



Planning, Zoning, and Affordable Housing Committee Agenda

Monday, November 8, 2021, 5:30 PM

Electronic Meeting

Due to COVID-19 Council Chambers is Closed

Dial In: 1-855-703-8985 (Canada Toll Free) or 1-778-907-2071 Meeting ID: 867 1149 2772

To Participate: During the public participation period, press **Star (*) 9** to "raise your hand".

Participants will be unmuted one by one when it is their turn to speak.

When called upon, you will have to press *6 to unmute the phone from your side as well.

We may experience a delay in opening the meeting due to technical difficulties. In the event that the meeting does not start as scheduled please be patient and stay on the line, we will get started as quickly as possible.

Public Dial-In Details are also posted at www.langford.ca

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Planning, Zoning, and Affordable Housing Committee Minutes

October 12, 2021, 5:30 PM
Electronic Meeting

PRESENT: Councillor D. Blackwell
Councillor R. Wade
C. Brown
A. Creuzot
D. Horner
J. Raappana

ATTENDING: M. Mahovlich, Director of Engineering and Public Works
M. Baldwin, Director of Planning and Subdivision
K. Dube, Manager of Information Technology
T. Cruikshank, Land Development Assistant

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

1. CALL TO ORDER

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

2. APPROVAL OF THE AGENDA

MOVED BY: WADE
SECONDED: HORNER

That the Committee approve the agenda as presented.

Motion CARRIED.

3. ADOPTION OF THE MINUTES

3.1 Planning, Zoning & Affordable Housing Committee Meeting – September 27, 2021

MOVED BY: WADE
SECONDED: CREUZOT

That the Committee approve the minutes of the Planning, Zoning and Affordable Housing Committee meeting from September 27, 2021.

Motion CARRIED.

4. REPORTS

4.1 Bylaw No. 1992 – Zoning Bylaw Amendment No. 632 – Enforceability and Definition Revisions (Planning)

MOVED BY: CREUZOT

SECONDED: BROWN

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

1. Consider proceeding with First Reading to Bylaw No. 1992 as drafted.

Motion CARRIED.

4.2 Application for Development Variance Permit to reduce the rear lot line setback and to allow a permanent two-point turnaround at 967A and 967B Isabell Avenue to facilitate the construction of 5 single-family dwellings (Planning)

MOVED BY: HORNER

SECONDED: BROWN

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

1. Direct staff to proceed with consideration of this development permit with the following variances for 967A and 967B Isabell Ave:
 - a. That Section 6.20.06(1)(b) of Zoning Bylaw No. 300 be varied to reduce the required rear lot line setback from 5.5m to 3.0m for proposed Lot A and to 2.39 m for proposed Lot B;
 - b. That Schedule 4 of Subdivision and Development Servicing Bylaw No. 1000 be varied to allow for a permanent two-point turnaround in lieu of the required cul-de-sac.
Subject to the following terms and conditions:
 - i. That the site is developed in accordance with the plan attached to this report as Appendix A.

Motion CARRIED.

4.3 Application to Rezone 3429, 3431, and 3433 Luxton Road and 3436 Hazelwood Road from the RR1, RR2, and RR5 Zones to the R2 and RT1 Zones to Allow for a Development of 11 Single-Family Dwellings and 60 Townhouse Units (Planning)

J. Raappana left the meeting at 5:45pm due to the fact that the applicant is a client.

MOVED BY: CREUZOT

SECONDED: HORNER

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

1. Proceed with consideration of Bylaw No. 2004 to amend the zoning designation of the properties located at 3429, 3431, and 3433 Luxton Road and 3436 Hazelwood Road from the RR1 (Rural Residential 1), RR2 (Rural Residential 2), and RR5 (Rural Residential 5) Zones to the R2 (One- and Two-Family Residential) and RT1 (Residential Townhouse 1) zones subject to the following terms and conditions:

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

- i. \$610 towards the Affordable Housing Reserve Fund; and
- ii. \$3,660 toward the General Amenity Reserve Fund.

b. That the applicant provides, as a bonus for increased density, the following contributions per single-family lot, prior to subdivision approval:

- i. \$1,000 towards the Affordable Housing Reserve Fund; and
- ii. \$6,000 toward the General Amenity Reserve Fund.

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

- i. A technical memo from a qualified engineer that verifies storm water can be adequately managed onsite, 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 be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to the issuance of a building permit for the townhouse site and prior to subdivision approval for the single-family site:

- a. full frontage improvements;
- b. a storm water management plan; and
- c. a construction parking management plan.

ii. That the 0.387 hectares (0.96 acres) of land immediately west of the single-family lots be dedicated as Park to the City at the time of subdivision of the single-family lots.

iii. That a statutory right of way be registered on the townhouse site to allow the City access to the future Park to the satisfaction of the Parks Manager.

iv. That an easement for a sewer force main be registered over the R2 side of the development, in favour of the townhouse site.

v. That the townhouses abutting the rear property lines of 3413-3425 Luxton Road be limited in height to 2-storeys.

vi. That a playground area, approximately 320m² (3,200 ft²) in size, be provided for along with appropriate play equipment, within the townhouse site.

vii. That the full amount of contribution intended for the General Amenity Reserve Fund from the townhouse site, be secured prior to issuance of the first building permit and used to complete the sidewalk along the east side of Luxton Road, north of this site; and

e. That the applicant provides, prior to Bylaw Adoption, a Section 219 covenant,

registered in priority of all other charges on title, that notifies future land owners of the potential nuisances that may arise from surrounding land uses, specifically those related to agricultural uses and that of the South Vancouver Island Rangers gun range; and

f. That the applicant provides, prior to Bylaw Adoption, a Section 219 covenant, registered in priority of all other charges on title, that notifies future land owners that any required off-street parking that is situated in a garage is to be used for the parking of vehicles and not storage of items that prevents the parking of vehicles.

Motion CARRIED.

5. ADJOURNMENT

The Chair adjourned the meeting at 6:19 pm.

Presiding Council Member

Certified Correct - Corporate Officer



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, November 8, 2021

DEPARTMENT: Planning

APPLICATION NO.: Z21-0001

SUBJECT: Application to Rezone 840 Arncote Avenue from the R2 (One- and Two-Family Residential) Zone to the Neighbourhood Institutional B (P1B) Zone to Allow for the Development of a Social Club

BACKGROUND:

Matthew Moradian has applied on behalf of Langford Gateway Developments to rezone 840 Arncote Avenue from R2 (One- and Two-Family Residential) to P1B (Neighbourhood Institutional B) to allow for the development of a private social club, that being the 'Langford 50 and Up Club'.

PREVIOUS APPLICATIONS

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

Table 1: Site Data

<i>Applicant</i>	Matthew Moradian	
<i>Owner</i>	Langford Gateway Developments Inc.	
<i>Civic Address</i>	840 Arncote Avenue	
<i>Legal Description</i>	Lot 3, Section 111, Esquimalt District, Plan 10901	
<i>Size of Property</i>	820m ² (8,830 ft ²)	
<i>DP Areas</i>	City Centre	
<i>Zoning Designation</i>	Existing: R2 (One- and Two-Family Residential)	Proposed: P1B (Neighbourhood Institutional B)
<i>OCP Designation</i>	Existing: City Centre	Proposed: City Centre

SITE AND SURROUNDING AREA

The subject property used to contain an older single-family dwelling (shown in Figure 1 below), but it has recently been removed. The surrounding properties are a mix of one- and two-family dwellings and townhomes. The properties to the east, across Sunderland Road, have an active rezoning application that is proposing redevelopment into mixed-use, multi-family residential and commercial, buildings. Council has directed staff to proceed with preparing the bylaw for that rezoning.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	R2 (One- and Two-Family Residential)	Residential
<i>East</i>	R2 (One- and Two-Family Residential)	Residential
<i>South</i>	R2 (One- and Two-Family Residential) RM7 (Medium-Density Apartment)	Residential Residential
<i>West</i>	RM7 (Medium-Density Apartment)	Residential

Figure 1 – Previous Condition of Subject Property

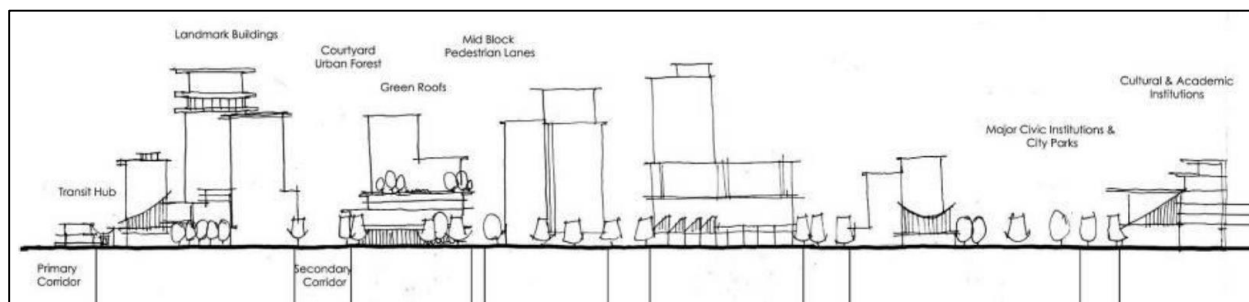


[illegible]

- 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 3: 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, since these properties are located within the City Centre Development Permit Area, 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 4. For this region of the City Centre, the design intent is as follows:

Figure 4: N4 Deville



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.

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

Further to these Neighborhood Guidelines, the subject property was identified as being appropriate for consideration of the City Centre 2 (CC2) Zone (Multi-Family Residential with a maximum height of 4 storeys) on the City Centre Concept Map recently added to the City Centre design guidelines. However, the supporting policies added concurrently with this Map anticipate that Council may wish to deviate from the Concept Map under various circumstances, one of those being to allow for smaller scale, stand alone commercial projects to emerge and provide variation in the urban fabric, create employment opportunities, and serve the needs of Langford residents. Council may feel that this proposal meets the intent of this guideline and as such opt to move forward with consideration of the proposal.

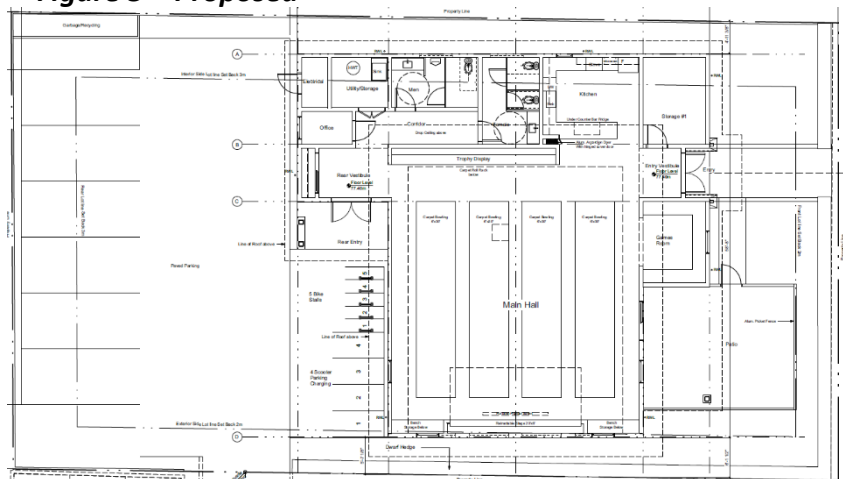
DEVELOPMENT PROPOSAL

The applicant is proposing is to rezone the subject property to P1B (Neighbourhood Institutional B) to allow for the construction of a private social club, specifically the 'Langford 50 and Up Club' (50+ Club). The owner is doing this on behalf of the 50+ Club as part of the negotiated purchase and sale of the property where the 50+ Club currently operates (2637 Sunderland Road).

The new facility would be a one-storey building that includes 4 inside bowling greens, a games room, a kitchen, and bathrooms. Figures 5 and 6 below illustrate the proposed layout and building design as well as a rendering of the building.

It should be noted that the proposal includes seven onsite parking stalls, which is the current number of parking stalls the 50+ Club has at their existing location. Seven stalls does not comply with the Zoning Bylaw requirements; however, a parking study submitted by the applicant states that seven stalls would be sufficient given the proposed use and size of the building. Additionally, the site plan will include four scooter parking spaces with access to charging outlets as well as 10 bicycle stalls.

Figure 5 – Proposed



Given the finding from the parking study, the applicant is requesting that Council permit seven onsite parking stalls for this use. If Council is supportive of permitting a reduction in the number of required onsite parking stalls (from 12 to 7), they may wish to amend the zoning bylaw to permit seven stalls for the proposed use on this specific property. Any change in use in the future would then need to comply with the onsite parking requirements of the bylaw. This would be secured in a covenant on title.

Figure 6 – View from Sunderland Road



Table 3: Proposal Data

	Permitted by R2 (Current Zone)	Permitted by P1B (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"> • Charitable Facility • Cultural Facility • Fitness Centre • Office
<i>Density</i>	n/a	n/a
<i>Height</i>	9m (30 ft)	12m (39.4 ft)
<i>Site Coverage</i>	40% max	75% max
<i>Front Yard Setback</i>	3.0 m (9.8 ft), and 5.5m (18 ft) for garage portion	6.0m (19.7 ft)
<i>Interior Side Yard Setback</i>	1.5m (5.0 ft)	1.5m (4.9 ft)

<i>Exterior Side Yard Setback</i>	3.0 m (9.8 ft), and 5.5m (18 ft) for garage portion	1.5m (4.9 ft)
<i>Rear Yard Setback</i>	5.5m (18 ft)	4.5 (14.8 ft)
<i>Parking</i>	2 per unit + 1 per suite	7 (use specific) *

* The proposed parking numbers would be site and use specific

FRONTAGE IMPROVEMENTS

Arncote Avenue

The applicant will be required to provide full frontage improvements along Arncote Road in accordance with Bylaw 1000 prior to issuance of a building permit. Improvements would include 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.

SEWERS

Sewer mains do exist within both road frontages, and a connection from the building to one 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 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 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 Affordable Housing, Park and Amenity Contribution Policy applies to residential, commercial, business park, and industrial developments. Therefore, no amenity contributions would be required with this development. However, Development Cost Charges would be applicable, have been listed out in Table 4 below and based on 270m² of institutional space.

Table 5 – Development Cost Charges

Development Cost Charge	Per area contribution	Total
<i>Roads</i>	\$69.58 per m ²	\$18,788.60
<i>Incremental Storage Improvement Fees</i>	\$430 per 1,000ft ²	\$1,249.58
Subtotal (DCCs paid to City of Langford)		\$20,038.18
<i>CRD Water</i>	\$23.74 per m ²	\$6,409.80
TOTAL (estimate) DCCs		\$26,447.98

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 property located at 840 Arncote Avenue from the R2 (One- and Two-Family Residential) Zone to the P1B (Neighbourhood Institutional B) Zone subject to the following terms and conditions:
 - a) That the applicant provides, **prior to Public Hearing**, the following:
 - i. 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;
 - b) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:

- i. That any use other than the 'Langford 50 and Up Club' shall not be applied for, nor shall the City issue a permit or license for, unless the required onsite parking has been met and provided for in accordance with City regulations and bylaws.
- ii. 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. Direct staff to prepare a bylaw to amend Zoning Bylaw No. 300 by adding the following to Section VI. of Table 1 of Section 4.01.01:

Charitable facility on the property legally described as Lot 3, Section 111, Esquimalt District, Plan 10901 (840 Arncote Avenue)	7
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OR Option 2

3. THAT the Planning, Zoning and Affordable Housing Committee take no action at this time with respect to this application to rezone 840 Arncote Avenue.

SUBMITTED BY: Robert Dykstra, MCIP, RPP Senior Planner

Concurrence: Leah Stohmann, MCIP, RPP Deputy Director of Planning

Concurrence: Matthew Baldwin, MCIP, RPP, Director of Planning and Subdivision

Concurrence: Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering and Public Works

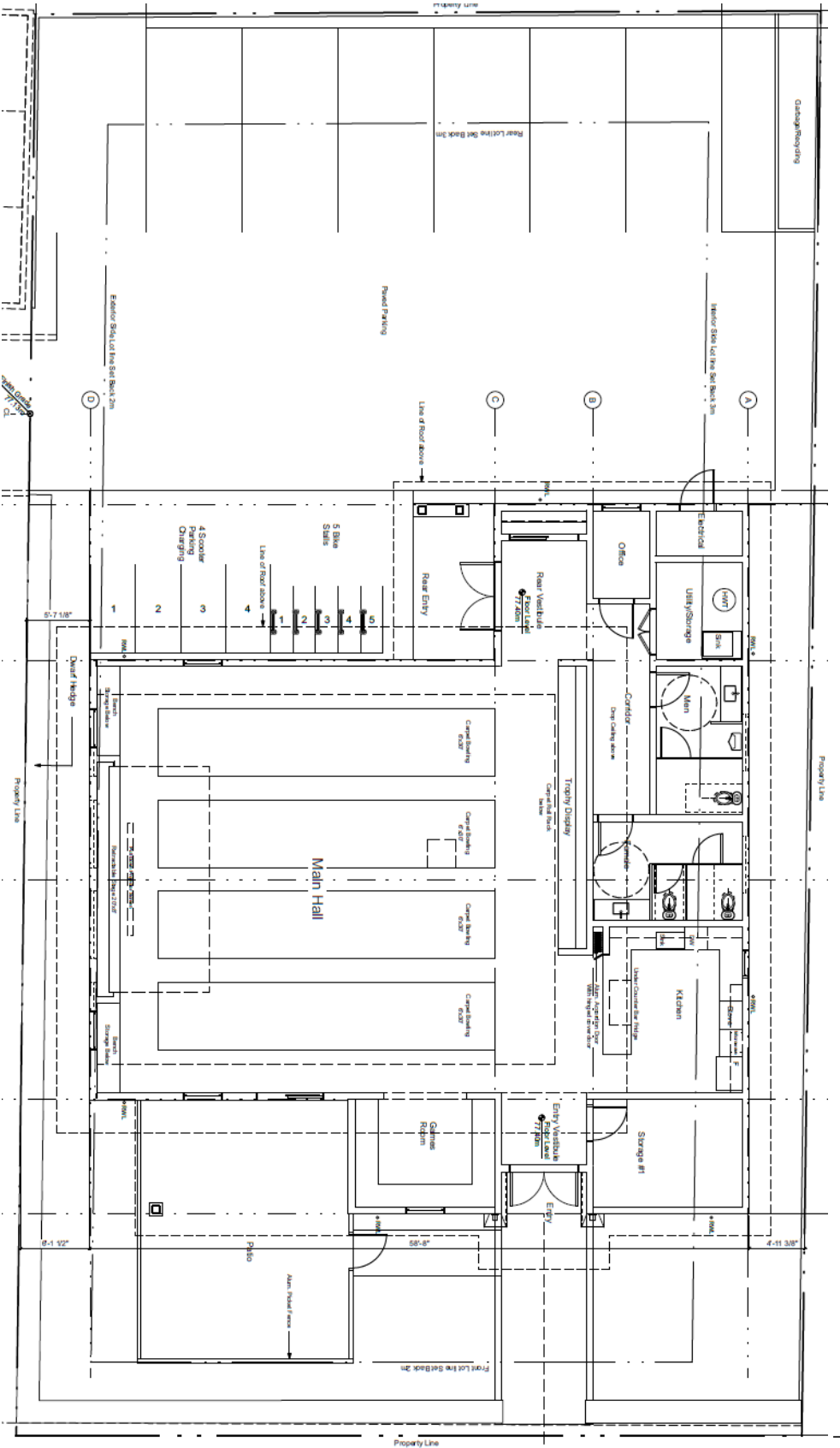
Concurrence: Michael Dillabaugh, CPA, CA, Director of Finance

Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A
SITE PLAN

Arcncote Avenue



Sunderland Avenue

Appendix B
SUBJECT PROPERTY MAP

REZONING BYLAW AMENDMENT
(Z21-0001)
840 Arncote Ave

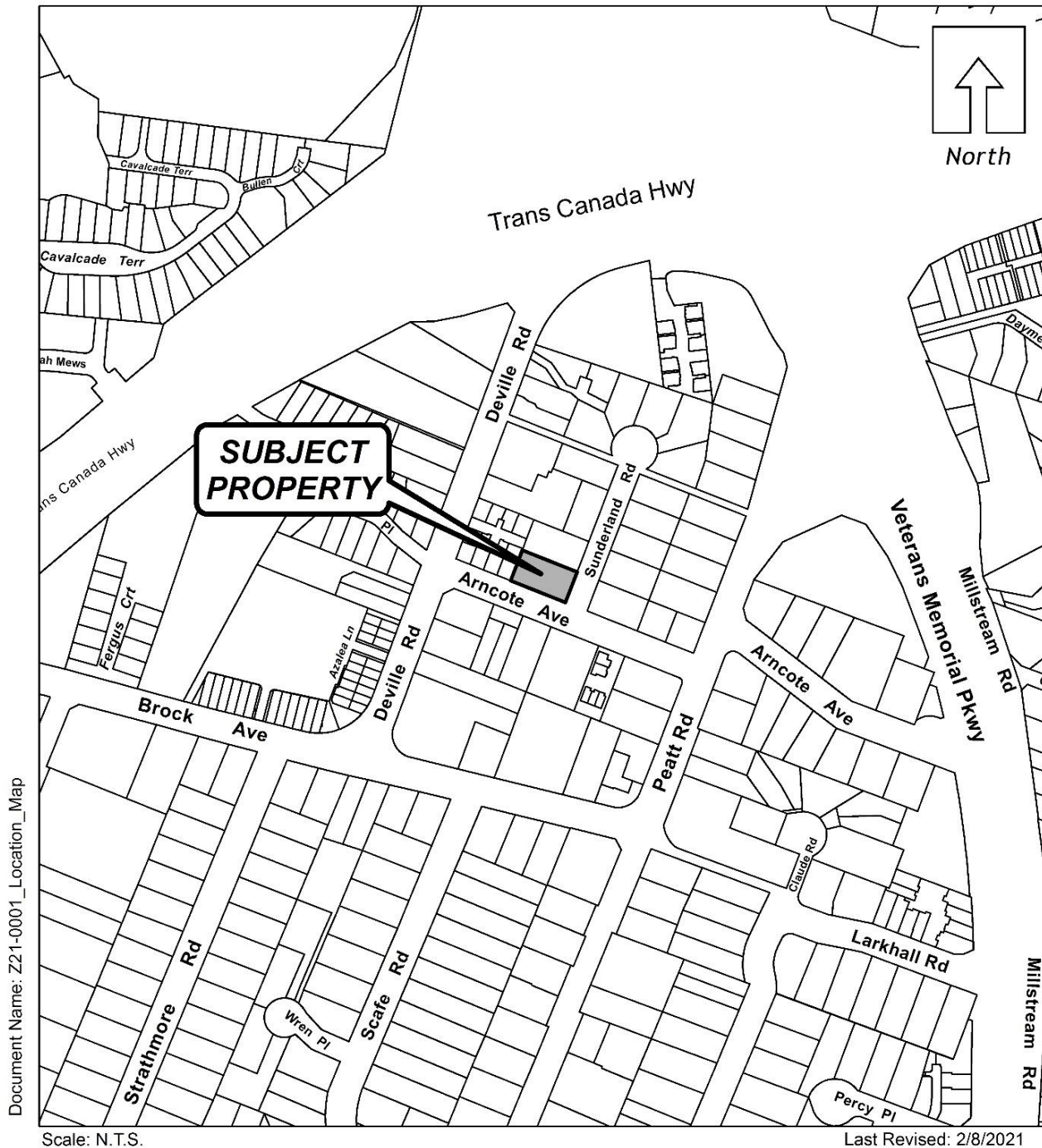


Scale: N.T.S.

Last Revised: 2/8/2021

Appendix C
LOCATION MAP

REZONING BYLAW AMENDMENT
(Z21-0001)
840 Arncote Ave



Sammy Paulus

From: [REDACTED]
Sent: October 31, 2021 6:17 PM
To: Langford Planning General Mailbox
Subject: Rezoning file # z21-0001

My name is John Bennett and we live on 2376 Deville rd. It is not that we are against a social club yet I believe that this area is seeing to much development. We are already against the towers on the end of Arncote as it will create to much traffic as the roads here are narrow and parking is already at a premium. Now with the addition of a social club you will not be able to breathe around here. It was a nightmare with the traffic being diverted from Peatte for the roundabout construction. We could barely get in and or out of our driveway. It was not safe and larger vehicles were getting stuck on the turn from Deville onto Arncote etc, as well nobody respected the stop signs here . We have small kids in this area for crying out loud. Again with these towers and clubs were are people going to park for one thing and the volume of traffic will be to much for this area. Thank you .

Sent from my iPhone

Trina Cruikshank

From: Wendy WA [REDACTED]
Sent: November 1, 2021 3:08 PM
To: Langford Planning General Mailbox
Subject: Z21-0001 840 Arncote Avenue

Good afternoon,

Thank you for providing me with this rezoning proposal and giving me a chance to make comment.

I am pleased to see the old social club building will be replaced with a new one so folks still have somewhere nearby to go.

My recommendations / thoughts are as follows:

- May there be sufficient off road parking,
- Some green space and a bench or two for community and peace,
- Sufficient space between it and the neighbouring homes for privacy,
- May it blend in with the neighbourhood to appeal rather than oppose the current homes and appearance
- There are three No Through Roads in this small area, so may they consider keeping disruption, detours and noise to a minimum, and make it traffic safe for all who come and go in the neighbourhood.
- With there being no room for a sidewalk from Sunderland to Deville (840-848) I'd like to see No Parking in this block for smooth traffic flow. These units have their own parking stalls (driveways).

Thank you again. I hope it goes forward smoothly with these suggestions in mind.

Sincerely,

Wendy Ackinclose
107-2685 Deville Red
Langford BC V9B 0G5
[REDACTED]



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, November 8, 2021

DEPARTMENT: Planning

APPLICATION NO.: Z21-0011

SUBJECT: Application to Rezone 791 and 795 Revilo Place and 2931 Phipps Road from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to Allow for the Development of a 6-Storey Mixed-Use Building

PURPOSE

Dan Robbins has applied on behalf of Ramar Langford Holdings Ltd. to rezone 791 and 795 Revilo Place and 2931 Phipps Road from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to allow for the development of a 6-storey residential building. The building would consist of 109 residential units.

PREVIOUS APPLICATIONS

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

Table 1: Site Data

<i>Applicant</i>	Dan Robbins	
<i>Owner</i>	Ramar Langford Holdings Ltd.	
<i>Civic Addresses</i>	791 Revilo Place, 795 Revilo Place, and 2931 Phipps Road	
<i>Legal Descriptions</i>	Lot 6, Section 73, Esquimalt District, Plan 19804 Lot B, Section 73, Esquimalt District, Plan 18886 Lot 3, Section 73, Esquimalt District, Plan 18591	
<i>Size of Properties</i>	2,845m ² (0.7 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 three existing properties each contain a single-family dwelling, and each have a smattering of larger coniferous trees throughout their respective properties. To the north and east are properties that contain residential units including one- and two-family dwellings as well as townhouse dwellings. To the south is Lowe's Home Improvement and to the west is Walmart.

Figure 1 – Current Conditions of Subject Properties



Table 2: Surrounding Land Uses

	<i>Zoning</i>	<i>Use</i>
<i>North</i>	Mixed-Use Residential Commercial (MU1) Apartment (RM3) One- and Two-Family Residential (R2)	Residential Residential Residential
<i>East</i>	One- and Two-Family Residential (R2)	Residential
<i>South</i>	District Commercial (C3)	Commercial
<i>West</i>	District Commercial (C3)	Commercial

Figure 2 - Subject Properties



COUNCIL POLICY

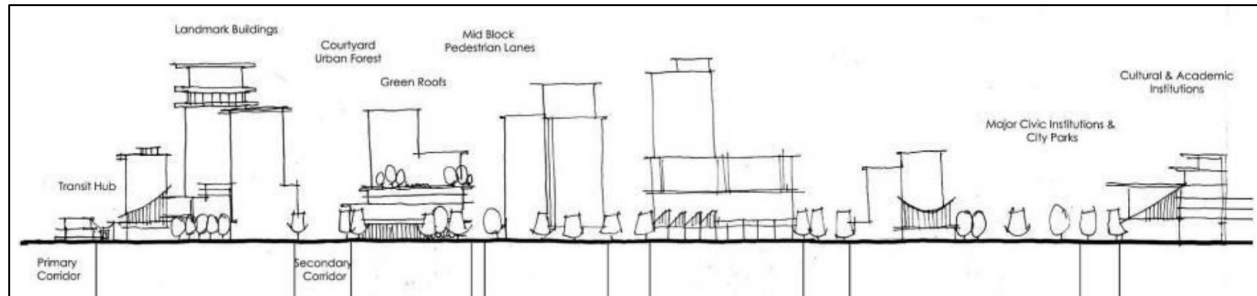
OFFICIAL COMMUNITY PLAN

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 3: 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 'S4 South Centre' of the City Centre Neighbourhoods in the Design Guidelines as outlined in Figure 4. For this region of the City Centre, the design intent is as follows:

Figure 4: S4 South Centre



The South Centre neighbourhood adjoins big box stores in the south and contains a mixture of residential densities throughout.

Development shall blend the big box commercial into the residential through the incorporation of architectural features as described in the design guidelines.

Medium-density residential development should be incorporated and situated above multi-level retail and commercial space along major roads while shifting to high-density towards the convergence of Station Avenue and Veterans Memorial Parkway.

A development emphasis should promote permeable ground surface material and the incorporation of green and open spaces.

Further to these Neighborhood Guidelines, the subject properties with frontage along Phipps were identified as being appropriate for consideration of the City Centre 1 (CC1) Zone on the City Centre Concept Map recently added to the City Centre design guidelines. While the subject property fronting Revilo was identified as being appropriate for consideration of the lower density City Centre 2 (CC2) Zone, the supporting policies added concurrently with this Map 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 on the Concept Map. This development falls within this land assembly category, and as such the developer is proposing to extend the CC1 zone to all subject properties.

DEVELOPMENT PROPOSAL

As noted, the applicant is proposing to rezone the subject properties to CC1 (City Centre 1) in order to construct a 6-storey residential building that contains 109 units. Schedule A provides a rendering of what the building is intended to look like from a perspective at the corner of Phipps and Revilo. There would be a single point for vehicle access along Revilo Place, which would be located on the east side of the site as far from Phipps Road as possible.

The three properties associated with this development proposal would be consolidated into one parcel, but not at this moment. To ensure the properties are consolidated as presented with this rezoning application, Council may wish to require lot consolidation to occur prior to issuance of a Development Permit for Form and Character.

The proposed development would provide the required onsite parking both underground and at grade. The at grade parking would primarily be located behind ground floor units that would have patios and direct pedestrian access to the fronting road. Due to the units on the ground floor level that front either Phipps Road or Revilo Place, the building would comply with the 80% active frontage requirement. Schedule B provides an illustration of the proposed ground floor level of the site.

On top of the parkade in the southeast corner, the design of the building has included a common amenity space for the residents of the building. This area is approximately 400m² in size, which exceeds the requirement to provide common outdoor amenity space of at least 100m² or 5% of the total site area. This amenity space is intended to be used as a passive recreational space. An illustration of this area is provided in Figure 5.

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

Figure 5 – Outdoor Amenity Space



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. 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/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 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 • Office • Restaurant • Retail Store

<i>Density</i>	n/a	5.0 FAR
<i>Height</i>	9m (30 ft)	6-storeys
<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

FRONTAGE IMPROVEMENTS

Phipps Road

Frontage improvements along Peatt Road are primarily complete, but there may be a need to remove the existing driveway and possibly install a left turning lane. Additionally, the applicant has requested to not dedicate any land for the municipal right-of-way, but instead provide a 2.0m wide statutory right-of-way (SRW) over their frontage on Phipps. This SRW is anticipated to be used for the new location of the brick sidewalk, which would be over top of their underground parkade. This would allow for boulevard trees and irrigation to be installed between the sidewalk and curb, which would have proper depth for the roots of the boulevard trees to grow.

Revilo Place

The applicant will be required to provide full frontage improvements along Revilo Place in accordance with Bylaw 1000, prior to issuance of a building permit. Improvements are anticipated to include boulevard landscaping with irrigation, street lighting, and a sidewalk.

Any additional requirements needed to the regional road network due to this development would be determined by the Director of Engineer and based upon the Traffic Impact Assessment.

TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) for this development has been submitted and approved. The TIA does state minimal recommendations, which amount to providing sidewalks and is covered as part of the normal frontage requirements.

SEWERS

Sewer mains do exist within Phipps Road and Revilo Place fronting this site, and connections from the building to a 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. 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

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 109 residential units.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per Unit Contribution Rates*	Total
<i>Affordable Housing Reserve Fund</i>	\$750.00	\$203,250.00
<i>General Amenity Reserve Fund</i>	\$2,850.00	\$772,350.00

*** 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.**

DEVELOPMENT COST CHARGES

The Development Cost Charges that would apply to this development are summarized in Table 5 below and based on 109 residential units.

Table 5 – Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
<i>Roads</i>	\$3,092.39	\$337,070.51
<i>Park Improvement</i>	\$1,890.00	\$206,010.00
<i>Park Acquisition</i>	\$1,100.00	\$119,900.00
<i>ISIF Fees</i>	\$331.65	\$36,149.85
Subtotal (DCC's to Langford)		\$699,130.36
<i>CRD Water</i>	\$1,644.00	\$179,196.00
<i>School Site Acquisition</i>	\$600.00	\$65,400.00
TOTAL DCC's (estimated)		\$943,726.36

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 791 and 795 Revilo Place and 2931 Phipps Road from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) 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, **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 development.

- c) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
- i. That all three 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, including mitigating options from the approved Traffic Impact Assessment;
 2. A storm water management plan; and
 3. A construction parking management plan.

OR Option 2

THAT the Planning, Zoning and Affordable Housing Committee Take no action at this time with respect to this application to rezone 791 and 795 Revilo Place and 2931 Phipps Road.

SUBMITTED BY: Robert Dykstra, MCIP, RPP Senior Planner

Concurrence: Leah Stohmann, MCIP, RPP, Deputy Director of Planning and Subdivision

Concurrence: Matthew Baldwin, MCIP, RPP, Director of Planning and Subdivision

Concurrence: Michelle Mahovich, P.Eng, P.Geo, Director of Engineering and Public Works

Concurrence: Michael Dillabaugh, CPA, CA, Director of Finance

Concurrence: Marie Watmough, Acting Director of Corporate Services

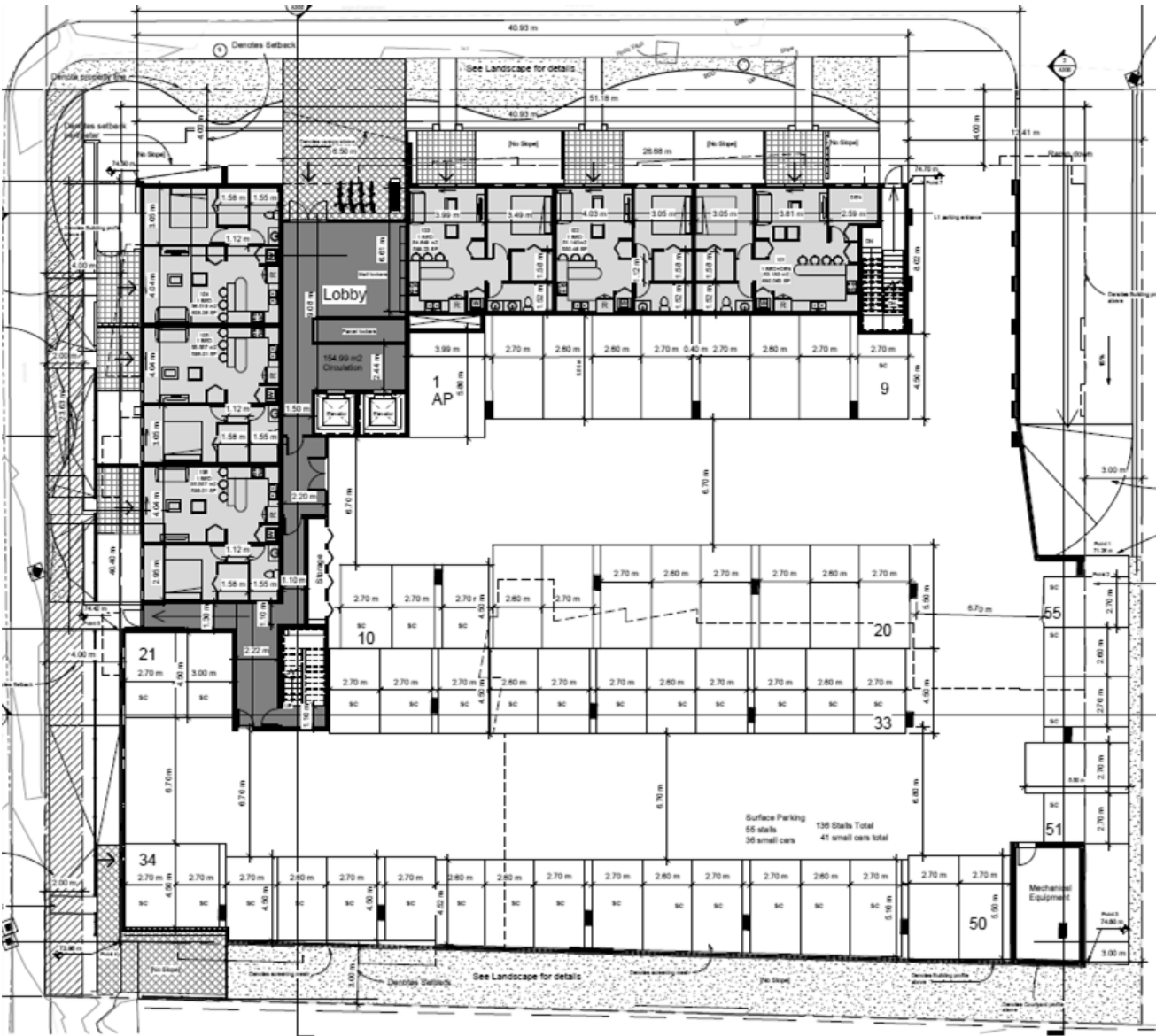
Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A
RENDERING



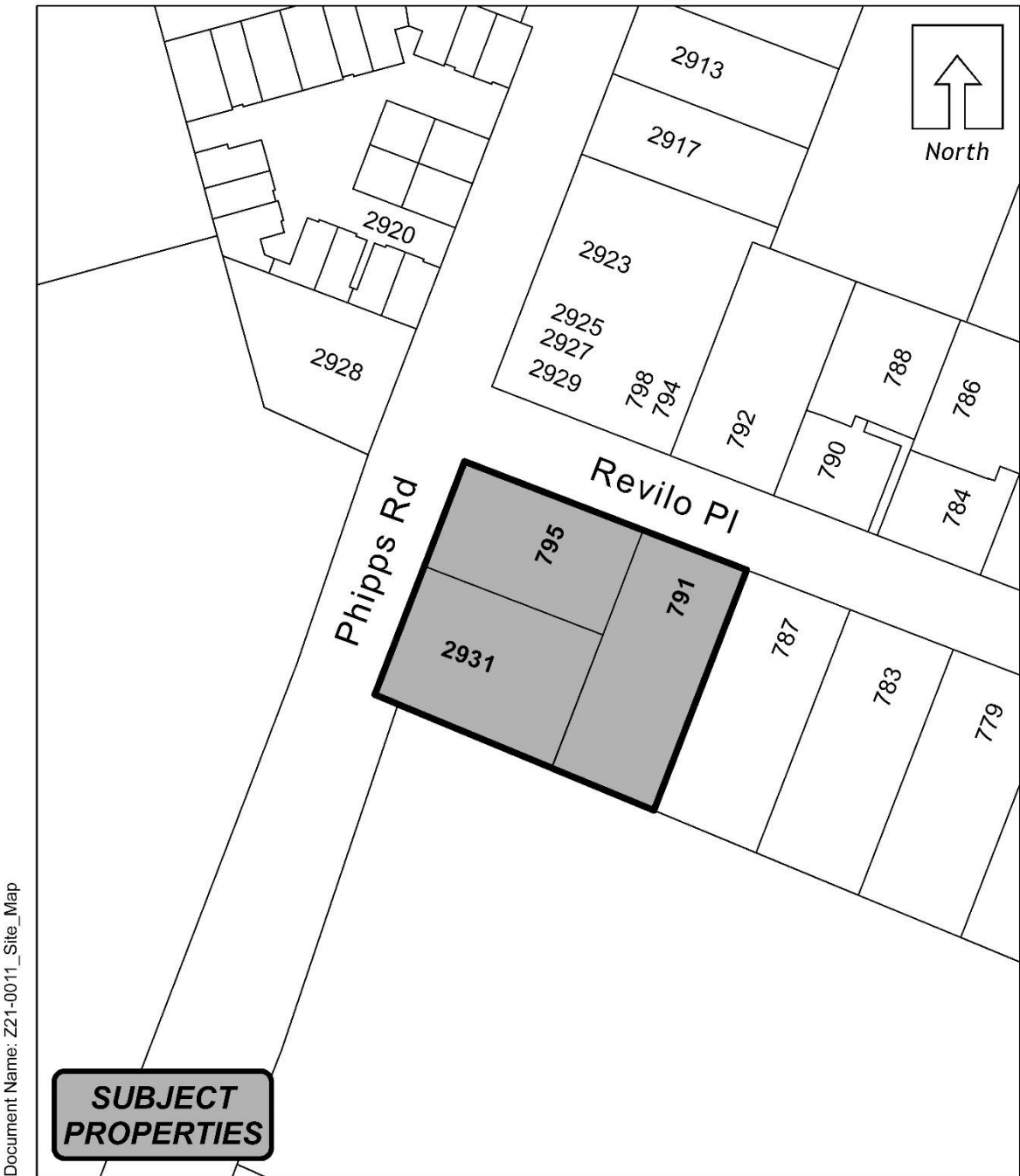
Appendix B
SITE PLAN

Revilo Place



Appendix C
SUBJECT PROPERTY MAP

REZONING BYLAW AMENDMENT
(Z21-0011)
791, 795 Revilo Pl & 2931 Phipps Rd



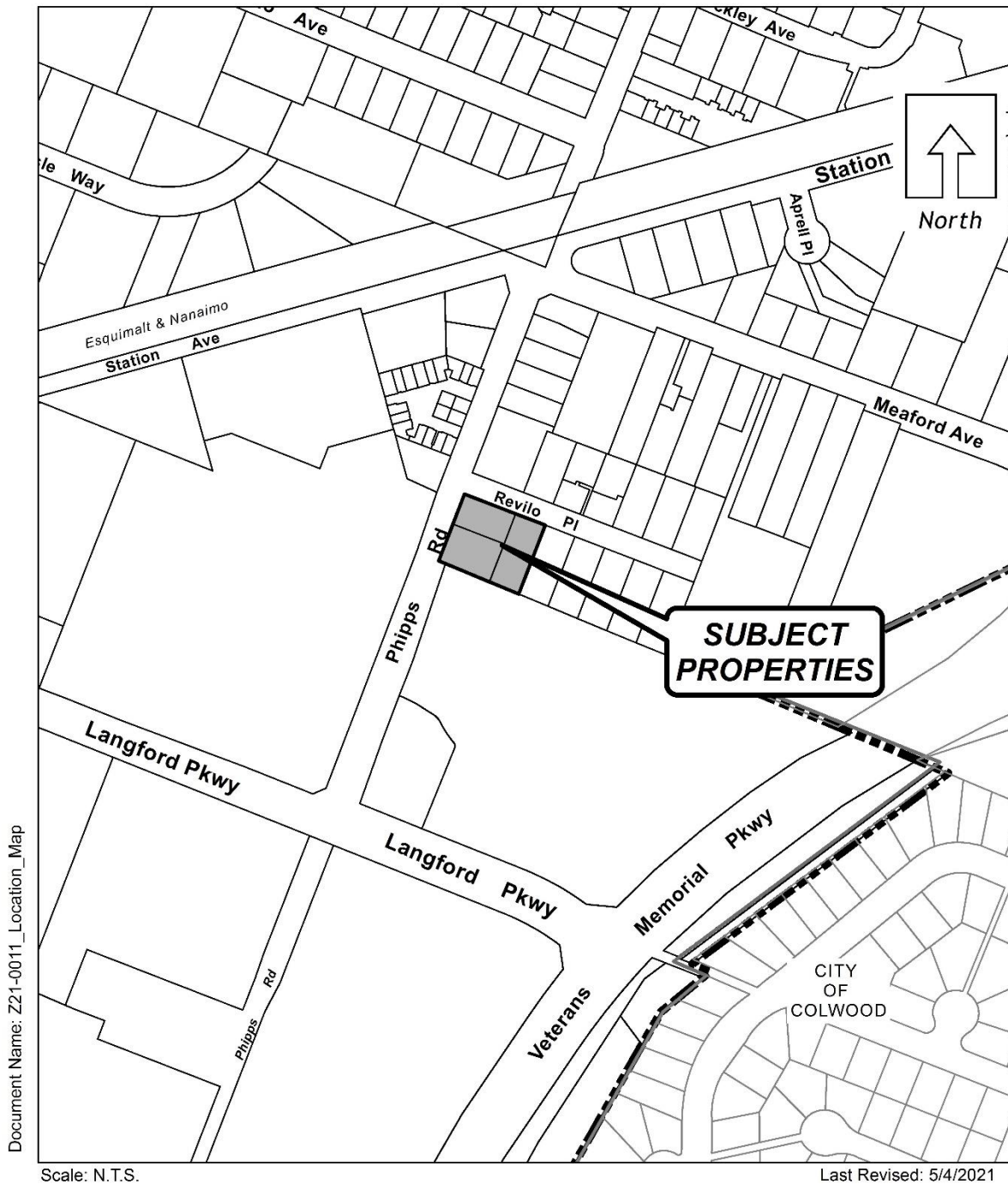
Document Name: Z21-0011_Site_Map

Scale: N.T.S.

Last Revised: 5/4/2021

Appendix D
LOCATION MAP

REZONING BYLAW AMENDMENT
(Z21-0011)
791, 795 Revilo Pl & 2931 Phipps Rd



Sammy Paulus

From: D Serrao [REDACTED]
Sent: November 1, 2021 3:26 PM
To: Langford Planning General Mailbox
Subject: Zoning amendment proposal, file 221-0011

Dale Serrao
#110 - 792 Revilo Pl
Langford, BC
V9B 0K2

Hello,

I received a notice that you are intending to build a 6 storey building on the corner of Revilo pl and Phipps rd.

I have some extreme reservations with regards to your proposal, for a number of reason, including, but not limited to, safety.

1. The particular corner you are intending to put an extremely large structure right at the top of hill, on an extremely busy street. How are you intending to mitigate the potential visual obstruction such a structure will cause? I have no doubt in my mind at all, that whomever decides to build on this site will take FULL advantage of every single square inch of space, with no regards for sight lines.

The houses that are presently there do not impinge on that sight line that much, which allows people exiting from our street more time to react to oncoming traffic from below the sight line caused by the hill. With what I strongly suspect will be going into that location, that sight line will be drastically reduced, likely to contribute to either traffic accidents, or extreme difficulty in exiting this street.

2. Parking. Obviously, this condo is going to have underground parking...at least I would expect it to. However, I also know the city only has a requirement for 1.25 cars per house/apt. What about all of those visitors and other cars? Are you going to park them on THIS street? Not sure if you've been down this street, but IT'S NOT THAT BIG!!!!

We have enough problems fitting the cars we have on this street on this street, and now you're going to add what? Another potential 40 cars??? Thanks, good to know you care about the people already living here.

3. The entrance to this street is NARROW. We have enough issues getting into and out of this street with the houses we have on it right now. What will happen when you put the entrance to that condo on this street? How much more difficult are you going to make navigating it for the rest of the homeowners already living on here?

NOT ONLY the problems that are likely going to be caused by the entrance AFTER it's construction...But about what about ALL OF THE DISRUPTIONS DURING the construction? Are we going to be required to work around that construction zone? The power outages that are going to happen as they rework everything to accommodate that area? What about navigating this street as they dig it up for sewage and other requirements for that building?

4. Lowes. You're going to be putting a MASSIVE structure close to a bit of a cliff, right by the back entry zone for that companies cargo area...If ANYTHING happens to that area, they won't be able to bring their products in by truck...

5. NATURE. That is going to be one TALL building on a street filled with houses. Thank you. We're looking forward to taking down ALL OF THOSE 100 plus year old trees (OVER 20 of them by the way) for a LARGE, COMPLETELY OUT OF

CHARACTER, BLOCK!!! It's going to fit so well in this Townhouse and house area!!! WOW!! It's going to be perfect!!!! (I really hope you can read sarcasm into this...if not, you really need some help).

It's one thing to be getting shadows cast by trees, where we can see the wild life, including Eagles, hawks, and other birds, that use them, for a GIANT BLOCK, that won't work for them.

6. Shadow Zone. That's going to be a LARGE structure blocking not only the light in the area, but also the views. We can presently see the hills and mountains. Also, as I mentioned above, there is the wild life. That will be gone along with the sun. That structure will cast a shadow over this SMALL street, not only physically, but quite literally too.

7. This is a Family oriented street. [REDACTED] kids [REDACTED] play on the street. That won't be able to happen once a condo of that size goes in. You're going to take away a "play" and safety area of those kids, all in the name of ALMIGHTY money. Granted, I understand that's all you're really after, but me, as a home owner and [REDACTED] need to think about the safety [REDACTED] and the [REDACTED] kids on this street, since it appears you're not really considering that.

I can go on and on about why you shouldn't build something that large at the ENTRANCE to a small street, but ultimately, I also know that you don't really care. The city has a plan to eliminate all of the houses in this area and obviously don't really care about the existing home owners.

Obviously as well, the builders don't care about the existing homeowners, because let's face it, they only really care about money. So really, it's hard to present any argument that is going to appeal to your better judgement, or sanity, when you really don't have any to counter what your ultimate plans and outcomes are.

That being said...The existing area has newer townhouses already surrounding these lots. why not investigate putting a new Townhouse lot in, limiting the size to 3 storeys, instead of the 6 storey lot you're intending to disrupt the existing skyline and scenery with? Granted you're not going to get the amount of "apartments" that you can get in a large block, but at least it won't be as much of an eyesore on the existing community, and it won't be as much of a disruption in the daily lives of all of the residents already living here on Revilo pl.

I'm sure that you'd hear many more arguments against this project if you had an open forum, which you're not intending to have....Oh wait, you're going to have that "online" forum....that is going to be "controlled" by texting in, instead of actually hearing people. I was part of the last fiasco you had with the 24 storey forum, where nothing we were actually writing was being read, so I'm not expecting this to be any different. Hopefully you'll get enough of a kickback on this though that you'll reconsider your ideas of destroying the surrounding area for an eyesore, obstructing block.

All I can say is, I REALLY hope you take into consideration the already existing structures in this area, that being HOUSES and TOWNHOUSES and have the builders build to suit this area...meaning either HOUSES or TOWNHOUSES....it would LOOK Aesthetically, MUCH BETTER than a block, which will obstruct traffic, and cause additional safety concerns.

Please reconsider allowing this project to go through as is.

Sincerely,

Dale Serrao
#110 - 792 Revilo Pl
Langford

Sent from my iPad

Sammy Paulus

From: Erik Hanson [REDACTED]
Sent: November 2, 2021 10:13 AM
To: Langford Planning General Mailbox
Subject: Rezoning application file Z21-0011

Greetings Mayor Young and Council members Blackwell, Sahlstrom, Seaton, Stewart, Szpak, and Wade.

As a new townhouse owner in Langford, I want to congratulate council on a vibrant downtown core that efficiently mixes all levels of housing and business in the downtown corridor.

The mix of different types of housing, buildings, and nature are what drew us to this area and away from other municipalities as a fit for our family.

I support development of the area in alignment with the city's master plan that I reviewed before purchasing our home, however I have concerns that I would like addressed by the Mayor and council with the proposed development.

1. The properties in question are home to amazing trees that the developer would likely want to remove. My concerns here are:

A. I've observed that these trees provide a home to Owls, Bald Eagles, and Ravens that are critical to the ecosystem and manage any rodent population in the area.

B. The trees provide a natural wind, sound, and light pollution break between the homes, townhomes, and apartments buildings and the surrounding commercial/light industrial activities at Lowes, Walmart and Westshore Town Center.

D. The trees in question provide the residents not only in the surrounding homes a connection to nature, but they are also enjoyed by all residents of Lanford when they are at Westshore Town Centre or driving along Veterans Memorial Parkway.

C. Due to their age, they would likely have an extensive root system preventing soil erosion and flooding in the area.

Recommendation to council: The developer integrates some or all of the existing trees in their design to keep the native Owls, Bald Eagles and Ravens, with a building 1-3 stories aligning with the two existing MU1 zoned townhouse developments.

2. With the densification with a six story building, it is reasonable to expect an increase in volume on Phipps Rd. Currently it can be difficult to get out of our own driveway at rush hour, and this would only get worse.

Recommendation to council: Review the traffic management tools available for Phipps and Revilo. Add a pedestrian crosswalk at Phipps and Revilo

3. With the densification with a six story building, street parking that is already difficult for residents will be exacerbated.

Recommendation to council: Reduce the allowed building size to 3 stories to align with the other MU1 properties built, and ensure the developer has more than the minimum number of required parking spots on site.

In closing, as a new resident and property owner in downtown Langford I do not support the request for rezoning (Z21-011) these properties to support a 6 story mixed use building. However, with adjustments and covenants I do look forward to working with the developer to densify the core and continue to add services and amenities for our fellow residents.

Thank you for your time and consideration of my concerns, Mayor and Council.

Proud to call Langford home.

Mr. Erik Hanson
104 - 2923 Phipps Rd
Langford, BC

Sammy Paulus

From: Karnal Cheema [REDACTED]
Sent: November 2, 2021 11:59 AM
To: Langford Planning General Mailbox
Subject: File Z21-0011 - Committee Submission From Affected Resident

City of Langford – City Hall
2nd Floor, 877 Goldstream Avenue
Langford, BC
V9B 2X8

Nov. 2, 2021

ATTN: Planning, Zoning and Affordable Housing Committee

Re: File Z21-0011 - Rezoning of 791 & 795 Revilo Place and 2931 Phipps Road

I am writing to express a number of concerns about the proposed rezoning of the aforementioned properties from R2 to CC1, which would permit the construction of a 6-storey “high-density development that must include a residential component as the primary use within a building”. My concerns include (but are not limited to) the following:

Soil & seismic stability: Two of the three properties (2931 Phipps & 791 Revilo) are located immediately behind the Lowe’s Home Improvement store at 850 Langford Parkway and are held up in some capacity by a retaining wall. These properties also include several very large trees, whose extensive root systems inevitably comprise a tangible part of the stability of the soil under these three lots (and which would almost certainly be removed in supporting the development of these parcels that a CC1 zoning change would allow). I am concerned about the soil and retaining wall’s combined ability to support the extra weight of a high-density 6-storey building (such as that which a CC1 zone would allow) without the trees in question, especially during (and resulting from) a seismic event.

Traffic capacity: In the 6 years I have lived on Revilo Place, I have noticed traffic volume increases in Langford, including on Phipps Road. I often have to wait for one or more minutes to safely turn onto Phipps Road, and often have to turn right (instead of left) to avoid even more significant and unpredictable traffic delays. One such aggravating component is that drivers frequently travel well in excess of the posted 40km/h speed limit when travelling north on Phipps Road towards Revilo Place, which poses a safety issue (due to the hill on Phipps Road obstructing visibility); this also contributes to delays in turning off of Revilo Place. The significant amount of vehicle traffic that a CC1-zoned property could add to Revilo Place will only further aggravate traffic on the street, and with the aforementioned safety concern (vehicles speeding north on Phipps Road), could result in an increased risk of motor vehicle collisions. Additionally, Revilo Place is a dead-end street – there is no cul-de-sac for unfamiliar drivers to turn around, which contributes to wear and tear to residents’ driveways.

Parking capacity: Street parking on Revilo Place has required permits since 2010, due to a petition to city council by residents of Revilo Place at the time. These changes were requested by residents due to the parking pressures from the two townhouse complexes on Revilo Place, as well as at least one complex on the other side of Phipps Road. The combined lot size for all three lots as shown on BCAssessment.ca is 0.7 acres, which does not allow for very much on-site parking. With current traffic and visitor volumes, I have already seen numerous visitors and delivery vehicles park their vehicles in front of my driveway and in front of my strata complex’s driveway, preventing myself and others from leaving our homes. With the increase in added traffic that will accompany the permitted uses of a CC1-zoned property, I am concerned that we will see more of such occurrences with the addition of a large residential building, such as the proposed rezoning would facilitate.

Negative impact on neighbouring properties: I live in a 3-storey townhome directly across the street from 791 Revilo Place. Replacing the 1 and 2-storey SFDs on the aforementioned land parcels will substantially reduce the daylight exposure both for my unit and the unit next-door (104-792 Revilo Place), and will inevitably restrict daylight exposure to properties at 788, 790, 794 and 798 Revilo Place. This will have a negative effect on property resale values, as well as on my enjoyment of my own home.

My strata complex (792 Revilo Place) consists of 3-storey townhomes, which is next door to – and across the street from – two other strata complexes, both of which also feature 3-storey townhomes (and which are zoned MU1). I am concerned that CC1 zoning would facilitate construction of a structure that is inconsistent with the neighbouring properties, which would place additional strain on existing traffic infrastructure, and which would ultimately have a significant negative effect on neighbouring property owners.

In conclusion: I recognize that increasing housing density is paramount in helping to ease pressure on housing scarcity in the Capital Regional District as a whole, and I am grateful to the City of Langford for facilitating permits for higher density housing in sensible locations (such as the Belmont Market development, as well as the condos at Sooke Rd & Happy Valley Rd). I also recognize the flexibility of the MU1 zoning used for the two neighbouring strata townhome complexes, which supports home-based businesses. Unlike these locations, however, I do not believe that Revilo Place nor Phipps Road can support the traffic demands of the permitted uses of the proposed CC1 zoning change.

Thank you for your consideration of the above-noted points. I am open to further communication and discussion should you believe that I am misunderstanding any of the implications of the proposed rezoning of these lots.

Sincerely,

Karnal Cheema
102-792 Revilo Place
Victoria, BC
V9B 0K2
[REDACTED]

Sammy Paulus

From: Kim Trueman [REDACTED]
Sent: November 2, 2021 12:15 AM
To: Langford Planning General Mailbox
Subject: Re: Rezoning application Z21-0011
Attachments: IMG_2823.jpeg

I have some feedback about the proposed rezoning Z21-0011 (791 and 795 Revilo, and 2931 Phipps).

I think this is a good location for more density, but it's very unfortunate that all the beautiful tall evergreen trees on those lots (see attached photo) would probably have to be cut down to fit a 6 story apartment block there. That would take a huge chunk of nature out of this neighbourhood. We've heard and seen many types of birds including an owl and ravens in those trees, and it's really a benefit to our wellbeing to have nature so close by.

So I would only be in favour of a development which would leave at least some of the tall trees.

Kim Trueman
104-2923 Phipps Rd.



Sammy Paulus

From: Catherine Nickel [REDACTED]
Sent: October 30, 2021 3:42 PM
To: Langford Planning General Mailbox
Subject: File Z21-0011

Hello,

We have received the meeting notice for file Z21-0011, for the properties of 791 and 795 Revilo Place and 2931 Phipps Road. We are extremely opposed to the zoning being changed to allow for a 6-story building. 3-story would be more reasonable, as it would fit in with the current newer 3 story townhouses already in the area.

We can see the large fir trees on the properties from our house, which are lovely to look at. Having them cut down and a huge building put up in its place would ruin our view. We would rather see trees than a monstrosity.

In the winter months, when the sun is lower in the sky the building would cast a shadow on our place. We need the sun, it helps warm the house for free, and our houseplants need as much sun as they can get.

There are many high density structures in the area already, and the road infrastructure is terrible. More people means more cars, and there is already a great lack of street parking.

We hope that you will say no to this proposed zoning change.

Sincerely,
Matthew and Catherine Nickel
112-2920 Phipps Road