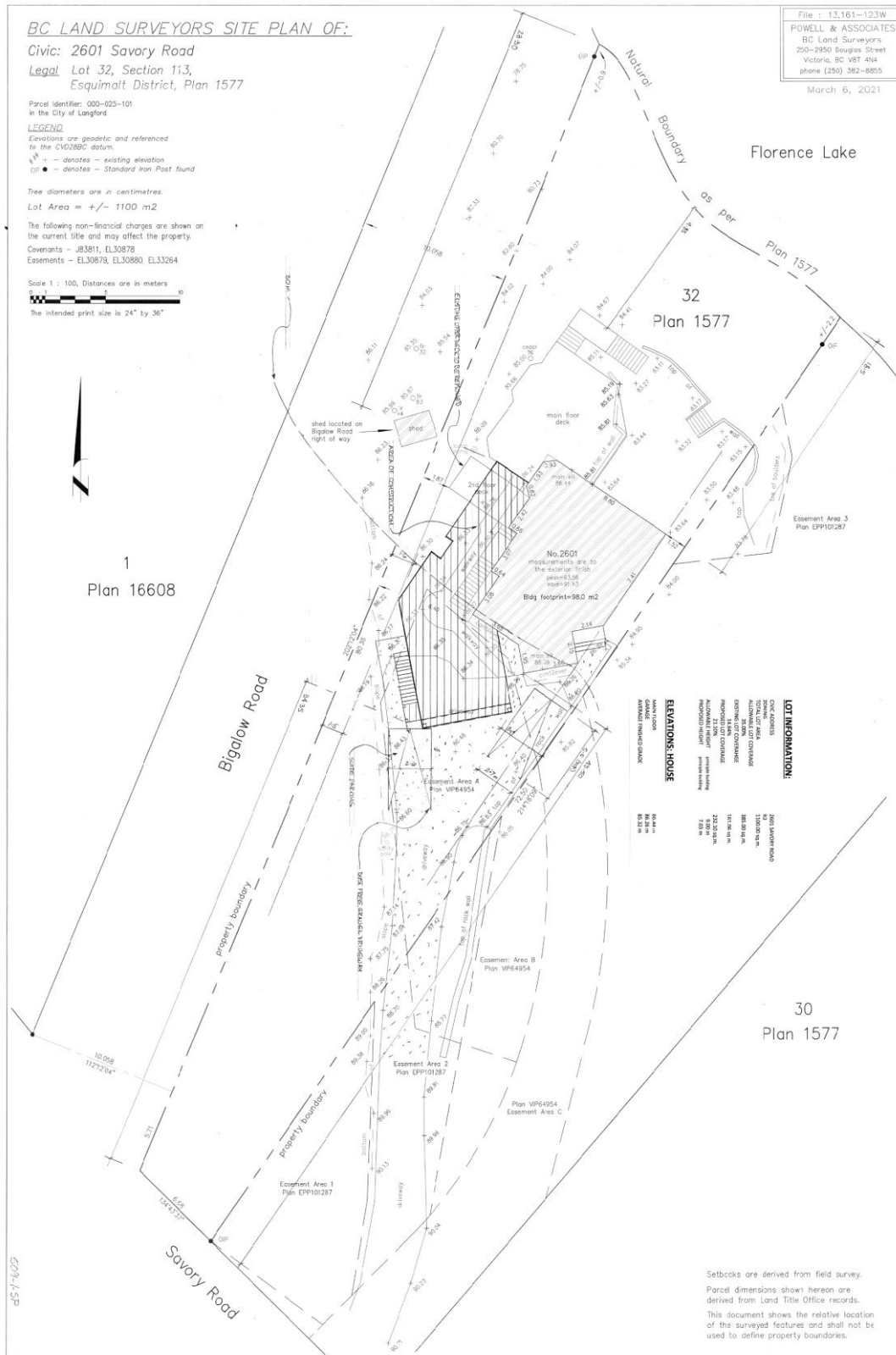
OR Option 2

2. Reject this application for development variance permit.

Submitted by:	Kory Elliott, Planning and Land Development Technician
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning
Concurrence:	Adriana Proton, Manager of Legislative Services
Concurrence:	Chris Aubrey, Fire Chief
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Yari Nielsen, Manager of Parks and Recreation
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance
Concurrence:	Marie Watmough, Deputy Director of Corporate Services
Concurrence:	Darren Kiedyk, Chief Administrative Officer

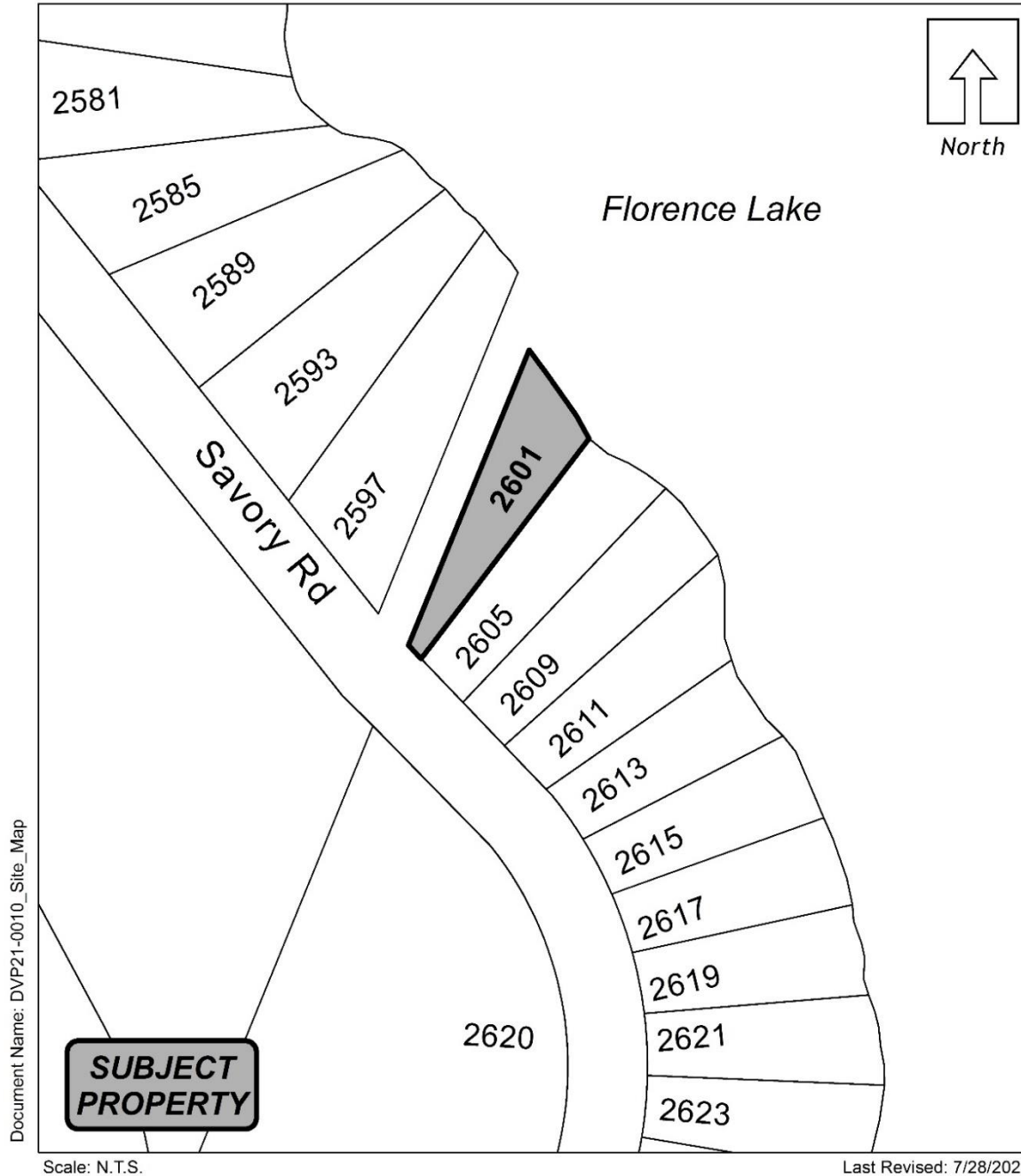
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Appendix A



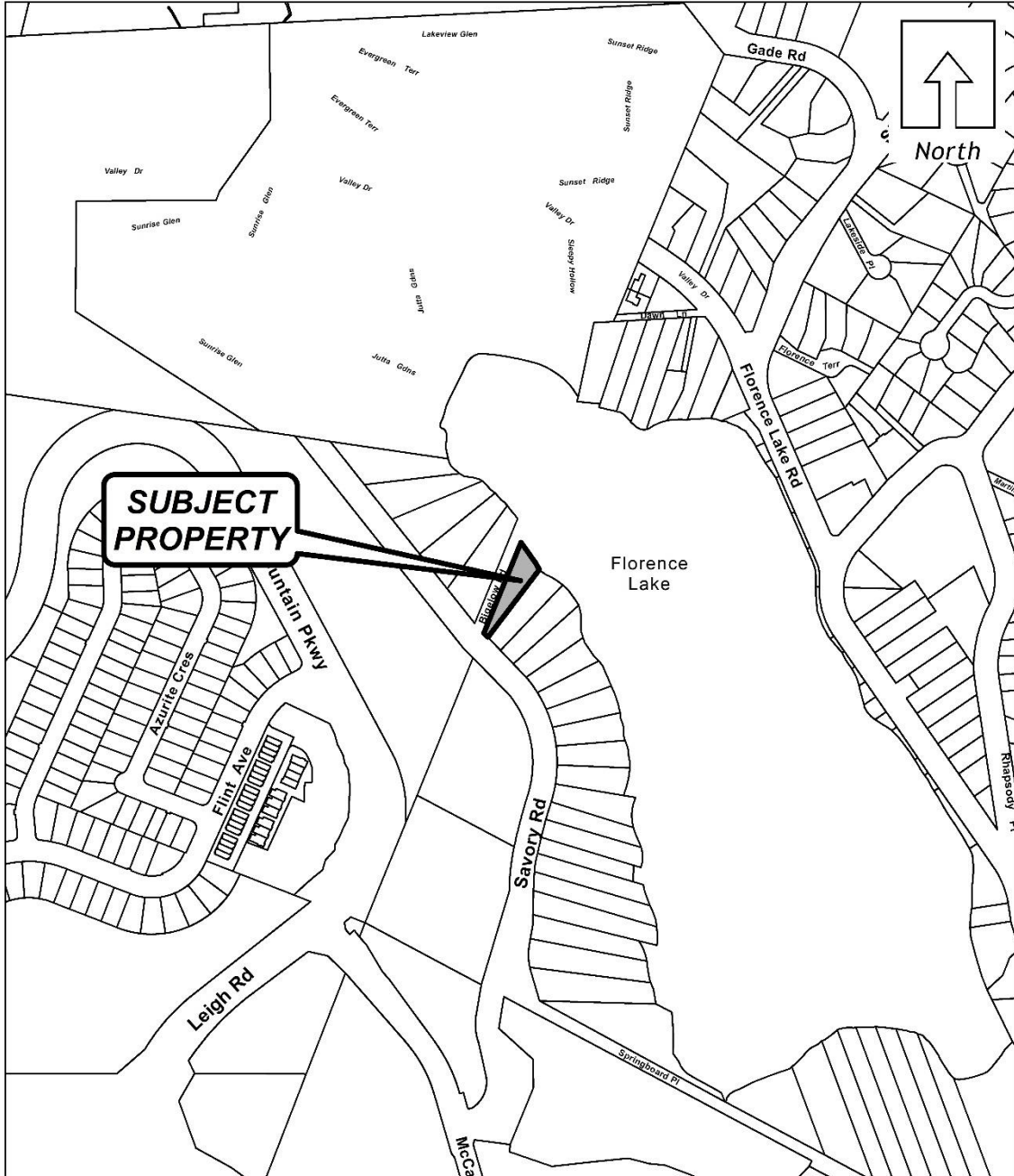
Appendix B

**DEVELOPMENT VARIANCE PERMIT
(DVP21-0010)
2601 Savory Rd**



Appendix C

**DEVELOPMENT VARIANCE PERMIT
(DVP21-0010)
2601 Savory Rd**



Document Name: DVP21-0010_Location_Map

Scale: N.T.S.

Last Revised: 7/28/2021



Staff Report to Planning, Zoning and Affordable Housing Committee

Date: September 27, 2021
Department: Planning
Application No.: Z21-0013
Subject: Application to Rezone 2633 to 2647 Sunderland Road, 808 to 820 Arcote, and 2630 to 2646 Peatt Road from the One- and Two-Family Residential (R2) Zone to the City Centre Pedestrian (CCP) Zone – Area 2 to Allow for Four Mixed-Use Buildings that would range between 13 and 22 Storeys in Height

PURPOSE

Mathew Moradian has applied on behalf of Langford Gateway Developments Inc. to rezone 2633, 2637, 2641, and 2647 Sunderland Road, 808, 812, and 820 Arcote, and 2630, 2636, 2640, and 2646 Peatt Road from the *One- and Two-Family Residential (R2) Zone* to the *City Centre Pedestrian (CCP) Zone – Area 2* to allow for four mixed-use buildings that would be 13, 17, 18 and 22 storeys in height, which is consistent with the Official Community Plan. The development is planned to occur in two phases and contain approximately 456 residential units as well as ground floor commercial units, including a daycare.

BACKGROUND

PREVIOUS APPLICATIONS

In 2017, 8 of the 11 subject properties were included within rezoning application Z17-0039. However, this application expired due to inactivity.

Table 1: Site Data

<i>Applicant</i>	Matthew Moradian	
<i>Owner</i>	Langford Gateway Developments Inc.	
<i>Civic Addresses</i>	2633-2647 Sunderland Rd, 808-820 Arcote Rd, and 2630-2646 Peatt Rd	
<i>Size of Properties</i>	7,150m ² (1.8 acres)	
<i>DP Areas</i>	City Centre	
<i>Zoning Designation</i>	Existing: One- and Two Family Residential (R2)	Proposed: City Centre Pedestrian (CCP)
<i>OCP Designation</i>	Existing: City Centre	Proposed: City Centre

SITE AND SURROUNDING AREA

The subject properties all contain single-family dwellings with the exception of one, which contains a two-family dwelling. Most properties contain at least one tree, primarily evergreens. Surrounding properties to the north and west all contain single-family dwellings. To the south are townhouses, as well as one property that contains single-family dwellings but has been rezoned to allow for multi-family units. Properties to the east consist of single-family dwelling lots, an eight-unit townhome development, and the City's Fire Hall.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	One- and Two-Family Residential (R2)	Single-Family Residential
<i>East</i>	One- and Two-Family Residential (R2) Medium-Density Apartment A (RM7A) Community Institutional (P2)	Single-Family Residential Multi-Family Townhomes City of Langford Fire Hall
<i>South</i>	Medium-Density Apartment (RM7) Medium-Density Apartment A (RM7A) Mixed-Use Residential Commercial 2 (MU1A)	Multi-Family Townhomes Multi-Family Townhomes Single-Family Residential
<i>West</i>	One- and Two-Family Residential (R2)	Single-Family Residential

Figure 1 - Subject Properties



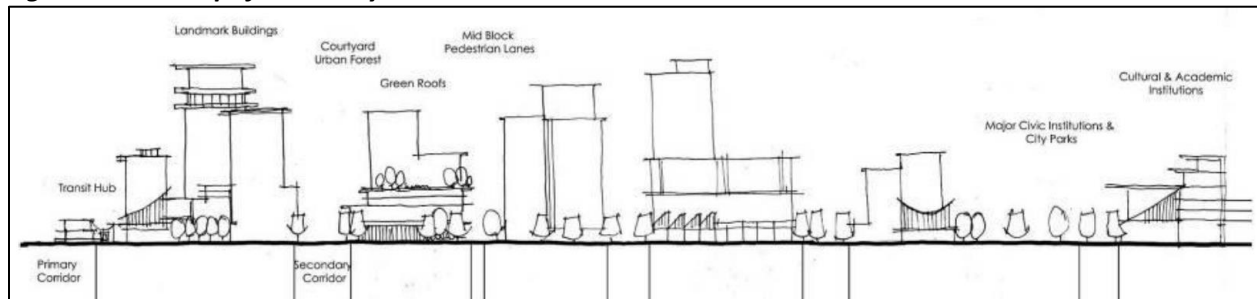
COUNCIL POLICY

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 'N4 Deville' 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:

The Deville neighbourhood is located at the northern edge of the City Centre restricted by the Highway to the north.

This neighbourhood is comprised predominantly of residential buildings. Further residential development shall consist of medium and high-density buildings that maximize the infill density of the neighbourhood.

Figure 2: N4 Deville



A development emphasis should incorporate green and open space into the residential developments to increase active space for residents within the neighbourhood.

DEVELOPMENT PROPOSAL

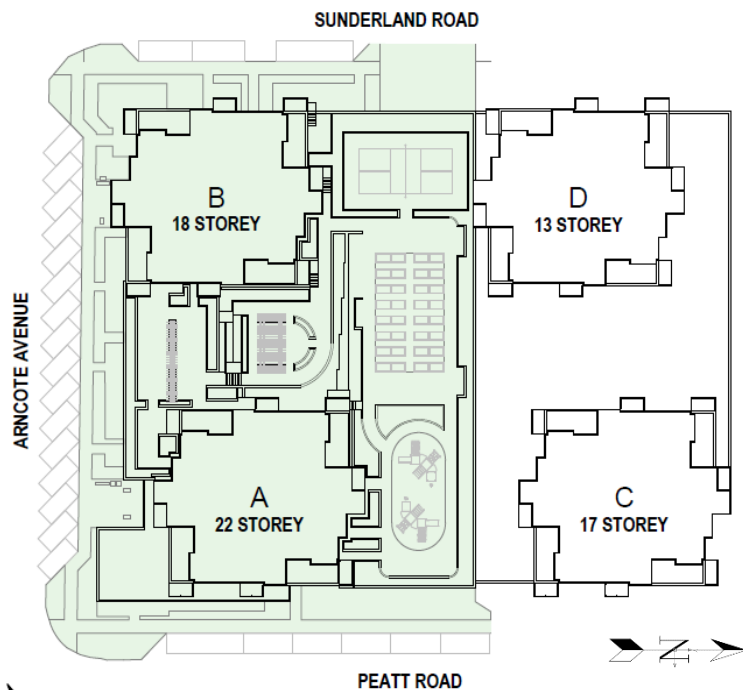
The applicant is proposing to rezone the subject properties to CCP (City Centre Pedestrian – Area 2) in order to construct four multi-family buildings in two phases. The first phase would contain two buildings that would be 18- and 22-storeys in height. This phase would be located on the southern half of the subject properties, as outlined in Figure 3. Phase 2 would include two buildings at 13- and 17-storeys in height, occupying the northern half of the site. The various levels of the parkade in each phase would be connected upon construction of Phase 2. This would ensure there would only be one vehicle entry and exit point, that being from Sunderland Road.

To meet onsite parking requirements while avoiding the high-water table, the proposal would include one level of underground parking and four levels of above ground parking. The ground level parkade would exist behind residential and commercial units that front and access the surrounding streets so you would not see this level of parking (Appendix B), and the upper levels would be designed such that they do not appear as a traditional concrete parkade (Appendix A).

The roof of the parkade would be designed and constructed to be the outdoor amenity space for the residents of the buildings. Amenity items within this space would include a children's playground, community garden boxes, a court for pickleball and/or badminton, a dining area with barbeques, and a general lounging area. Figure 3 above illustrates these various areas within Phase 1, which would be expanded when Phase 2 is constructed.

The CCP Zone is a new zone for the City Centre that was created under Bylaw 1919, which Council adopted on August 16, 2021. Bylaw 1919 created a number of zones suited for the City Centre as well as a Concept Map and supporting policies to act as a guide for how Council may consider implementing these zones at the time of rezoning. For this site, the properties fronting Peatt Road were identified as being appropriate for consideration of the CCP - Area 2 zone, whereas the properties fronting Sunderland Road were identified as being appropriate for the CC2 zone. However, the supporting policies anticipate that Council may wish to deviate from the Concept Map under various circumstances, one of those being a land assembly between multiple designations identified in the Concept Map. This development falls within this land assembly category, and as such the developer is proposing to extend the CCP zone through to Sunderland Road.

Figure 3: Phase 1



The 11 properties associated with this proposed development would be consolidated into one parcel but constructed under two phases that include two buildings within each phase. Vehicle access would solely be off Sunderland Road, while pedestrian access would be incorporated on three sides of the development in order to access the ground level commercial units, lobbies associated with each building, as well as privately owned units. Council may wish to require the lot consolidation to occur prior to issuance of a Form and Character Development Permit.

The current plans show the southeastern building at the corner of Peatt and Arcote as the only building that contains commercial units; the rest of the ground floor units are shown as residential. However, the CCP zone mandates that the entire ground floor be commercial units, which is intended to be supported by the residential units above and give reason for the allowable increase in height. Appendix B provides an illustration of the current plans for the ground floor of both phases, but Council may wish to require a revised ground floor plan be provided prior to Public Hearing, which complies with the CCP zone. The current plan does meet the 80% active frontage requirement, and this is anticipated to be maintained with the redesign.

There would be one full level of underground parking and the rest of the parking would be provided within an aboveground parkade, providing a total of 594 onsite parking stalls, which meets the zoning requirements for onsite parking. Note, the required commercial parking will be provided for in the visitor stalls, as permitted by the zoning bylaw. As previously mentioned, the facade of the parkade would include materials and a design that mimics the residential buildings so that it does not have the appearance of a traditional concrete parkade. Appendix A illustrates how this would be achieved.

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 the developer to strata title multi-family residential buildings prior to occupancy so that individual units may be offered for sale if market conditions change at some later date. Taking this step does not impede the use of the building as a rental if the applicant wishes to, but ensures the building is appropriately constructed and will not require potentially costly upgrades if a strata title conversion is sought in the future. The applicant is proposing to strata title the project regardless, but Council may still 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 or fee is not charged for a parking space. This would prevent future tenants/owners 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 CCP (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 • Restaurant • Retail Store
<i>Density</i>	n/a	6.0 FAR
<i>Height</i>	9m (30 ft)	n/a
<i>Site Coverage</i>	35% max	n/a
<i>Front Yard Setback</i>	6.0m (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)	3.0m (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)	3.0m (9.8 ft)
<i>Parking</i>	2 per unit + 1 per secondary suite	1.25 per 0-2 bedrooms 2.25 per 3+ bedrooms

FRONTAGE IMPROVEMENTSPeatt Road

Existing improvements along Peatt Road have already been completed. The only possible improvements along Peatt Road would include reinstatement of any damaged improvements, the removal of existing driveways (replaced with boulevard landscaping), and possibly the undergrounding of overhead wires. The Fire Department has requested the overhead wires to be installed underground, and Hydro BC has stated that the development needs to *'meet all current CSA requirements and limitations around high voltage equipment'*. Details regarding the wires will be worked out through the civil design approval process with the Engineering Department.

Arncote Ave

The applicant will be required to provide full frontage improvements along Arncote Ave in accordance with Bylaw 1000 prior to issuance of a building permit. Improvements would include angled parking, a red brick paver sidewalk, street lighting, and boulevard landscaping with irrigation.

Sunderland Road

The applicant will be required to provide full frontage improvements along Sunderland Road in accordance with Bylaw 1000 prior to issuance of a building permit. Improvements would include parallel parking, concrete sidewalk, street lighting, and boulevard landscaping with irrigation.

Pedestrian Connection

On the north side of the development site there is an existing pedestrian connection between Peatt and Sunderland, which currently is just a dirt path. The Parks Department has requested that this connection be formalized with a paved surface and formal trail bollards as per Bylaw 1000 specifications.

TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) for this development is required, which has already been submitted. This is currently under review and is anticipated to be approved prior to Public Hearing. Currently, the version submitted recommends the following improvements beyond the immediate frontage:

- A right-turn only from Arncote onto Peatt;
- A designated northbound left-turn lane on Peatt to access Arncote.

Council may wish to require that the TIA is approved by the Director of Engineering prior to Public Hearing, and that a civil drawing for the northbound left turn lane be submitted and approved by the Director of Engineering. All costs associated with the construction of this improvement would be at the applicants expense, including land acquisition if necessary.

FIRE FIGHTING

As noted above, the Fire Department has requested that overhead wires be placed underground, which would assist with fire fighting. Additionally, the City has received correspondence from a number of concerned citizens in regards to the proposed building height in relation to the current height of the City's ladder truck. As with any other tall building in other cities, the Building Code requires these buildings to be sprinklered and stairwells protected to allow residents to exit and emergency personnel to enter through a safe route. Therefore, the height of the City's ladder truck is not relevant to building heights.

NEIGHBOURHOOD CONSULTATION

The applicant organized a public meeting on September 8 between 12:00-1:00pm and 6:00-7:00pm to discuss this project with surrounding residents. These meetings were held to discuss both this project and the other project located on Scafe Road. From these meetings, there were approximately 100 participants. The applicant said they received around 120 questions and were able to adequately respond to half of those.

SEWERS

Sewer mains do exist within all three roads fronting this site, and connections from the buildings to these mains 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. Stormwater mains do not exist within this region of Langford. 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 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, which is based on 456 residential units and 516m² of commercial space.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Contribution Rates*	Total
<i>Affordable Housing Reserve Fund</i>	\$750 per unit (residential)	\$342,000
<i>General Amenity Reserve Fund</i>	\$2,850 per unit (residential)	\$1,299,600
	\$10.75 per m ² (commercial)	\$5,547

*** 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 5 – Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
<i>Roads</i>	\$3,188 per unit (residential)	\$1,453,728
	\$55.78 per m ² (commercial)	\$28,782
<i>Park Improvement</i>	\$1,890 per unit (residential)	\$861,840
<i>Park Acquisition</i>	\$1,100 per unit (residential)	\$501,600
<i>ISIF Fees</i>	\$331.65 per unit (residential)	\$151,232
	\$140/1,000ft ² (commercial)	\$778
Subtotal (DCCs to Langford)		\$2,997,960
<i>CRD Water</i>	\$1,644 per unit (residential)	\$749,664
	\$10.74 per m ² (commercial)	\$5,542
<i>School Site Acquisition</i>	\$600 per unit (residential)	\$273,600
TOTAL DCCs		\$4,026,766

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 2633, 2637, 2641, and 2647 Sunderland Road, 808, 812, and 820 Arcote, and 2630, 2636, 2640, and 2646 Peatt Road from the R2 (One- and Two-Family Residential) zone to the CCP (City Centre Pedestrian) 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 Fundsubject 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 to the satisfaction of the Director of Engineering:
 - i. A technical memo from a qualified engineer that verifies stormwater can be adequately managed on-site for the proposed developments;
 - ii. A revised ground floor plan be submitted that complies with City Centre Pedestrian zone, to the satisfaction of the Director of Planning;
 - iii. A Traffic Impact Assessment from a qualified engineer be provided regarding the proposed development.
 - iv. Civil drawings that illustrate the additional road improvements outlined in the Traffic Impact Study, including an outline of any additional land required to complete these works.
 - 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 11 properties associated with this rezoning 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 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;

-
- 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 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
- v. 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 on all three roads, and all recommended improvements from the Traffic Impact Assessment, which may include land acquisition at the applicant's expense along Peatt Road;
 2. Formalize improvements to the pedestrian connection north of the site;
 3. A storm water management plan; and
 4. A construction parking management plan.

OR Option 2

Take no action at this time with respect to this application to rezone 2633, 2637, 2641, and 2647 Sunderland Road, 808, 812, and 820 Arncote, and 2630, 2636, 2640, and 2646 Peatt Road.

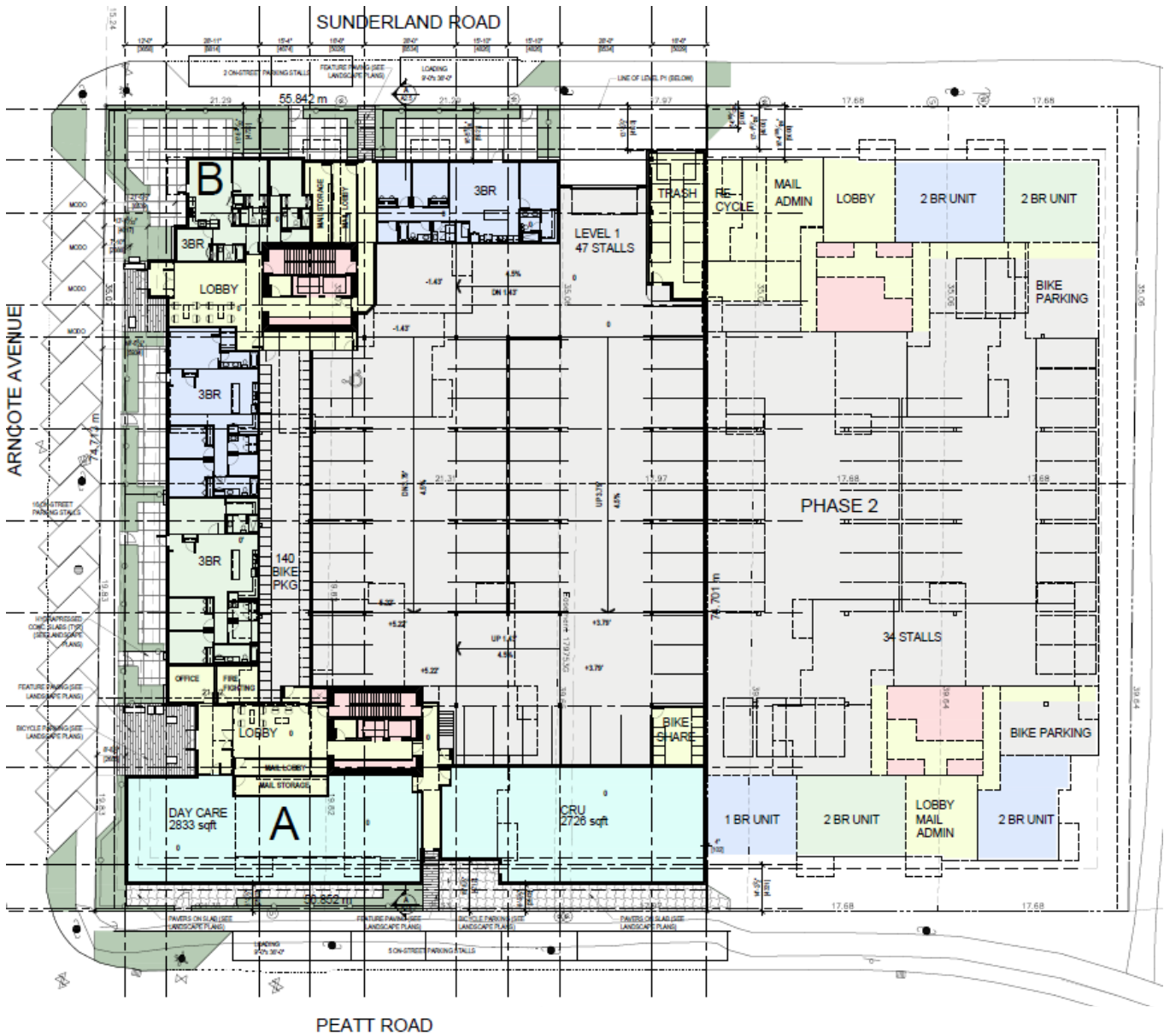
Submitted by:	Robert Dykstra, MCIP, RPP Senior Planner
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning
Concurrence:	Chris Aubrey, Fire Chief
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
Concurrence:	Yari Nelson, Manager of Parks and Recreation
Concurrence:	Michelle Mahovich, P.Eng, P.Geo, Director of Engineering
Concurrence:	Adriana Proton, Manager of Legislative Services
Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance
Concurrence:	Marie Watmough, Deputy Director of Corporate Services
Concurrence:	Darren Kiedyk, Chief Administrative Officer

:rd

Appendix A
RENDERING (from Peatt & Arncote corner)



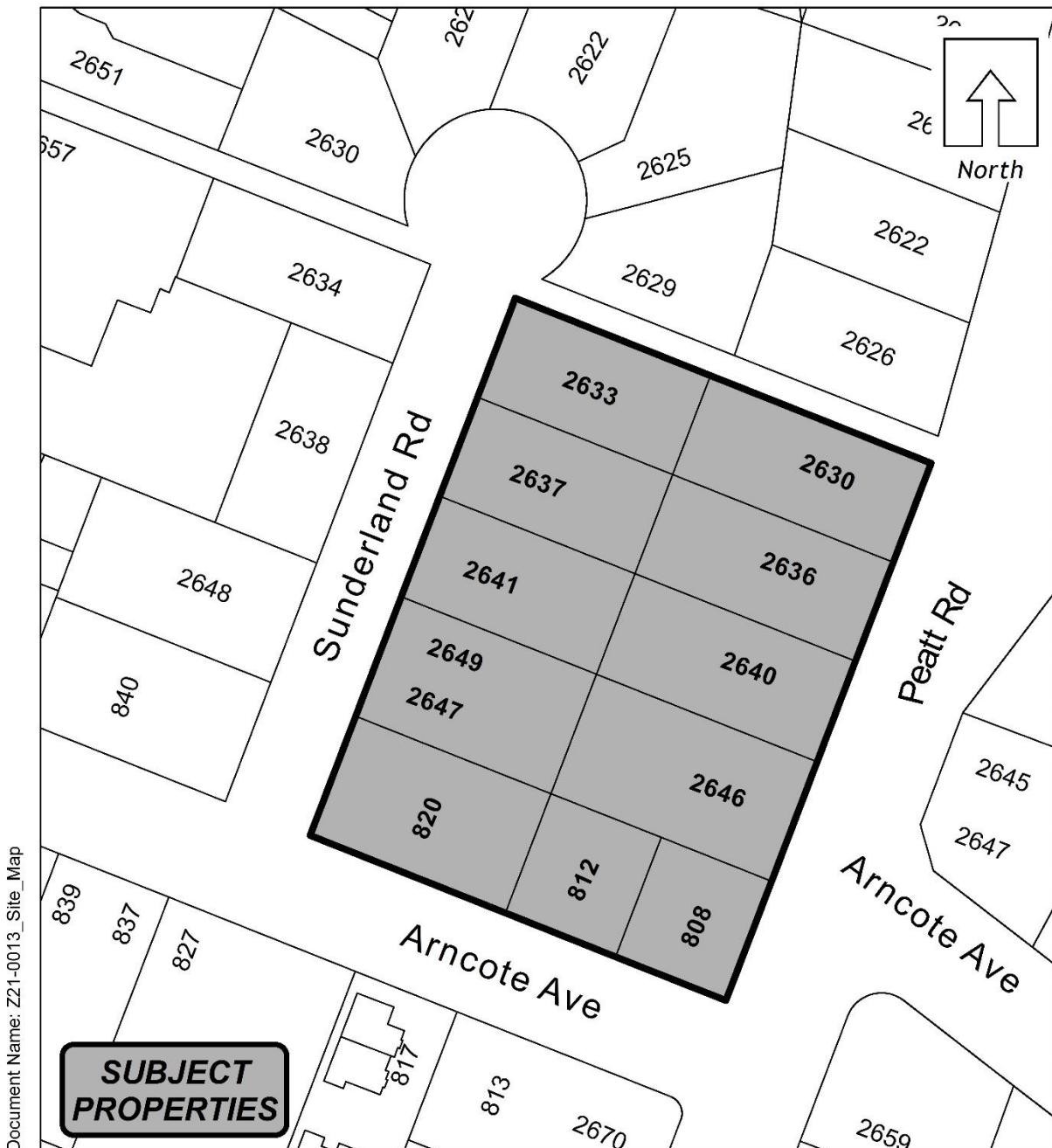
Appendix B
GROUND FLOOR PLAN



Appendix B
SUBJECT PROPERTY MAP

**REZONING BYLAW AMENDMENT
(Z21-0013)**

**808, 812, 820 Arcnote Ave; 2630, 2636, 2640, 2646 Peatt Rd; 2633,
2637, 2641, 2647**



Document Name: Z21-0013_Site_Map

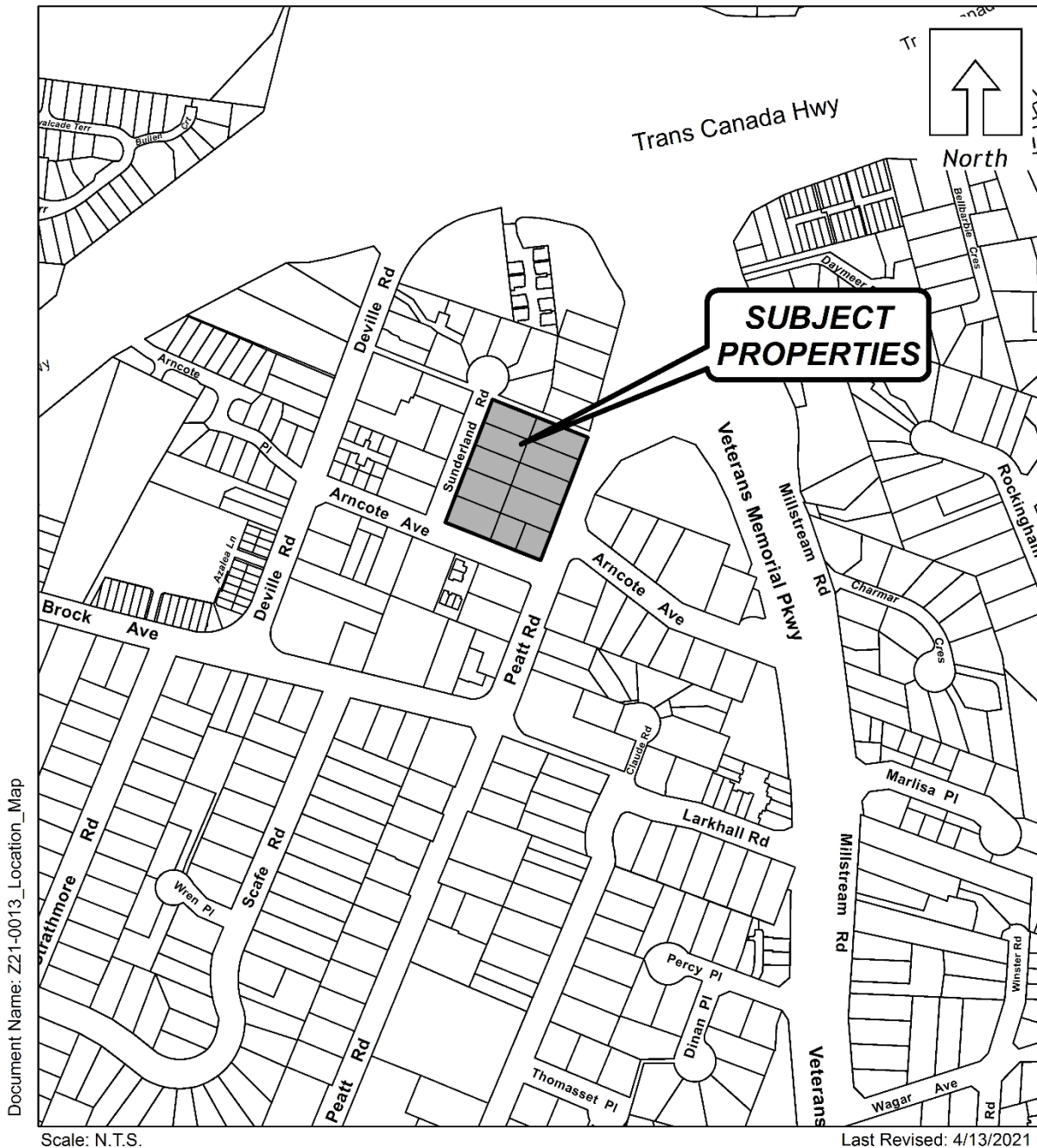
Scale: N.T.S.

Last Revised: 4/13/2021

Appendix C
INSERT LOCATION MAP

**REZONING BYLAW AMENDMENT
(Z21-0013)**

**808, 812, 820 Arcnote Ave; 2630, 2636, 2640, 2646 Peatt Rd; 2633,
2637, 2641, 2647**



Document Name: Z21-0013_Location_Map

Scale: N.T.S.

Last Revised: 4/13/2021



Staff Report to Planning, Zoning and Affordable Housing Committee

Date: September 27, 2021

Department: Planning

Application No.: Z21-0015

Subject: Application to Rezone 2739 to 2751 Scafe Road and 2746 Peatt Road from the One- and Two-Family Residential (R2) Zone to the City Centre Pedestrian (CCP) Zone – Area 2 to Allow for Two Residential/Commercial Mixed Use Buildings.

PURPOSE

Mathew Moradian has applied on behalf of Langford Central Developments Inc. to rezone 2739, 2743, 2747, 2749 and 2751 Scafe Road as well as 2746 Peatt Road from the *One- and Two-Family Residential (R2) Zone* to the *City Centre Pedestrian (CCP) Zone – Area 2* to allow for two mixed-use buildings that are expected to be 18- and 24-storeys in height, which is consistent with the Official Community Plan. These two buildings would contain approximately 271 residential units in addition to a 4-storey building along Peatt Road that would contain office and commercial units. A daycare is proposed along the ground level fronting Scafe Road but may be located in the 4-storey building fronting Peatt. There would be 346 parking stalls provided onsite, but due to design constraints, a variance to reduce the number of visitor parking spaces by 10 stalls has been requested.

BACKGROUND

The City has not received any previous planning applications with respect to the subject properties.

Table 1: Site Data

<i>Applicant</i>	Matthew Moradian	
<i>Owner</i>	Langford Central Developments Inc.	
<i>Civic Addresses</i>	2739-2751 Scafe Road and 2746 Peatt Road	
<i>Size of Properties</i>	5,380m ² (1.3 acres)	
<i>DP Areas</i>	City Centre	
<i>Zoning Designation</i>	Existing: One- and Two Family Residential (R2)	Proposed: City Centre Pedestrian (CCP)
<i>OCP Designation</i>	Existing: City Centre	Proposed: City Centre

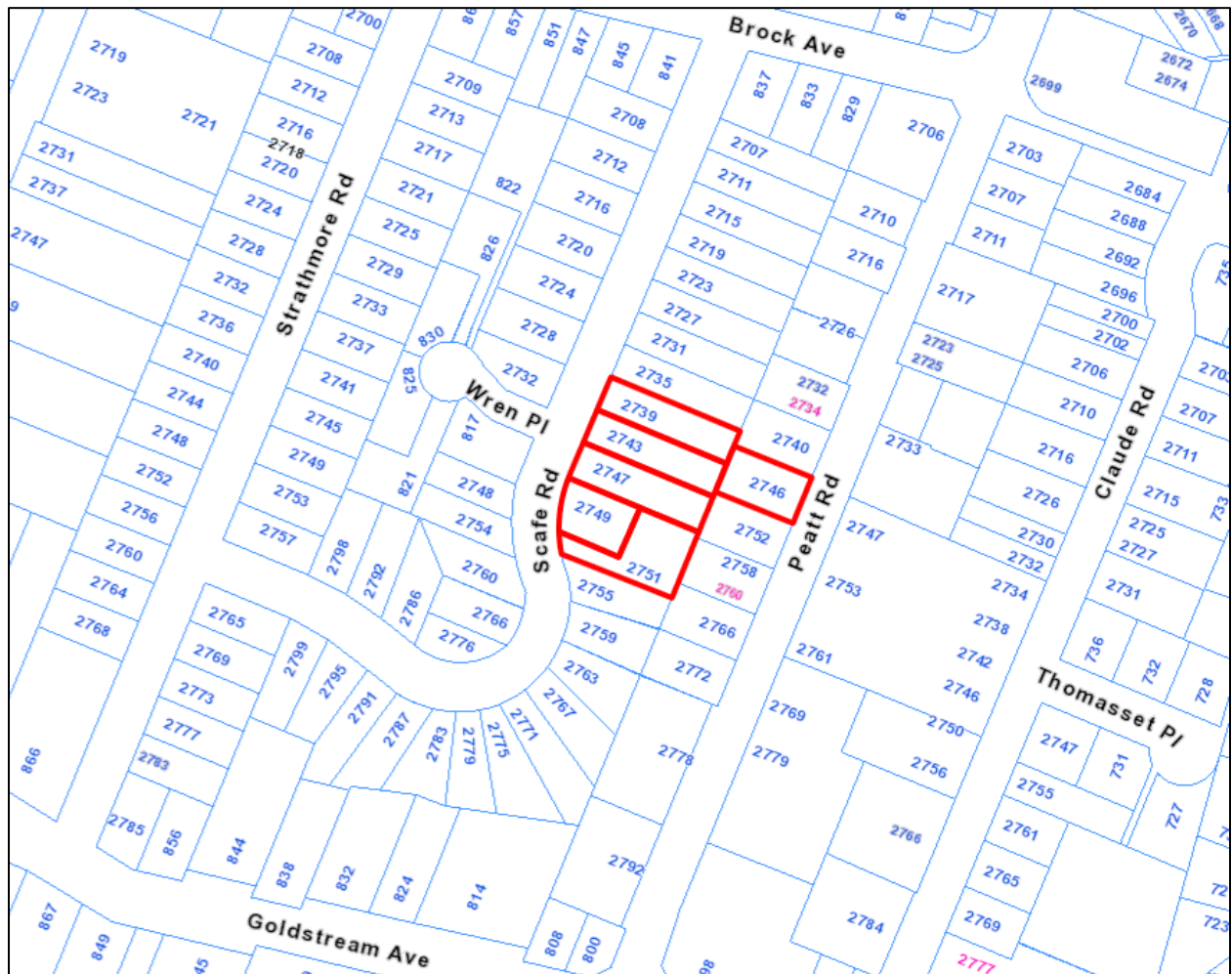
SITE AND SURROUNDING AREA

The property fronting Peatt Road is currently vacant. The other properties along Scafe Road all contain single-family dwellings and minimal vegetation. Surrounding properties on Scafe Road also contain single-family dwellings, but surrounding properties on Peatt also include multi-family, commercial, and office uses.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	One- and Two-Family Residential (R2)	Single-Family Residential
<i>East</i>	City Centre Pedestrian (C9) Medium-Density Apartment A (RM7A)	Single-Family Residential Multi-Family Residential
<i>South</i>	One- and Two-Family Residential (R2) Community Town Centre Pedestrian (C8)	Single-Family Residential Office
<i>West</i>	One- and Two-Family Residential (R2)	Single-Family Residential

Figure 1 - Subject Properties



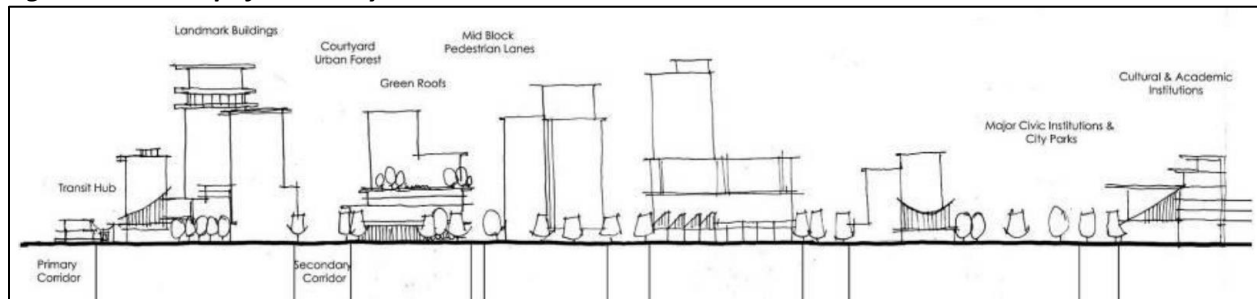
COUNCIL POLICY

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 Development Permit is required prior to issuance of a building permit to ensure the design is consistent with the City's Design Guidelines.

DESIGN GUIDELINES

The subject properties are located within 'N2 Strathmore' 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:

The Strathmore neighbourhood is located towards the middle of the City Centre. The borders consist of main connector roads going north/south and east/west.

This neighbourhood is a very suitable location for medium and high-density residential development due to the variety of existing building types.

Figure 2: N2 Strathmore



Development along Peatt Rd. and Goldstream Ave., including the southern end of Jacklin Rd. shall contain commercial and heavily pedestrian oriented ground floors. A development emphasis should be on creating an animated street level for the public.

DEVELOPMENT PROPOSAL

The applicant is proposing to rezone the subject properties to CCP (City Centre Pedestrian – Area 2) in order to construct three mixed-use buildings. Along Scafe Road, one building is proposed to be 18-storeys in height and another would be 24-storeys. There would also be a 4-storey building that fronts Peatt Road. The 4-storey building would contain commercial and office spaces only, while the taller buildings would consist of 271 residential units and possibly a daycare along the ground floor that fronts Scafe Road.

The CCP Zone is a newly created zone for the City Centre that was created under Bylaw 1919, which Council adoption on August 16, 2021. Bylaw 1919 created a number of zones suited for the City Centre as well as a Concept Map and supporting policies to act as a guide for how Council may consider implementing these zones at the time of rezoning. For this site, the properties fronting Peatt Road were identified as being appropriate for consideration of the CCP - Area 2 zone, whereas the properties fronting Scafe Road were identified as being appropriate for the CC2 zone. However, the supporting policies anticipate that Council may wish to deviate from the Concept Map under various circumstances, one of those being a land assembly between multiple designations identified in the Concept Map. This development falls within this land assembly category, and as such the developer is proposing to extend the CCP zone through to Scafe Road.

The six properties associated with this development proposal would be consolidated into one parcel and vehicle access in the site would be off Scafe Road only. The Peatt Road side of the development would only have pedestrian access to the site. Council may wish to require the lot consolidation to occur prior to issuance of a Development Permit for Form and Character.

As noted above, the 4-storey building fronting Peatt Road would contain commercial and office units only. The plan includes an open-air walkway along the southern property line, as illustrated in Appendix A. The current ground floor plan along Scafe Road will include a 167m² (1,800ft²) unit for commercial/retail, plus a lobby for the 18-storey building as well as a 3-bedroom unit. However, the CCP zone mandates that the entire ground floor be commercial units, which is intended to be supported by the residential units above and give reason for the allowable increase in height. Appendix A provides an illustration of the current plans for the ground floor, but Council may wish to require a revised ground floor plan be provided prior to Public Hearing, which complies with the CCP zone. The current plan does meet the 80% active frontage requirement, and this is anticipated to be maintained with the redesign.

There would be one full level of underground parking, with five stalls below that level, and the rest of the parking would be provided within a parkade that encompasses much of the first, second, and third levels for a total of 346 onsite parking stalls, which requires a 10-stall parking variance. The commercial parking will be provided for within the visitor stalls, as permitted by the zoning bylaw. The roof of the parkade would include private patios associated with units that open onto the parkade rooftop. This rooftop would include a variety of common amenity open space uses for all residents of the buildings such as community gardens, dining areas, a lounge area, and playground. Even though the parkade would primarily be above ground, the facade would include materials and a design similar the residential buildings so that it does not have the appearance of a traditional concrete parkade.

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 developers to strata title the buildings prior to occupancy so that individual units may be offered for sale if market conditions change at some later date. Taking this step does not impede the use of the building as a rental if the applicant wishes to but ensures that a building is appropriately constructed and will not require potentially costly upgrades if strata title conversion is sought in the future. The applicant is proposing to strata title the project regardless, but Council may still 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/owners 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 CCP (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 • Office • Restaurant • Retail Store
<i>Density</i>	n/a	6.0 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

* variance requested

REQUESTED VARIANCE

The applicant has proposed to reduce the onsite parking from the required 356 stalls to 346 stalls. These 10 stalls would be considered 10 visitor stalls, which the applicant is proposing to provide along Scafe Road. Each residential unit would still have their required parking stall allocated to them onsite, so it would simply be some visitor stalls (which double as commercial parking) that would be provided for off-site.

If Council is supportive of this variance, they may wish to authorize the Director of Planning to issue the variance within the Development Permit for Form and Character for this site. Alternatively, if Council is not supportive of this variance, they may wish request the applicant to provide the 10 required stalls onsite to comply with the zoning requirements.

FRONTAGE IMPROVEMENTSPeatt Road

The applicant will be required to provide full frontage improvements along Peatt Road in accordance with Bylaw 1000, prior to issuance of a building permit. Improvements would include parking scallops, red brick paving sidewalk, street lighting, and boulevard landscaping with irrigation. The Fire Department has requested the overhead wires to be installed underground, but this would likely apply to Scafe Road as the building along Peatt is 4-storeys in height and taller buildings on Peatt already exist.

Scafe Road

The applicant will be required to provide full frontage improvements along Scafe Road in accordance with Bylaw 1000, prior to issuance of a building permit. Improvements would include a bike lane, perpendicular street parking, 2.2m wide concrete sidewalk, street lighting, and boulevard landscaping with irrigation. There may also be a need for a middle turning lane, depending on what the Traffic Impact Assessment recommends for this development.

TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) for this development has been submitted. However, the TIA does not state whether or not road improvements beyond the immediate frontage of this site are required. This TIA is currently under review and is anticipated that a statement regarding recommended improvements is provided prior to Public Hearing. Council may wish to require that the TIA is approved by the Director of Engineering prior to Public Hearing.

FIRE FIGHTING

As noted above, the Fire Department has requested that overhead wires be placed underground, which would assist with fire fighting.

The City has received correspondence from a number of concerned citizens in regards to the proposed building height and the current height of the City's ladder truck. As with any other tall building in other cities, the Building Code requires the building to be sprinklered and stairwells protected to allow residents to exit and emergency personnel to enter through a safe route. The height of the City's ladder truck is not relevant to building height.

NEIGHBOURHOOD CONSULTATION

The applicant organized a public meeting on September 8 between 12:00-1:00pm and 6:00-7:00pm to discuss this project with surrounding residents. These meetings were held to discuss both this project and the other project located at Arncote and Sunderland. From these meetings, there were approximately 100 participants. The applicant said they received around 120 questions and were able to adequately respond to half of those.

SEWERS

Sewer mains do exist within Peatt Road and Scafe Road fronting this site, and connections from the buildings to one or both of these mains 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. Stormwater mains do not exist within either frontage. 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 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, which is based on 271 residential units and 1,903m² of commercial space.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Contribution Rates*	Total
<i>Affordable Housing Reserve Fund</i>	\$750 per unit (residential)	\$203,250.00
<i>General Amenity Reserve Fund</i>	\$2,850 per unit (residential)	\$772,350.00
	\$10.75 per m ² (commercial)	\$20,457.25

*** 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 5 – Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
<i>Roads</i>	\$3,188 per unit (residential)	\$863,948.00
	\$55.78 per m ² (commercial)	\$106,149.34
<i>Park Improvement</i>	\$1,890 per unit (residential)	\$512,190.00
<i>Park Acquisition</i>	\$1,100 per unit (residential)	\$298,100.00
<i>ISIF Fees</i>	\$331.65 per unit (residential)	\$89,877.15
	\$140/1,000ft ² (commercial)	\$2,867.76
Subtotal (DCCs to Langford)		\$1,873,132.25
<i>CRD Water</i>	\$1,644 per unit (residential)	\$445,524.00
	\$10.74 per m ² (commercial)	\$20,438.22
<i>School Site Acquisition</i>	\$600 per unit (residential)	\$162,600.00
TOTAL DCCs		\$2,501,694.47

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 2739, 2743, 2747, 2749 and 2751 Scafe Road and 2746 Peatt Road from the R2 (One- and Two-Family Residential) zone to the CCP (City Centre Pedestrian) 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 in accordance with the Affordable Housing and Amenity Contribution Policy depending on use and height.
 - 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 to the satisfaction of the Director of Engineering:

-
- i. A technical memo from a qualified engineer that verifies stormwater can be adequately managed on-site for the proposed developments;
 - ii. A Traffic Impact Assessment from a qualified engineer be provided regarding the proposed development.
- 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 six 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 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;
 - 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 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
 - v. 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 2739, 2743, 2747, 2749 and 2751 Scafe Road and 2746 Peatt Road:
 - a) That Table 1 of Section 4.01.01 be varied by reducing the number of onsite visitor parking stalls from the required 0.25 per unit to 0.215 per unit.

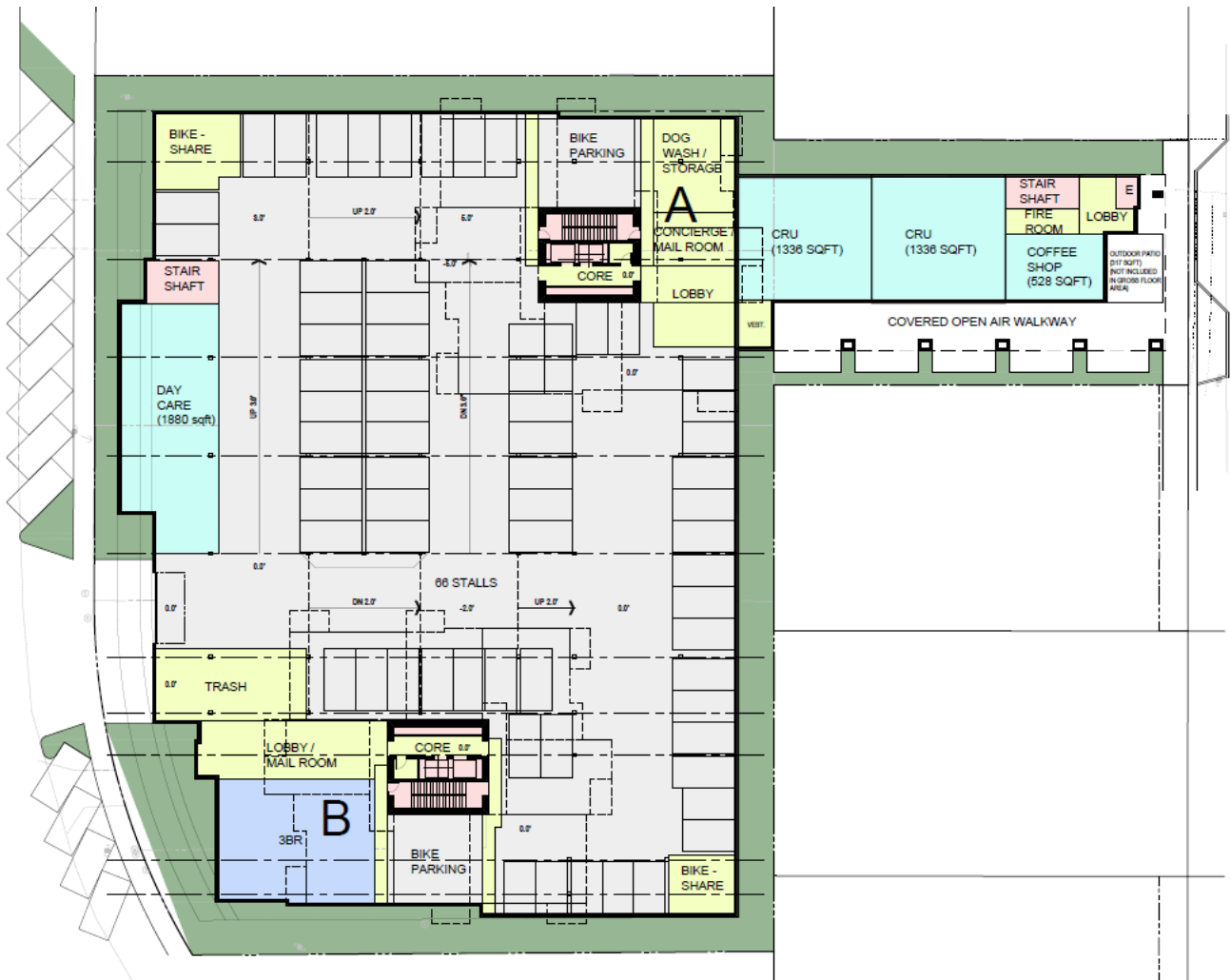
OR Option 2

1. Take no action at this time with respect to this application to rezone 2739, 2743, 2747, 2749 and 2751 Scafe Road and 2746 Peatt Road.

Submitted by:	Robert Dykstra, MCIP, RPP Senior Planner
Concurrence:	Matthew Baldwin, MCIP, RPP, Director of Planning
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning
Concurrence:	Chris Aubrey, Fire Chief
Concurrence:	Lorne Fletcher, Manager of Community Safety and Municipal Enforcement
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Concurrence:	Michael Dillabaugh, CPA, CA, Director of Finance
Concurrence:	Marie Watmough, Director of Corporate Services
Concurrence:	Darren Kiedyk, Chief Administrative Officer

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Appendix A
SITE PLAN – Ground Level

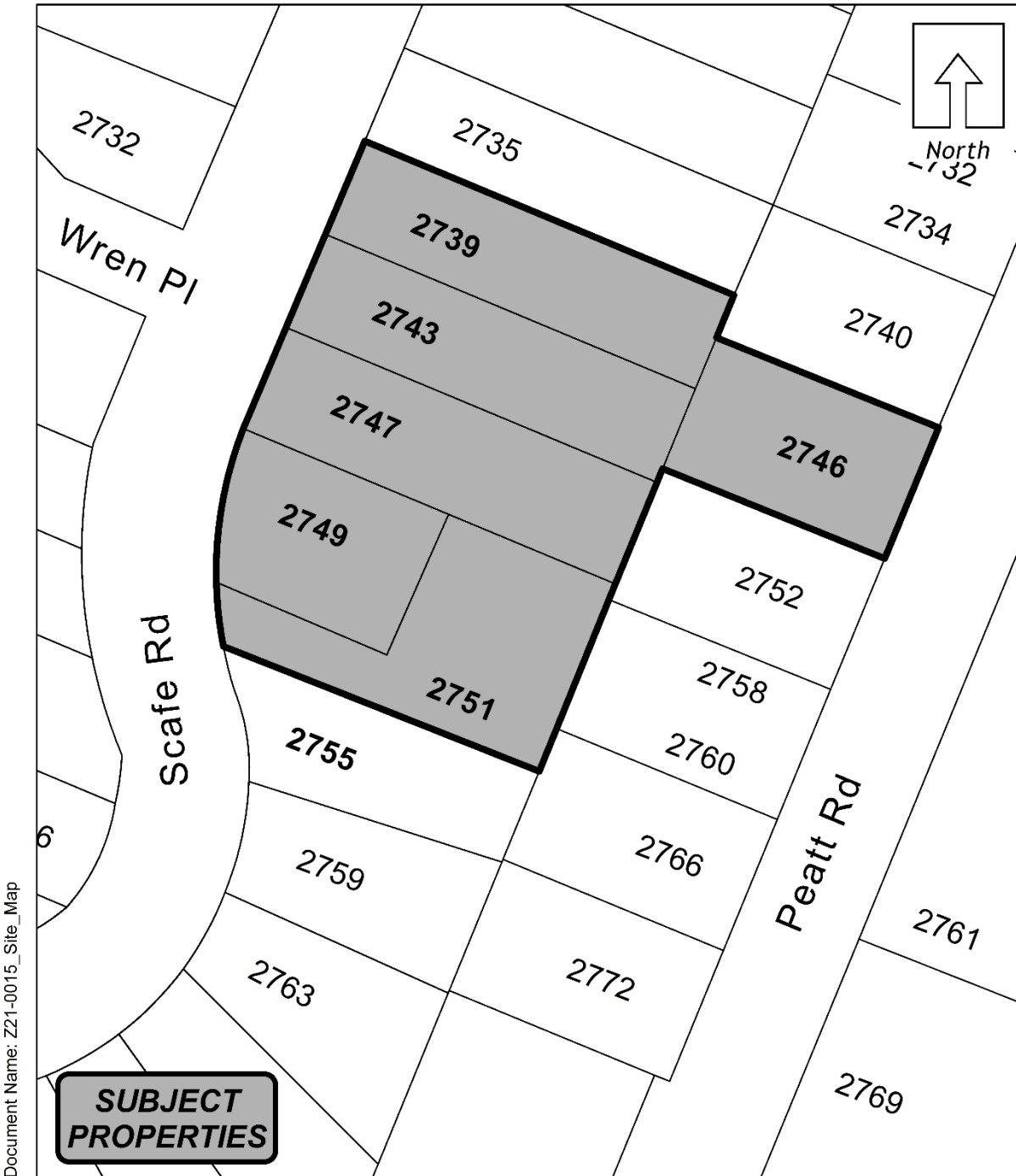


Appendix B
RENDERING – View from Peatt Road



Appendix C
SUBJECT PROPERTY MAP

REZONING BYLAW AMENDMENT
(Z21-0015)
2746 Peatt Rd; 2739 ,2743, 2747, 2749, 2751 Scafe Rd

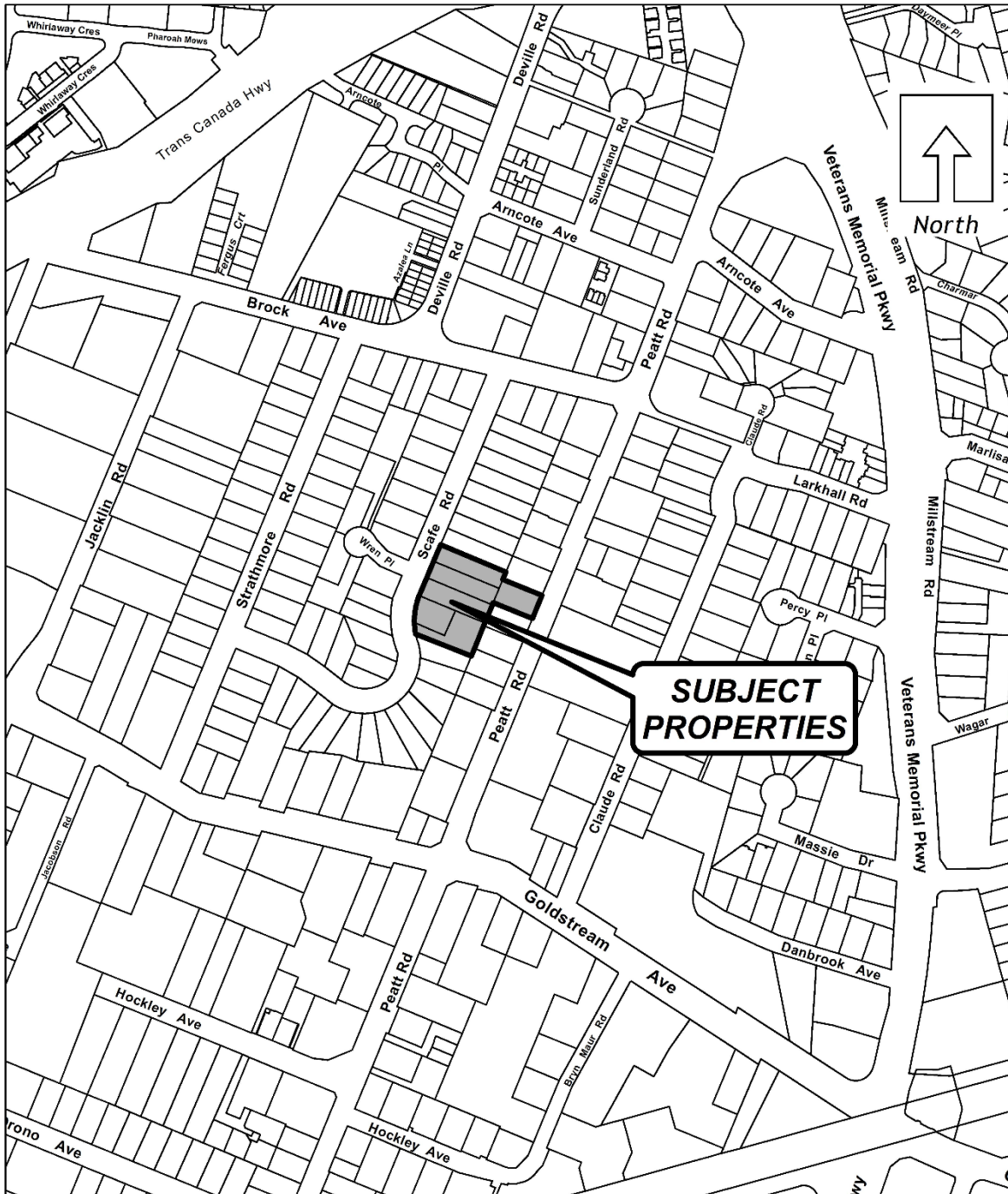


Scale: N.T.S.

Last Revised: 4/14/2021

Appendix D
LOCATION MAP

REZONING BYLAW AMENDMENT
(Z21-0015)
2746 Peatt Rd; 2739 ,2743, 2747, 2749, 2751 Scafe Rd



Document Name: Z21-0015_Location_Map

Scale: N.T.S.

Last Revised: 4/14/2021