



Planning, Zoning, and Affordable Housing Committee Agenda

Monday, November 29, 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

November 8, 2021, 5:30 PM
Electronic Meeting

PRESENT: Councillor D. Blackwell
Councillor R. Wade
C. Brown-Remote
D. Horner
K. Sheldrake-Remote
A. Ickovich
T. Stevens

ABSENT: A. Creuzot
J. Raappana

ATTENDING: M. Baldwin, Director of Planning and Subdivision
T. Cruikshank, Land Development Assistant
B. Agland, System Administrator
M. Mahovlich, Director of Engineering and Public Works

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

1. CALL TO ORDER

The Chair called the meeting to order at 5:31 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 and Affordable Housing Committee Meeting - October 12, 2021

MOVED BY: WADE
SECONDED: HORNER

That the Committee approve the minutes of the Planning, Zoning and Affordable Housing Committee meeting from October 12, 2021.

Motion CARRIED.

4. REPORTS

4.1 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

MOVED BY: HORNER
SECONDED: STEVENS

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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Motion CARRIED.

4.2 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

MOVED BY: SHELDRAKE

SECONDED: BROWN

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
- v. 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
- vi. 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
 - i. That the following are implemented to Bylaw 1000 standards to the satisfaction of the Director of Engineering prior to issuance of a building permit:
- vii. Frontage improvements, including mitigating options from the approved Traffic Impact Assessment;
- viii. A storm water management plan; and
- ix. A construction parking management plan.

Motion CARRIED.

5. ADJOURNMENT

MOVED BY: WADE

SECONDED: STEVENS

The Chair adjourned the meeting at 5:52 pm.

Motion CARRIED.

Presiding Council Member

Certified Correct - Corporate Officer



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, November 29, 2021

DEPARTMENT: Planning

APPLICATION NO.: Z21-0012

SUBJECT: 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

BACKGROUND:

On September 13, 2021 a report for the above noted application was presented to the Planning, Zoning, and Affordable Housing Committee. The main concern with this application was deciding whether or not to accept the proposed strata road or require a municipal half-road be built along the northern boundary line. At that time, a final decision was not made and instead the Committee made the following recommendation:

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.

Council passed this as a resolution at their subsequent meeting, held on September 20, 2021.

COMMENTARY:

Following Council's resolution, staff met with the applicant and discussed options and next steps for this application. The applicant indicated that he has been in contact with representatives of neighbouring property owners that would participate in dedicating and constructing the municipal half-road, but an acceptable cost-sharing agreement could not be reached between the various property owners. Due to the inability to come to an agreement between the property owners, Council may wish to proceed with a proposed strata road for the subject development site, rather than requiring this applicant to provide, as a bonus for increased density, half of a municipal road along the northern boundary of the subject property to the sole benefit of the adjoining property owner.

OPTIONS:

Option 1

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

1. Proceed with consideration of 1st reading of Bylaw No. 2015 as follows:
 - a) to amend the zoning designation of the property located at 3216 Happy Valley Road from the Rural Residential 2 (RR2) Zone to the Residential Townhouse 1 (RT1) Zone, subject to the following terms and conditions:
 - 1) That the applicant agrees to provide, **as a bonus for increased density**, the following contributions per new dwelling unit, prior to issuance of a building permit:
 - a) \$3,660 towards the General Amenity Reserve Fund; and
 - b) \$610 towards the Affordable Housing Reserve Fund.
 - 2) That the applicant provides, **prior to Public Hearing**, the following:
 - a) A technical memo from a qualified engineer that verifies storm water can be adequately managed onsite, to the satisfaction of the Director of Engineering;
 - 3) 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:
 - a) That all frontage improvements to Bylaw 1000 standards are provided to the satisfaction of the Director of Engineering; and
 - b) That a storm water management plan be provided and implemented, to the satisfaction of the Director of Engineering; and
 - c) That the applicant provide a construction management plan to the satisfaction of the Director of Engineering.
 - b) By including the following amendments to Zoning Bylaw 300:
 - 1) Adding the following text as Section 6.28.03(3):

“(3) Notwithstanding Subsection 6.28.03(1), on land whose legal description is Parcel A (DD 153694I) of Lot 15, Block 2, Section 83, Esquimalt District, Plan 1524 (3216 Happy Valley Road), the maximum floor area ratio may be increased to 1.5 if the owner of the land proposed to be developed:

- a) *pays to the City the amount specified in Column 4 of Table 1 of Schedule AD, prior to the issuance of a building permit;*

- 2) By amending the text of Section 6.28.06 to read as follows:

“No building or structure may exceed a height of 3 storeys.”

AND

2. Authorize the Director of Planning to issue the following variance in the Form and Character Development Permit for 3216 Happy Valley:
- i. That Section 6.28.07(1)(d) be varied to reduce the minimum rear yard setback from the required 5.5m (18 ft) to 5.0m (16.4 ft);

OR Option 2

THAT the Planning, Zoning and Affordable Housing Committee recommend that Council take no action at this time with respect to this application to rezone 3216 Happy Valley Road under Bylaw No. 2015.

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

**CITY OF LANGFORD
BYLAW NO. 2015**

**A BYLAW TO AMEND BYLAW NO. 300,
"LANGFORD ZONING BYLAW, 1999"**

The Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

A. Langford Zoning Bylaw No. 300, 1999 is amended as follows:

1. By deleting from the Rural Residential (RR2) Zone and adding to RT1 (Residential Townhouse 1) Zone the property legally described as Parcel A (DD 153694I) of Lot 15, Block 2, Section 83, Esquimalt District, Plan 1524, PID No. 007-308-256 (3216 Happy Valley Road Road) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

2. By adding the following text as Section 6.28.03(3):

"(3) Notwithstanding Subsection 6.28.03(1), on land whose legal description is Parcel A (DD 153694I) of Lot 15, Block 2, Section 83, Esquimalt District, Plan 1524 (3216 Happy Valley Road), the maximum floor area ratio may be increased to 1.5 if the owner of the land proposed to be developed:

a) pays to the City the amount specified in Column 4 of Table 1 of Schedule AD, prior to the issuance of a building permit;"

3. By amending the text of Section 6.28.06 to read as follow:

"No building or structure may exceed a height of 3 storeys."

4. By adding the following to Table 1 of Schedule AD:

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
RT1	2015	Parcel A (DD 153694I) of Lot 15, Block 2, Section 83, Esquimalt District, Plan 1524, PID No. 007-308-256 (3216 Happy Valley Road Road);	a) \$3,660 per townhouse unit towards the General Amenity Reserve Fund; and b) \$610 per townhouse unit towards the General Amenity Reserve Fund	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 647, (3216 Happy Valley Road), Bylaw No. 2015, 2021".

READ A FIRST TIME this day of, 2021.

PUBLIC HEARING held this day of , 2022.

READ A SECOND TIME this day of , 2022.

READ A THIRD TIME this day of , 2022.

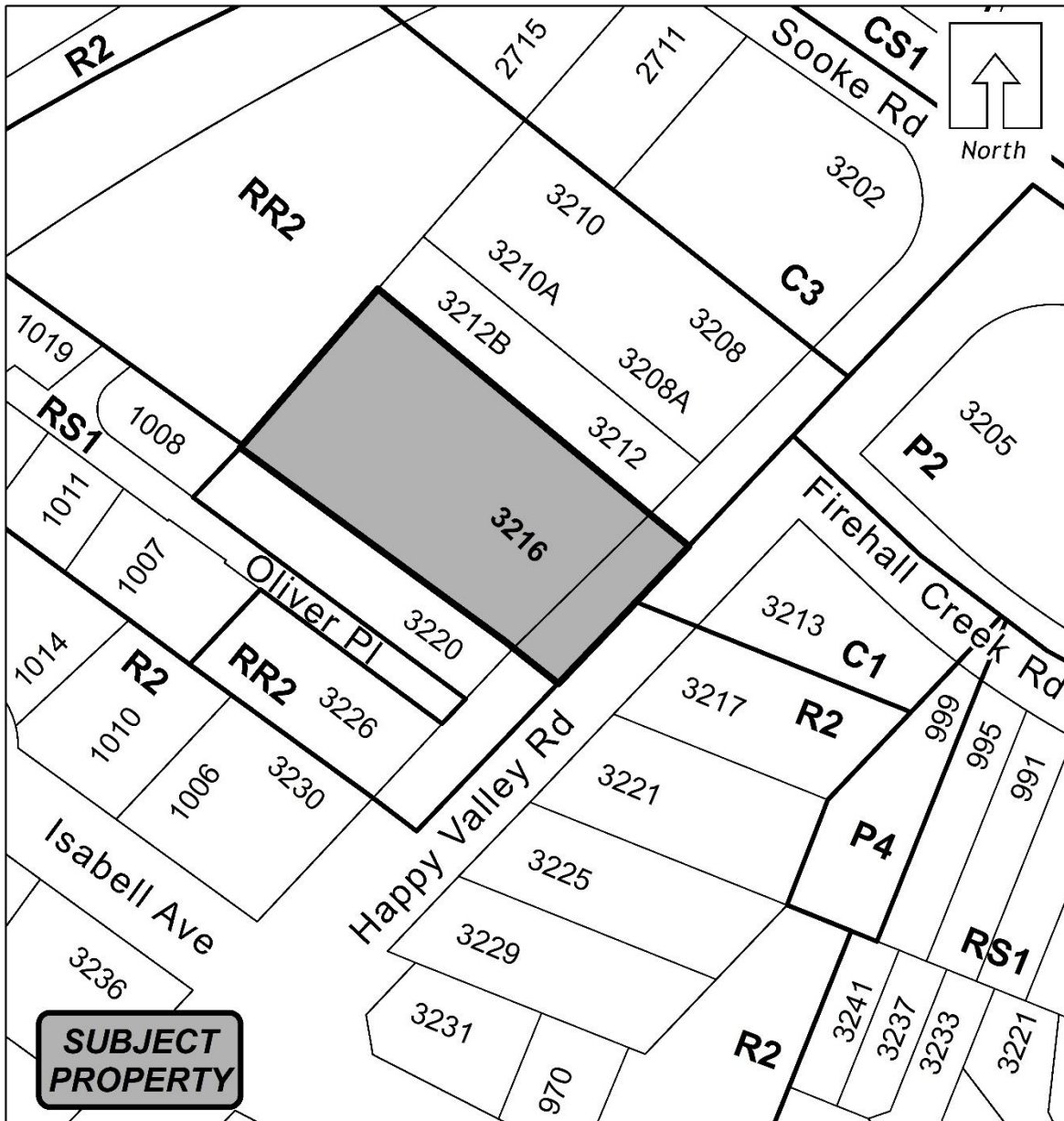
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



September 10, 2021

The Planning, Zoning and Affordable Housing Committee

City of Langford

Re: Meeting on 3216 Happy Valley Road

Dear Committee Members,

My name is Joanne Kent and I am the principal of the company that owns the adjacent property with the civic address of 2715 Sooke Road. The rezoning of 3216 Happy Valley Road materially affects my property. I am writing this letter to provide the Committee with both current and background information with regards to 3216 Happy Valley Road and my property 2715 Sooke Road.

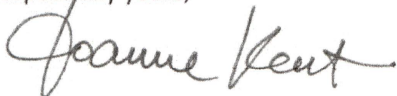
For many years, the Sea-Isle Center Brain Injury Program has operated from our property providing programs and support to serve the special needs of this community. [REDACTED]

[REDACTED]. During our discussions, the City confirmed to us on several occasions that new access to our property would be provided off Happy Valley Rd.. This is imperative as it is my understanding the current access off Sooke Road is scheduled be closed under the new road alterations and community development plan.

The City has assured us that a dedicated road allowance will be provided for access to the 2715 Sooke road property by way of a road dedication on the 3216 Happy Valley Road property, which is necessary to facilitate rezoning of the property.

We would respectfully request that no action be taken to rezone the Happy Valley property unless that includes a dedication of land to allow for access to the 2715 Sooke Road Property.

Respectfully yours,



Joanne Kent

Sea-Isle Rehabilitation Services Ltd.

October 27, 2021

City of Langford
877 Goldstream Ave., 2nd Floor
Victoria, BC V9B 2X8

To the Planning, Zoning & Affordable Housing Committee Members, Mayor & Council

Re: Rezoning Application – 3216 Happy Valley Rd. & Impact on 2715 Sooke Road

I initially wrote what follows on October 6, 2021 in response to the Planning, Zoning & Affordable Housing Committee Meeting held on September 13, 2021 to review the proposed rezoning application for the property at 3216 Happy Valley Road, which is adjacent to my property at 2715 Sooke Road, and also as a follow up to my initial letter of Sept. 10, 2021 (copy attached) sent prior to the meeting.

At this meeting, I expressed my deep concern regarding the impact should road access from Happy Valley Road to my property not be incorporated into the proposed plan as previously recommended by the City.

The City is well aware of the critical need for alternative access to my property after informing us that our current and sole access off Sooke Road will be dramatically restricted if not closed off entirely by the Ministry of Transportation as part of the Sooke Road redesign already underway. The HandyDARTs that provide essential daily transportation to and from the site for the clients who attend our program are already experiencing access challenges.

It came as quite a shock to see that the development plan put forward by [REDACTED] did not include this road access, and that the PZAH Committee was even contemplating the option of not requiring it. The City had assured us on numerous occasions that access to my property from Happy Valley Road would be incorporated into any development plans for 3216 Happy Valley Road, and possibly the adjacent property to the north as well. These conversations date back several years and were held not only with me, but also with several others including other prospective buyers of this property [REDACTED] and, I understand, also with [REDACTED] prior to [REDACTED] purchase of it.

In fact, had the City not assured us that road access to my property would be incorporated into any development plans for 3216 Happy Valley Rd., I would have [REDACTED] Sea-Isle Rehabilitation Services, of which I am the principal.

While I am the legal owner of the property at 2715 Sooke Road, as well as a West Shore small business owner, I have a far greater responsibility – being the advocate for others that cannot advocate for themselves. There is something special that

happens at 2715 Sooke Road. The Sea-Isle Centre Brain Injury Program has resided here for 25 years. Sea-Isle Centre was founded in 1989 by [REDACTED] and has delivered a valuable service in the West Shore and Greater Victoria communities for over 30 years. Funded by the Vancouver Island Health Authority (VIHA) since inception, Sea-Isle supports vulnerable adults who live with the longstanding effects of traumatic brain injury. It provides a unique experience to its participants: a “place of belonging” with a focus on meaningful activities that enhance their quality of life. After renting premises in various West Shore locations in the early years, [REDACTED] purchased the current property in [REDACTED] for the sole purpose of providing a stable and permanent home for the program and its participants. At the time, I was [REDACTED] and attended the official opening at the new location, along with council members from the City of Langford, VIHA staff, and family and friends of Sea-Isle program participants. It was a joyous occasion!

Through [REDACTED] creativity and resourcefulness, Sea-Isle expanded to offer new opportunities for its participants including a woodworking program making products that were sold up and down the Island, creating a meaningful experience for all. Neighbours from the surrounding community were always welcome and often dropped in to visit. A local church group volunteered and assisted with setting up a vegetable garden, working side by side with the Sea-Isle program participants.

Sadly, [REDACTED], and I found myself in the [REDACTED]

Experiencing first hand [REDACTED]

[REDACTED] I made a life altering decision, from my heart, one that I have not regretted. With VIHA’s support, I stepped into [REDACTED] role as the Director of Sea-Isle Center, but more true to the heart of my role, I became the Steward of Sea-Isle. What I understood clearly, was that while I may be the “legal owner”, business operator, service provider, this was a place that had a life and heart of its own – the life and heart of its members: adults with a serious brain injury, an inclusive community of men and women, young adults and seniors, indigenous and non-indigenous – it was their place. They were what made it special. They taught me and other team members what needed to happen to enhance their lives.

As I became more involved in the sphere of Brain Injury, connecting with VIHA Brain Injury Program Staff, and other professionals working in this area, I quickly discovered the desperate need for [REDACTED]

[REDACTED] The Sea-Isle property is just over 1 acre. Sea-Isle Centre itself is housed in a functionally obsolescent single family dwelling with an extended workshop that takes up a small portion at the front of the property, leaving 2/3 unutilized sitting as vacant land. I stood in the middle of the property one day, and I could see it: [REDACTED]

it incorporates the essential road access from Happy Valley Road to all three properties without compromising the objectives of the other proposed developments (please refer to the scale drawing attached).

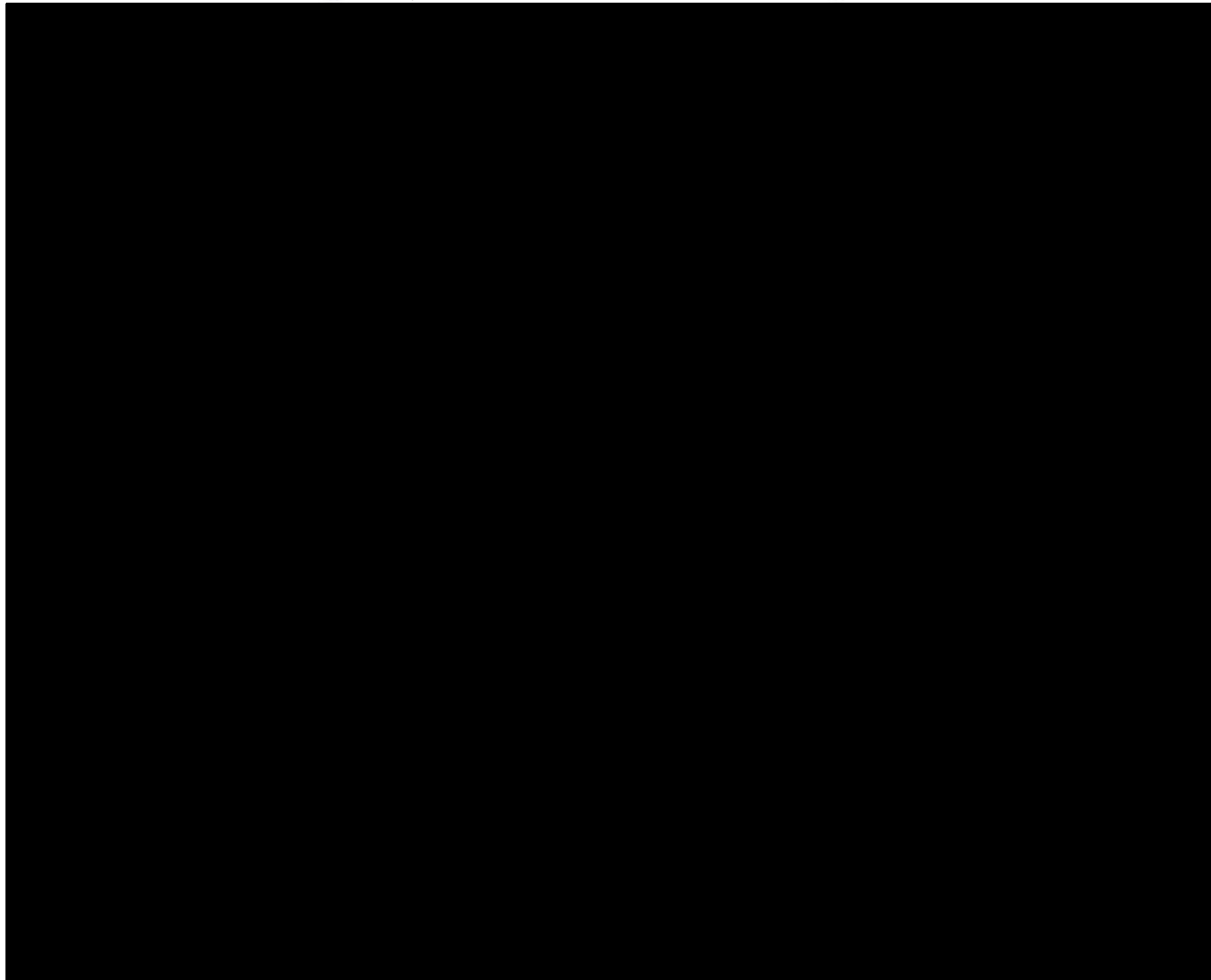
The disappointing reality is that in spite of our concerted efforts over the past three weeks to bring stakeholders together, neither of the other two adjacent property developers, [REDACTED] or [REDACTED], nor the City, have been willing to meet with us so we can present our proposal. Given these new circumstances, I realize the importance of ensuring the Sea-Isle property is on the agenda and am therefore bringing this matter forward to your attention now to make it a matter of public record.

Jim

Joanne Kent
Director
Sea-Isle Rehabilitation Services Ltd.
2715 Sooke Road
Victoria, BC V9B 1Y8
t: [REDACTED] / email: [REDACTED]

Enclosures (2): Letter dated Sept. 10, 2021, Draft Site Plan Proposal

Cc: Stewart Young, Mayor
Darren Kiedyk, CAO
Matthew Baldwin, Director of Planning and Subdivision
Michelle Mahovlich, Director of Engineering and Public Works
Denise Blackwell, Councillor & Chair, PZAH Committee
Roger Wade, Councillor
Matt Sahlstrom, Councillor
Lanny Seaton, Councillor
Norma Stewart, Councillor
Lillian Szpak, Councillor
John Horgan, Premier of British Columbia, and MLA Langford – Juan de Fuca



Sammy Paulus

From: Viet Tran [REDACTED]
Sent: November 18, 2021 8:16 PM
To: Langford Planning General Mailbox
Subject: Re: rezoning property of 3216 Happy Valley Road

Categories: Correspondence

To whom it may concern
@ Affordable Housing Committee

I am writing to express my concern about the rezoning of the subject property of 3216 Happy Valley Road. 18 townhouse units will certainly bring an estimate of 20 to 40 vehicles to the area which has already had traffic congestion at the intersection of Sooke Rd and Happy Valley Rd. Consequently, it'll add more noise and smoke pollution to the surrounding area.

Thank you very much for your time.
Sincerely yours.

Viet Q Tran and Cam Tran
Homeowners of 2748 Sooke Road
[REDACTED]



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, November 29, 2021

DEPARTMENT: Planning

APPLICATION NO.: Z21-0039

SUBJECT: Application to Rezone 640 and 644 Granderson Road from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to Allow for the Development of a Multi-Family Residential Building

PURPOSE

Ruchir Dhall of Architecture Panel Inc. has applied on behalf of Gurbax Singh and Baldish Aujla to rezone 640 and 644 Granderson Road from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to allow for the development of a multi-family residential building. The building would consist of 67 residential units.

BACKGROUND

Previous Applications

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

Table 1: Site Data

<i>Applicant</i>	Ruchir Dhall	
<i>Owners</i>	Gurbax Singh and Baldish Aujla	
<i>Civic Addresses</i>	640 and 644 Granderson Road	
<i>Legal Descriptions</i>	Lot 4, Section 72, Esquimalt District, Plan 14911 Lot 3, Section 72, Esquimalt District, Plan 14911	
<i>Size of Properties</i>	1,840m ² (0.45 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 two existing properties each contain a single-family dwelling and have a number of mature trees onsite, primarily in the rear of the lots near the E&N Trail. To the west are five single-family lots that have recently been rezoned to CC1 to allow for a 6-storey multi-family building. To the east is an existing townhouse site, and to the south is an existing single-family dwelling.

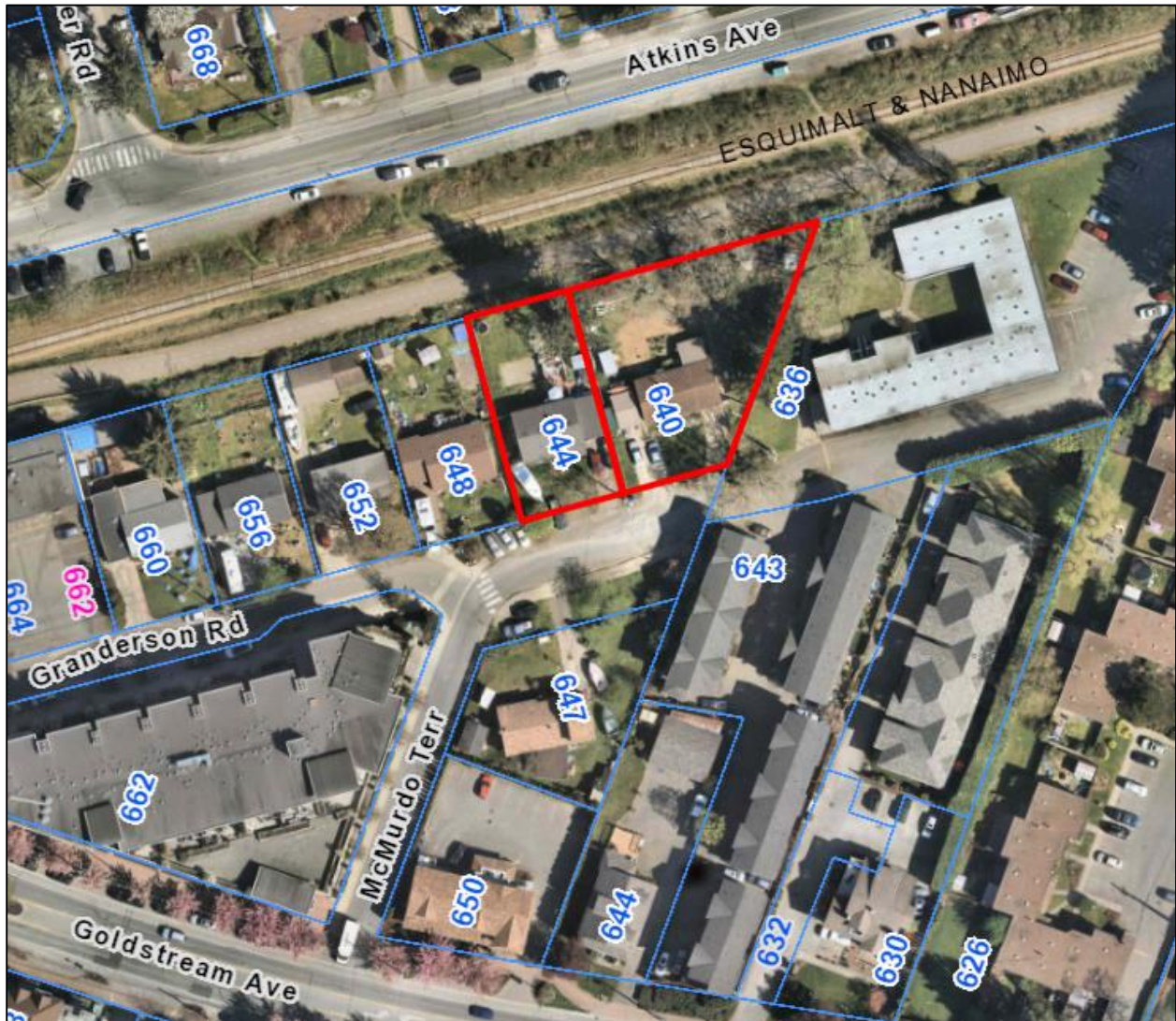
Figure 1 – Current Conditions of Subject Properties



Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	One- and Two-Family Residential (R2)	E&N Rail Trail
<i>East</i>	One- and Two-Family Residential (RM3)	Multi-Family Residential
<i>South</i>	One- and Two-Family Residential (R2)	Residential
<i>West</i>	City Centre 1 (CC1)	[Future] Multi-Family Residential

Figure 2 – Subject Properties



COUNCIL POLICY

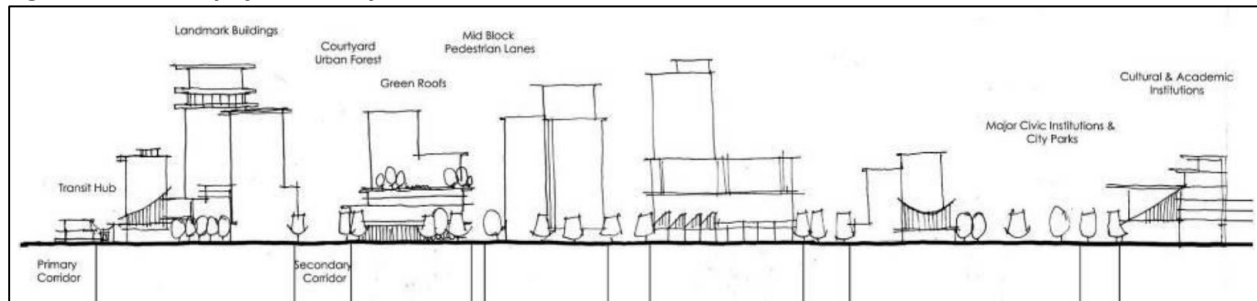
Official Community Plan

The Official Community Plan (OCP) Bylaw No. 1200 designates the subject property as ‘City Centre’, which is defined by the following text and concept cross-section:

- 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



Given what the City Centre of the OCP supports and encourages for development within this area, the proposal is consistent with the OCP.

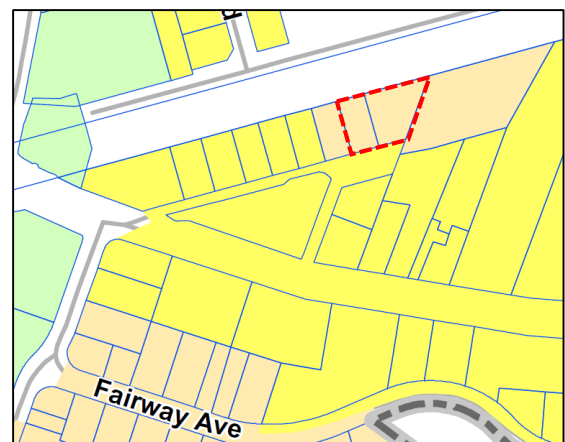
Development Permit Areas

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

A recent amendment to the Zoning Bylaw included the addition of a City Centre Concept Map within the Design Guidelines, which provides more definition with respect to use and height objectives in specific areas in the City Centre. The properties associated with this rezoning are located within the City Centre 2 (CC2) area (Figure 4), which limits height to 4-storeys. However, the applicant is requesting to be included within the CC1 area, which allows for 6-storeys so their building would align with the height of the building to the west. To still provide the 4-storeys transition along the eastern boundary line, the applicant is proposing to step down their building along that edge so it still provides a transition that the CC2 area contemplated.

Figure 4: City Centre Concept Map



The subject properties are located within 'S6 Goldstream East' of the City Centre Neighbourhoods in the Design Guidelines as outlined in Figure 5. For this region of the City Centre, the design intent is as follows:

Figure 5: S6 Goldstream East



The Goldstream East neighbourhood is located on the easternmost boundary of the City Centre and is comprised of predominantly low-rise singlefamily dwellings. There are commercial and institutional facilities located along the western portion of Goldstream Avenue.

Development shall focus on medium-density residential buildings, with mixed-use building encouraged along Goldstream Avenue, particularly towards the Goldstream Avenue and Veterans Memorial Parkway Intersection.

A development emphasis should incorporate pedestrian access between cul-de-sac roads in the east as well as creating a family orientation near the school with green and open space.

Development Proposal

The applicant is proposing to rezone the subject properties to CC1 (City Centre 1) in order to construct a multi-family building with approximately 67 residential units. The building is proposed to have a maximum height of 6-storeys, which would require Council to include these properties within the CC1 Zone.

The five properties to the east have recently been rezoned to CC1, which allows for that future building to be 6-storeys in height. Continuing with a 6-storey elevation through this development site would be fitting, but the applicant is proposing to step their building down to 4-storeys along the eastern boundary to provide a better transition to the existing townhomes to the east. This reduced height, as illustrated in Figure 3 below, is consistent with the objectives of the Concept Map, that being for these properties to incorporate a transition to the neighbouring townhouses. If Council is supportive of this proposal, they may wish to include these properties within the CC1 Zone, provided that this stepped down design is secured within a covenant.

Figure 3: Stepped Down Design



All onsite parking has been provided for in an underground parking structure. No surface parking is proposed. Secure bicycle parking has also been provided for within two secure rooms in the first level of the parkade. With respect to providing 80% of active frontage, the design does meet this requirement, but could benefit from an expansion to some of the ground floor patios along Granderson, which can be worked through in the Development Permit stage. The requirement to provide 100m² or 5% of the property (which ever is greater) as common outdoor amenity space has been met by including two roof top amenity areas. The one on the 6th floor has been designed to include a child's play area with surrounding safety fencing, and the other on the 5th floor has been designed to be a passive recreational area that includes outdoor eating facilities. An illustration of these areas has been provided in Figure 4 below.

Figure 4: Outdoor Amenity Areas

The two properties associated with this rezoning are intended to be consolidated, but this may not occur prior at this point in time. To ensure the consolidation occurs as presented in this report, Council may wish to require this consolidation be completed prior to issuance of a Form and Character Development Permit.



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 proceed in that manner, 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 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>	6.0m (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 Improvements

Granderson Road

The applicant will be required to provide full frontage improvements along Granderson Road in accordance with Bylaw 1000 prior to issuance of a building permit. Improvements would include a red brick paver sidewalk, street lighting, and boulevard landscaping with irrigation. Street parking may be included as well, but this would need to be balanced with the need for a turnaround. Given that the road dedication at this location is 20m, a cul-de-sac style turnaround might not fit, but a tee-type turnaround may suffice given how short this section of Granderson Road is. Engineering will determine through the civil design stage how best to address a turnaround at this location.

Traffic Impact Assessment

A Traffic Impact Assessment (TIA) for this development is requested by Engineering. Council may wish to require that a TIA is submitted and approved by the Director of Engineering prior to Public Hearing, and that any recommended improvements to the road network is completed by the applicant as part of this development.

Sewers

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

Drainage and Stormwater Management

This site is located within an area where stormwater infiltration is required as per Bylaw 1000. 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

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 67 residential units.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per Unit Contribution Rates*	Total
<i>Affordable Housing Reserve Fund</i>	\$750.00	\$50,250.00
<i>General Amenity Reserve Fund</i>	\$2,850.00	\$190,950.00

*** 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 67 residential units.

Table 5 – Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
<i>Roads</i>	\$3,092.39	\$207,190.13
<i>Park Improvement</i>	\$1,890.00	\$126,630.00
<i>Park Acquisition</i>	\$1,100.00	\$73,700.00
<i>ISIF Fees</i>	\$331.65	\$22,220.55
Subtotal (DCC's to Langford)		\$429,740.68
<i>CRD Water</i>	\$1,644.00	\$110,148.00
<i>School Site Acquisition</i>	\$600.00	\$40,200.00
TOTAL DCC's (estimated)		\$580,088.68

OPTIONS:**Option 1**

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

1. Proceed with consideration of 1st reading of Bylaw No. 2016 to amend the zoning designation of the properties located at 640 and 644 Granderson 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; and

- ii. A Traffic Impact Assessment;
- c) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
 - i. That the two subject properties be consolidated prior to issuance of a Development Permit for Form and Character;
 - ii. That the design of the building includes a reduced height along the eastern property boundary as presented to Council;
 - iii. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building that ensures parking is allocated to each unit and for visitors as required by the zoning bylaw, and is not provided in exchange for compensation separate from that of a residential unit;
 - iv. That no occupancy permit be issued for the proposed building until a strata plan for the building has been registered, to the satisfaction of the Approving Officer;
 - v. That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space, and that:
 - 1. Energized outlets shall be labelled for the use of electric vehicle charging;
 - 2. Where an electric vehicle energy management system is implemented (load sharing), a qualified professional may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and
 - 3. The owner/tenant is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council/landlord may not prevent an owner, occupant, or tenant from installing the EV charging equipment
 - vi. That the following are implemented to Bylaw 1000 standards to the satisfaction of the Director of Engineering prior to issuance of a building permit:
 - 1. Frontage improvements, a turnaround, and any recommendations stemming from the 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 recommend that Council take no action at this time with respect to this application to rezone 640 and 644 Granderson Road under Bylaw No. 2016.

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
RENDERING

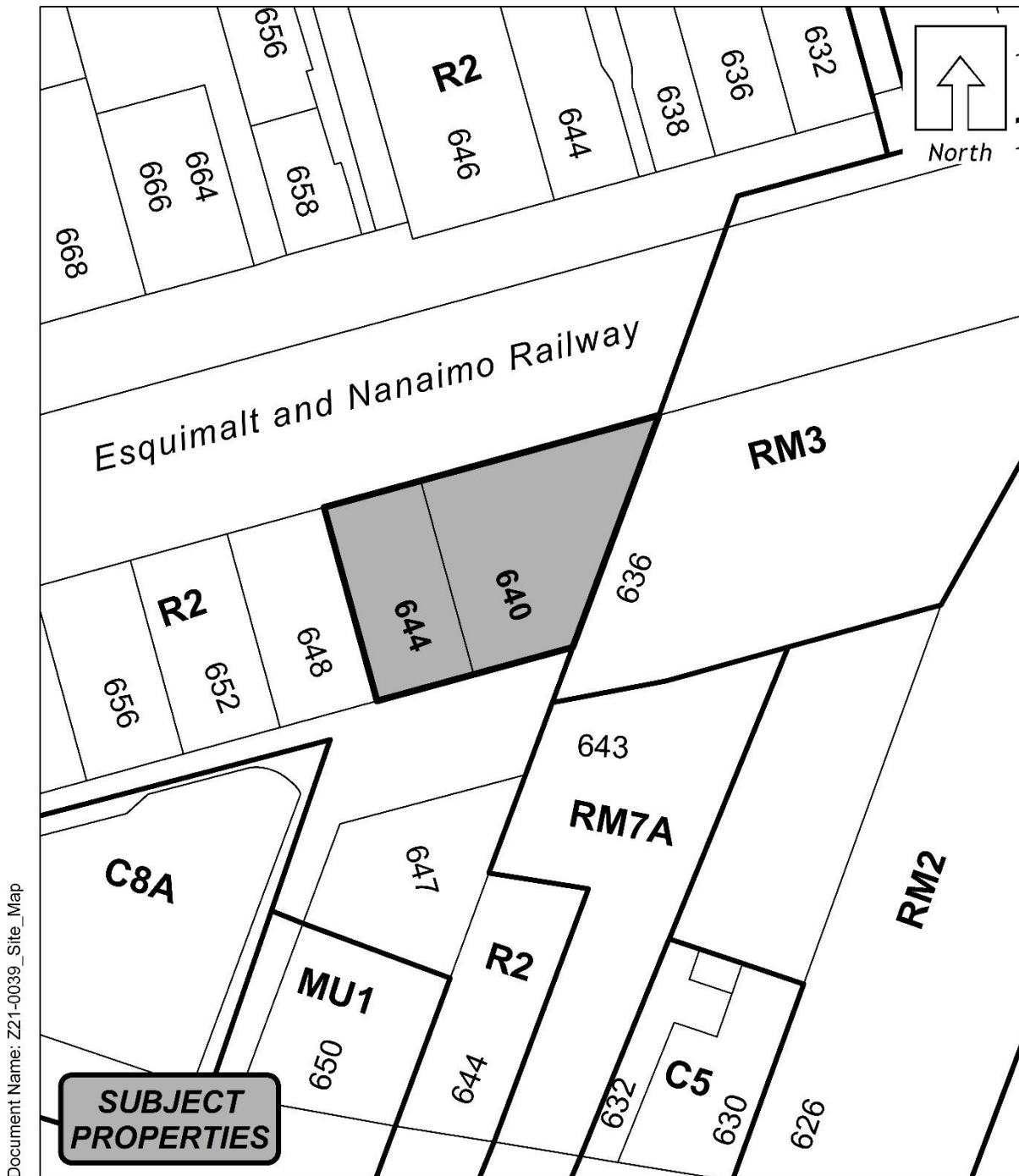


SITE PLAN



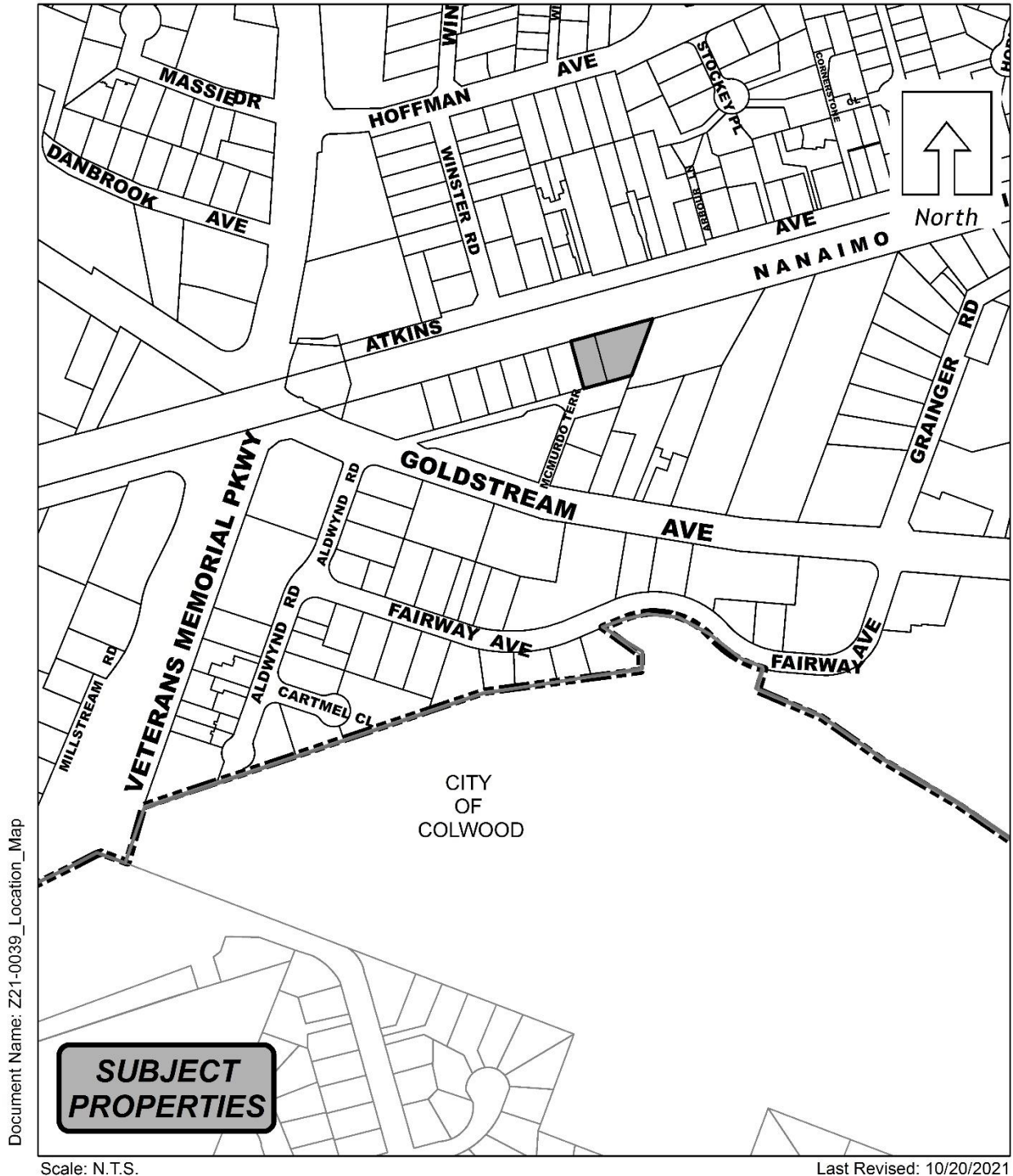
Appendix C
SUBJECT PROPERTY MAP

REZONING BYLAW AMENDMENT
(Z21-0039)
640 Granderson Rd & 644 Granderson Rd



Appendix D
LOCATION MAP

REZONING BYLAW AMENDMENT
(Z21-0039)
640 Granderson Rd & 644 Granderson Rd



CITY OF LANGFORD BYLAW NO. 2016

A BYLAW TO AMEND BYLAW NO. 300, "LANGFORD ZONING BYLAW, 1999"

The Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

A. Langford Zoning Bylaw No. 300, 1999 is amended as follows:

1. By deleting from the One- and Two-Family Residential (R2) Zone and adding to City Centre (CC1) Zone the properties legally described as:

- Lot 3, Section 72, Esquimalt District, Plan 14911, PID NO. 004-315-316 (644 Granderson Road)
- Lot 4, Section 72, Esquimalt District, Plan 14911, PID NO. 004-315-324 (640 Granderson Road)

in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

2. By adding to the CC1 Zone map Schedule "R" those portions of lands identified as "Area 2" in the attached Schedule B.

3. By adding the following to Table 1 of Schedule AD:

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
CC1	2016	Lot 3, Section 72, Esquimalt District, Plan 14911, PID NO. 004-315-316 (644 Granderson Road); Lot 4, Section 72, Esquimalt District, Plan 14911, PID NO. 004-315-324 (640 Granderson Road).	a) \$2,850 per new residential unit created on the 1 st to 4 th storeys of the building towards the General Amenity Reserve Fund; and b) \$1,425 per new residential unit created on the 5 th and 6 th storeys of the building towards the General Amenity Reserve Fund; and c) \$750 per new residential unit created on the 1 st to 4 th storeys of the building towards the Affordable Housing Reserve Fund; and d) \$375 per new residential unit created on the 5 th and 6 th storeys of the building towards the Affordable Housing Reserve Fund.	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 648, (640 and 644 Granderson Road), Bylaw No. 2016, 2021".

READ A FIRST TIME this day of, 2021.

PUBLIC HEARING held this day of , 2022.

READ A SECOND TIME this day of , 2022.

READ A THIRD TIME this day of , 2022.

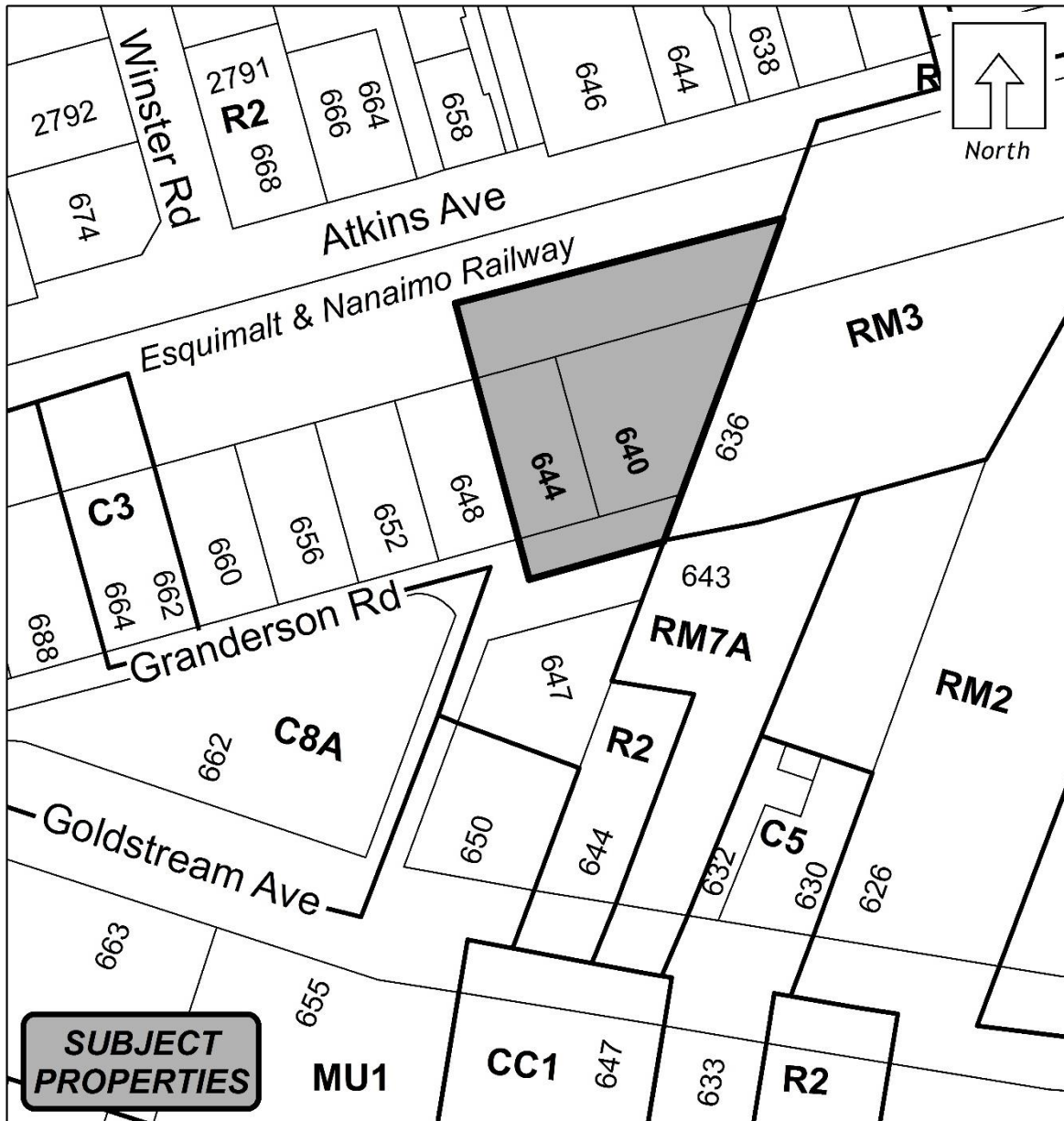
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

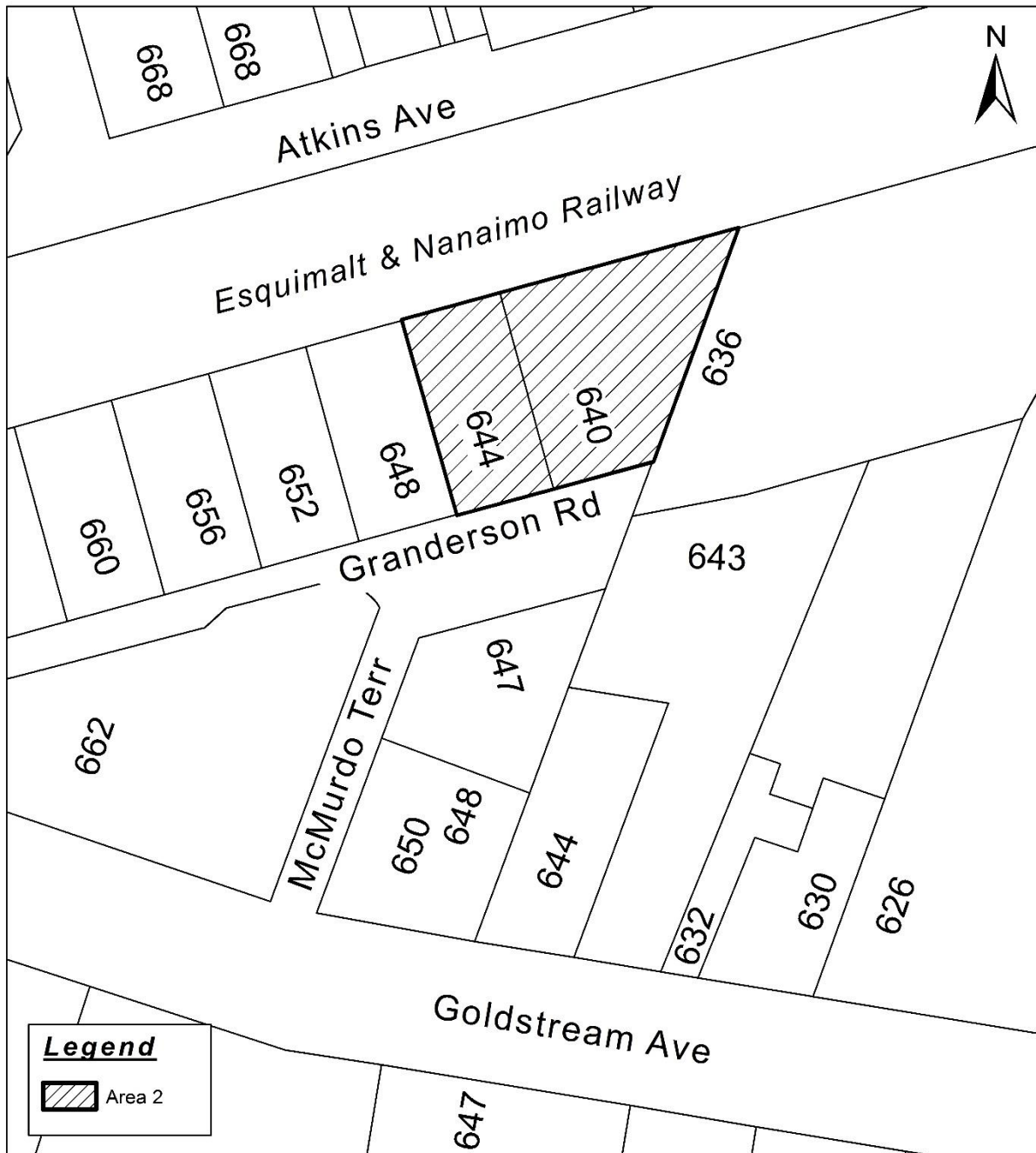
CORPORATE OFFICER

Schedule A



Schedule B

SCHEDULE "R" TO BYLAW No. 300



Sammy Paulus

From: Alexandros Paravatos [REDACTED]
Sent: November 18, 2021 9:52 PM
To: Langford Planning General Mailbox
Subject: Z21-0039

Categories: Correspondence

Hello,

My name is Alexandros Paravatos, I'm a resident of 662 Goldstream Avenue and I'm contacting you regarding the new rezoning application for 640 and 644 Granderson Rd.

A few months ago I received another notice in the mail regarding the rezoning of 648-660 Granderson Rd for the development of an 84 unit building. A lot of concerns were raised from people who live in the area and eventually that project got approved. I'm not going to discuss the past application but the concerns had to do with traffic in the area which also apply to the new proposed development on 640-644 Granderson since it's right beside it.

Adding a new, approved development of 84 units and this proposed development of 67 units, both in the same area where the only ways in and out are McMurdo and Granderson Rd is absolute nonsense. There are already traffic problems with high congestion and no street parking to accommodate the needs of the existing residents and adding more units would only make things worse. I heard council members mentioning in the past that there's one parking spot for each unit and there shouldn't be any issues but I don't think that these people seriously believe that most families nowadays only have one vehicle.

In addition, there was a traffic assessment conducted from the developer of 648-660 Granderson (file Z21-0022) just a few months ago. At the council meeting regarding this application, a representative of the developer mentioned that the results of this assessment indicated that there would be negative traffic effects if there were to be built 150+ new units in the area. So, now we have 84 units approved + 67 proposed=151 new units. My question is how would you be able to proceed with this application when there's evidence that it would cause more traffic issues?

I would like to ask that you seriously consider the negative effects of this development and to take into consideration the fact that another development has already been approved right beside it for 84 units.

Lastly, I kindly ask you to direct me where to find on your website the traffic assessment for the Z21-0022 file. This assessment is relevant and should be reviewed before proceeding with this application. A council member has mentioned in a previous meeting that the assessment would be publicly available and I agree, since traffic and infrastructure are public issues but unfortunately I can't find it anywhere. If it's not on the city's website please email me a copy.

Sincerely,
Alexandros Paravatos

From: Daniel Bezna [REDACTED]
Sent: Monday, November 22, 2021 9:13 AM
To: Langford Planning General Mailbox <planning@langford.ca>
Subject: File Z21-0039

City Council,

My Name is Daniel Bezna and I live on 115-943 Granderson Road, Victoria BC V9B0J6.

I can also be reached at this email address, or at [REDACTED]

I know I won't have a chance to be considered but here it is:

I am strongly against the reasoning of properties as per subject line file and I'm voicing my opposition to building another 67 units in an already congested neighborhood.

I am not sure now that this council is representing the people living in Langford.

I would wish you a great holidays ...but...SHAME ON YOU COUNCIL

Daniel Bezna

From: Daniel Bezna [REDACTED]
Sent: Monday, November 22, 2021 10:01 AM
To: Matthew Baldwin <mbaldwin@langford.ca>
Cc: Julie Coneybeer <jconeybeer@langford.ca>
Subject: Re: File Z21-0039

Hi,

I personally lost faith in your process.

I mentioned in my first email my main reason...it is in the second paragraph.

I may suggest to you to walk by and see what you are willing to approve to be built on that little street.

On another note...whoever presides over the hearings should keep, at least for appearances, some neutrality. I did participate in some, I was just listening to others and it was just disappointing.

Thank you for your response

DANIEL

Sammy Paulus

From: Maude Vallée Quirion [REDACTED]
Sent: November 22, 2021 10:37 PM
To: Langford Planning General Mailbox
Cc: olivier gagnon
Subject: Submission for Nov 29 Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Good day,

My name is Maude Vallee-Quirion. My fiancé and I own and live in the 116 unit at 636 Granderson Road.

First, I will say that I am against that proposal.

As of right now, Granderson Road is already too small for the current residents of 636, 640, 643, 644, 647 and 648. Multiple times a week, I have to wait for someone to pass or drive on the gravel entrance of 640/644 Granderson Road. The road is too small and the people are not respecting the street parking area. There are 3 street parking spots and multiple times a week there are at least 4 or 5 vehicles parked. If the proposal is accepted, it is expecting 67 more cars in a street already too small for its usage. Also, by looking at the current trends, it is likely that the gravel would be replaced by a sidewalk or an underground parking entrance. With the sidewalk or underground parking entrance on the property line, this would cause the street to be less practical by the lack of wiggle room allowed by the gravel entrance.

To access that portion of Granderson Road, you must drive on McMurdo Terrace, which is a no parking street. The condo building located on the left when you drive on McMurdo Terrace direction Granderson Road only have a few parking spots around it. When a delivery or a moving truck, a disability bus or simply a car temporarily stops on the side of the road, you must enter the left lane to avoid the obstacle. This is an annoyance with the current moderate traffic on McMurdo Terrace and Granderson Road. But with higher traffic, could become time consuming for the resident or dangerous to do a face to face in the left lane.

On another note, our living room window is facing the 640 Granderson Rd property with a beautiful oak tree in the yard of the condo, with branches overhanging on the property line. It is a quiet area where kids can play. With the foliage in the summer, you can almost forget that you are facing someone's else backyard. By allowing the residential building to exist, my unit and 3 others would now be directly facing someone else window, and the side of a six-story building. There would be no sunshine in the yard, as it would be obstructed by the building. The street is currently quiet. By adding at least 134 more people (for the example, I am assuming that low-income people either live with roommates or are family, so I've average 2 people per unit), the traffic would increase significantly. The area would no longer be quiet. That is not discussing the years of dust, loud noise and heavy equipment that the construction would be bringing.

At least 6 of the units in the condo building we live in are families. Kids are biking, scootering or playing in the parking lot. The increased traffic would cause the area to be less safe for them.

Finally, with years of construction and after that a six-story building right beside it, there is a strong possibility, that the condo units or the other houses around will lose value or appeal to the buyers that would be looking for a pre-existing home. This a financial downside for owners in the area, including me and my fiancé.

I think the city needs more low-income multi-family building, BUT I do not think this is the right place for it.

Thank you for the consideration,

Maude Vallee-Quirion



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, November 29, 2021

DEPARTMENT: Planning

APPLICATION NO.: DVP21-0013

SUBJECT: 719 Station Avenue Rear Lot Line Setback Development Permit Variance

PURPOSE

Keith Alexander has applied on behalf of Marlen Gjoka for a development variance permit to allow for a rear setback reduction to facilitate an addition to the existing building at 719 Station Ave. (previously 2832 Millstream Rd). This variance will allow for the addition to be in line with the neighbouring buildings already situated at the lesser 1.2m setback.

BACKGROUND

PREVIOUS APPLICATIONS

A Development Permit was approved in 2010 for an addition to the front of the existing building to allow for additional floorspace. This previous application did not require a variance and will not have any impact on this application for a rear setback variance.

Table 1: Site Data

<i>Applicant</i>	Keith Alexander
<i>Owner</i>	Marlen Gjoka
<i>Civic Address</i>	719 Station Ave. (Previously 2832 Millstream Rd.)
<i>Legal Description</i>	Lot B, Section 72, Esquimalt District, Plan VIP77448
<i>Size of Property</i>	1045m ² (.264 acres)
<i>DP Areas</i>	City Centre, Commercial
<i>Zoning Designation</i>	CS1 (Service Commercial
<i>OCP Designation</i>	City Centre

SITE AND SURROUNDING AREA

The existing site is located within the Service Commercial 1 Zone along with the neighbouring businesses, which are involved in automobile-oriented operations similar to those occurring on the subject property. Directly to the rear of the property is a multi-family residential apartment building. There are a number of multi-family residential buildings in the neighbourhood, however no other residential properties border the subject property, nor should they be impacted positively or negatively by the proposed setback reduction.

The City has received a letter of support for this variance application from the owner of the property next door (west), M'akola Housing Society. Their letter is attached to this report as Appendix "A".

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	CS1 (Service Commercial)	Automobile Commercial oriented business
<i>East</i>	R2 (One- and Two-Family Residential)	Single and two-family residences
<i>South</i>	CS1 (Service Commercial)	Automobile Commercial oriented business
<i>West</i>	MU1A – (Mixed Use Residential Commercial)	Mixed-use apartment building

Table 3: Proposal Data

	Permitted by CS1 (Current Zoning)	Proposed by DVP Application
<i>Rear Yard Setback</i>	6m if abutting any residential or multi-residential zone	1.2m

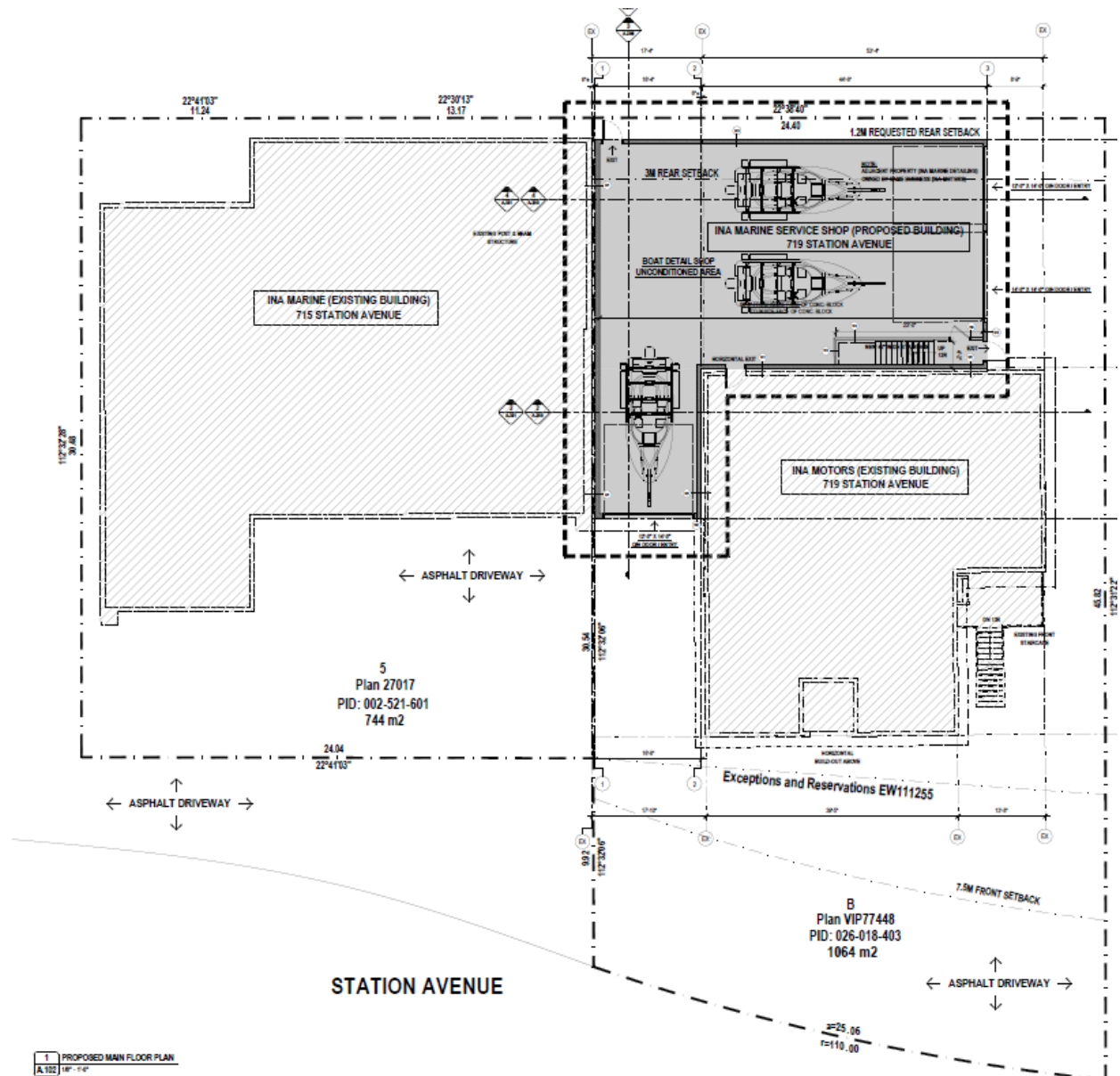
COMMENTS

DEVELOPMENT PROPOSAL

The applicant wishes to construct an addition to the west and south sides of the existing building, as shown in Figure 1 below. The majority of this addition will be screened from view by the existing building; however, the addition along the south side, which will connect to the building on the adjacent property at the shared property line, will be visible from Station Ave and Veterans

Memorial Parkway. The design, parking, and other related requirements of the Zone will be reviewed in more detail as part of the Development Permit process.

Figure 1 – Proposed Site Plan



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 with the following variance for 719 Station Ave:
 - a) That section 6.45.07 (3) of Zoning Bylaw No. 300 be varied from 6m to 1.2m;

OR Option 2

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

- 2) Reject this application for development variance permit.

SUBMITTED BY: Wolfgang Schoenefuhs, Planning and Land Development Technician

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



August 11, 2021

City of Langford
2nd Floor, 877 Goldstream Avenue
Langford, British Columbia
V9B 2X8

Attention: Matthew Baldwin, Director of Planning and Subdivision

Re: Installation of Structure at 2832/2836 Millstream Road

Dear Matthew,

I am pleased to write this letter of support for the variance application by INA Motors Inc. for the installation of a garage located between the two properties identified above. Our understanding is the requirement for a variance to the required 6 meter setback be reduced/relaxed to 1.22 meters. M'akola Housing Society is the owner of the adjacent property located at 731 Station Avenue which shares a property line for the two properties identified above.

Yours truly,

A handwritten signature in blue ink, appearing to read "KA", is placed above the printed name of the signatory.

Kevin A. Albers, CGA, CAFM
Chief Executive Officer

M'akola Housing Society
#104 – 550 Goldstream Avenue
Victoria, BC V9B 2W7

Phone: 250-590-0204 Ext. 3502

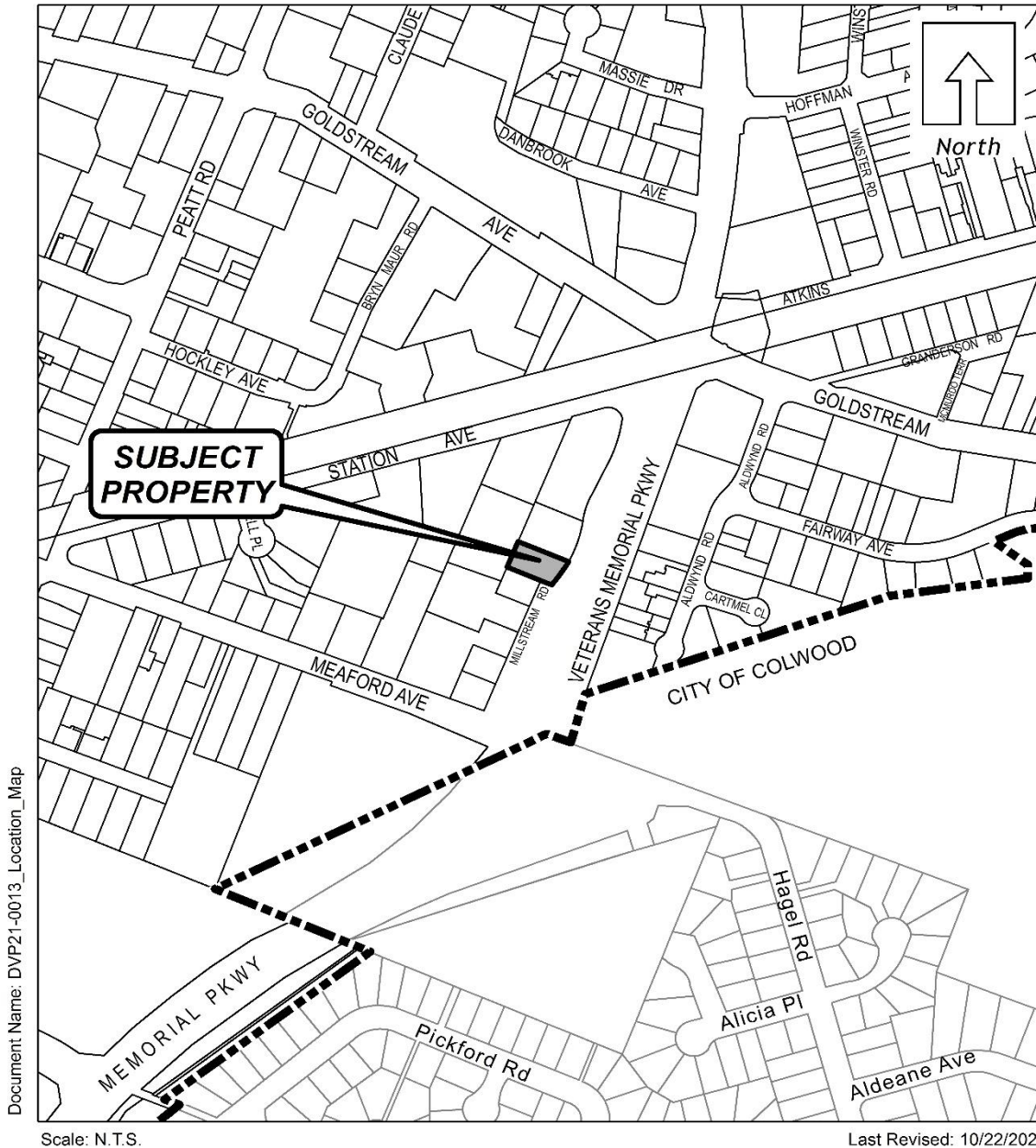
Cc: marlen@inamotors.com

Location Map

DEVELOPMENT VARIANCE PERMIT

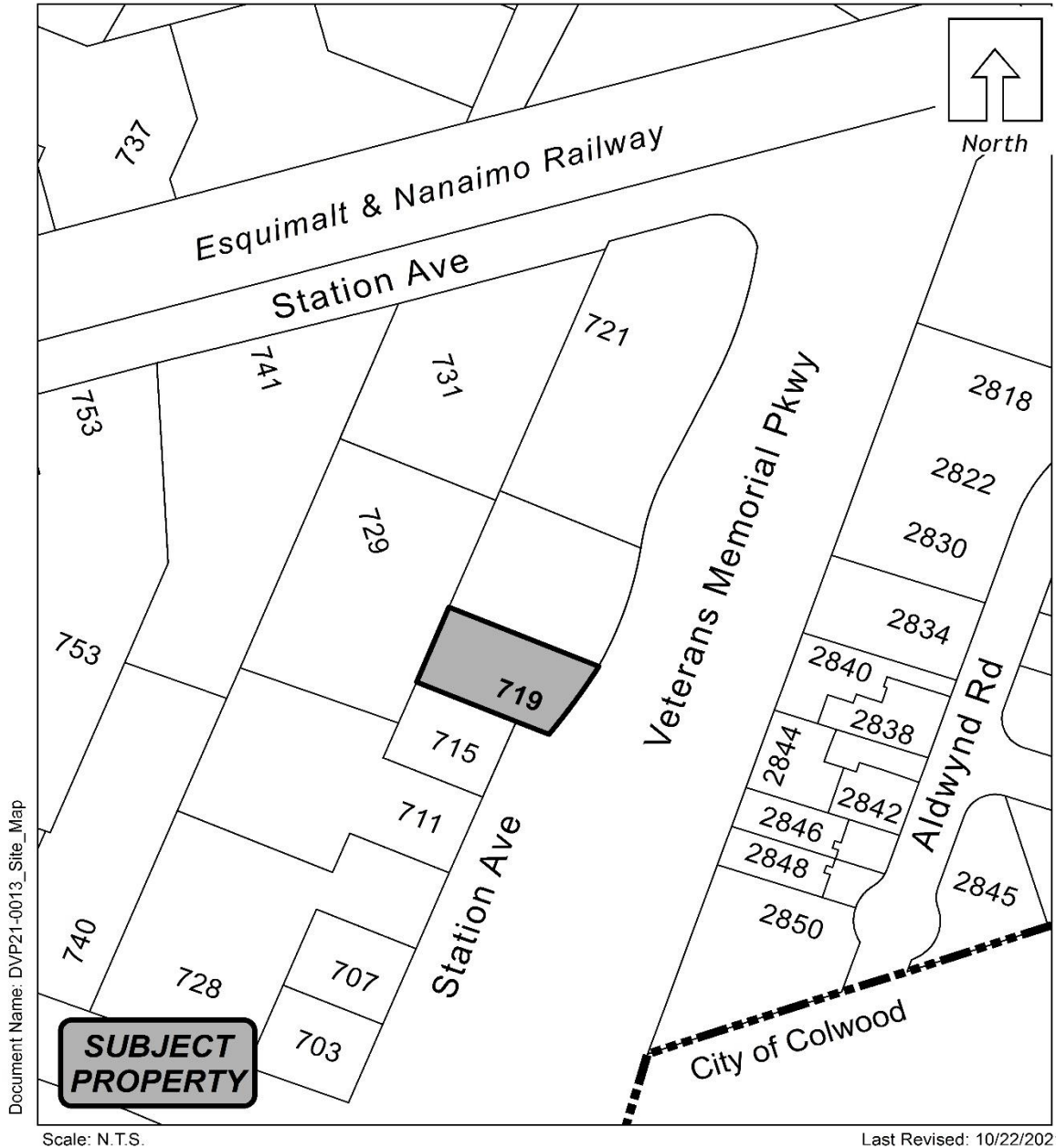
(DVP21-0013)

719 Station Ave



Site Map

**DEVELOPMENT VARIANCE PERMIT
(DVP21-0013)
719 Station Ave**





Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, November 29, 2021

DEPARTMENT: Planning

APPLICATION NO.: Z21-0038

SUBJECT: Application to Rezone 621 and 629 Rockingham Road from R2 (One- and Two-Family Residential) to RS1 (Residential Small Lot 1) and RM2A (Attached Housing) to allow approximately 19 Single Family Dwellings, and a future townhouse site.

PURPOSE

Dave Smith has applied on behalf of BC1075549 to rezone 621 and 629 Rockingham Road from R2 (One- and Two-Family Residential) to RS1 (Residential Small Lot 1) and RM2A (Attached Housing) to allow for the creation of approximately 19 single family dwellings and a future townhouse site.

BACKGROUND

PREVIOUS APPLICATIONS

There have been no previous applications made for the subject properties.

Table 1: Site Data

<i>Applicant</i>	Dave Smith
<i>Owner</i>	BC1075549
<i>Civic Address</i>	621 and 629 Rockingham Road
<i>Legal Description</i>	LOT B SECTION 108 ESQUIMALT DISTRICT PLAN 21193 LOT B SECTION 108 AND 109 ESQUIMALT DISTRICT PLAN VIP52985
<i>Size of Property</i>	7,635 m ² (combined total)
<i>DP Areas</i>	Intensive Residential and Multi-Family
<i>Zoning Designation</i>	R2 (One- and Two-Family Residential)
<i>OCP Designation</i>	Neighbourhood

SITE AND SURROUNDING AREA

The subject properties are located in East Langford on the corner of Rockingham Road and Wentwich Road, a predominately single-family neighbourhood approximately a 15-minute walk from downtown Langford. Both lots have existing buildings on site, a single-family dwelling with detached garage at 621 Rockingham, and a duplex located at 629 Rockingham. Council may wish to note that there is a large cluster of mature trees located at the rear of 629 Rockingham. A small lot rezoning for 10 lots was recently approved by Council at the end of the cul-de-sac at 671, 679, 683, and 687 Rockingham Road.

Table 2: Surrounding Land Uses

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

Figure 1: Subject Properties



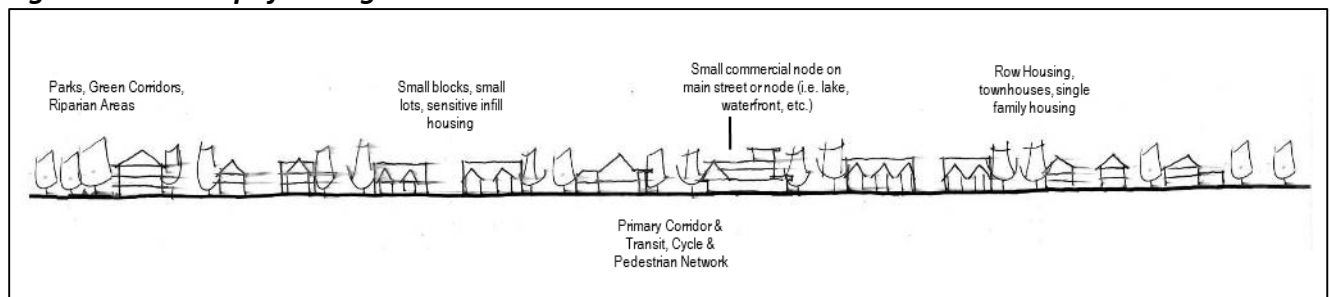
OFFICIAL COMMUNITY PLAN

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

Existing settled areas throughout the community predominantly located on the valley floor.

- *Predominantly residential precinct that supports a range of low and medium density housing choices including secondary suites*
- *This area allows for residential and mixed-use commercial intensification of streets that connect centres and/or are serviced by transit*
- *Schools, community facilities and other institutional uses are permitted throughout the area*
- *Retail serving local residents is encouraged along transportation corridors*
- *Home-based businesses, live-work housing is encouraged*
- *Parks, open spaces and recreational facilities are integrated throughout the area*
- *This area allows for Neighbourhood Centres to emerge in the form of medium density mixed-use nodes at key intersections.*
- *Transit stops are located where appropriate*

Figure 2: A Concept for Neighbourhood Areas



DEVELOPMENT PERMIT AREAS

The subject properties do not fall within any Environmental or Hazardous Development Permit Areas. That being said, a form and character development permit will be required if this rezoning is approved, as it would result in the creation of 19 small lots, which fall within the Intensive Residential Development Permit Area, as well as townhouses, which fall within the Multi-Family Development Permit Area.

COMMENTS

DEVELOPMENT PROPOSAL

This application is proposing to rezone 621 and 629 Rockingham Road from R2 (One- and Two-Family Residential) to RS1 (Residential Small Lot 1) and RM2A (Attached Housing) to create approximately 19 new single family small lots as a bare land strata, and a future townhouse site that is proposed to contain up to 10 units. A site plan is attached to this report as Appendix A.

The small lots would each have a minimum lot size of 200 m² and would not be permitted to have suites unless the subdivided lot was larger than 400 m². Currently, the proposed plan only shows one lot exceeding the 400 m² threshold. The attached housing (townhousing) is proposed to be built where the existing duplex is located at 629 Rockingham Road. The applicant is not intending to move forward with the townhouses for approximately 2-3 years, as the structure is in good shape and currently being rented. As such, the applicant has not provided a layout for that portion of the site. If Council were to approve this rezoning application, the lots would be split-zoned, with the small lot single family portion of the site zoned RS1, and the portion with the existing duplex for future townhouses (Lot 20 on the site plan) zoned RM2A. The duplex would become a legal non-conforming use until it is removed. Council may wish to note that the creation of more family-housing units helps meet an identified gap in the City's Housing Needs Assessment.

If the subdivision were to proceed as proposed, the existing duplex would require a temporary rear lot line setback variance to the RM2A zone (abutting 647 Rockingham Road). If Council were to proceed with the granting the setback variance, it would only apply to the existing duplex and not to any additions or future townhouses. The setback variance required for the existing duplex would be to reduce the rear lot line setback from 7.5 m to 0.9 m. Council may wish to note that this duplex is already non-conforming as the setback requirement in the existing R2 zone is 1.5 m. This would have to be issued through a future Development Variance Permit, prior to subdivision approval.

The RM2A zone currently requires a minimum lot size of 1,800 m², while the applicant is proposing a lot of only 1,608 m². Council may wish to reduce the minimum required lot size in the RM2A zone to 1,600 m² as it is typically the minimum lot width and available frontage that helps facilitate a good design in townhousing. Council may wish to note that the minimum lot width required in the RM2A zone is 18 m, and this proposal would have a front lot line width (facing new interior access road) of 31.71 m, and an exterior side lot line (facing Rockingham) of 68.85 m – both of which far exceed the minimum requirement.

Table 3: Proposal Data

	Permitted by RS1 (Residential Small Lot)	Permitted by RM2A (Attached Housing)
<i>Density (FAR and/or min. lot size)</i>	200 m ²	1,800 m ² 1,608 m² proposed
<i>Height</i>	9 m	3 storeys
<i>Site Coverage</i>	50%	45%
<i>Front Yard Setback</i>	3 m except that no garage or carport that faces a front lot line may be within 6 m	5.5 m
<i>Interior Side Yard Setback</i>	1.5 m	3 m
<i>Exterior Side Yard Setback</i>	3.5 m except that no garage or carport that faces a front lot line may be within 6 m	5.5 m
<i>Rear Yard Setback</i>	5.5 m	7.5 m 0.9 m proposed (temporary)
<i>Parking Requirement</i>	2 parking spaces for primary dwelling, suites not permitted	2 parking spaces per unit and 2 visitor parking spaces (for 10 townhouses or less)

PARKING

As noted in the table above, each new single-family home is required to provide at least two on-site parking spaces either in a garage or driveway. In addition, for every two new lots created, one new street parking space must be created. As such, the applicant must create an additional 10 street parking spaces which are demonstrated on the site plan attached to this report as Appendix A. While the townhouse site has not been designed at this time, it will be required to provide two parking spaces per unit in addition to a minimum of two visitor parking spaces.

TRAFFIC

The Director of Engineering determined that a Traffic Impact Assessment is not required for this proposal.

FRONTAGE IMPROVEMENTS

Full frontage improvements to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering will be required. The Director has noted that a 1.8 m wide concrete sidewalk will be required across the entire frontage of the site along Rockingham Road in addition to road edge parking.

SEWERS

The City's sewer system exists along Rockingham Road. The applicant will be required to connect each lot to the municipal sewer and be responsible for the costs associated with connecting.

DRAINAGE AND STORMWATER

As a condition of rezoning, Council may wish to require the applicant to examine how storm water can be managed on-site and provide a technical memo from a qualified engineer 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 or subdivision approval, whichever comes first.

WATER

The owner will need to calculate Fire Underwriters Survey requirements and build according to the necessary fire separation requirements.

CONSTRUCTION PARKING MANAGEMENT PLAN

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

FINANCIAL CONTRIBUTIONS

Rezoning the subject property to permit higher densities of development may increase the assessed value of the property, and this may increase municipal revenue. As the applicant will connect the development to municipal sewers, and will complete frontage improvements, the direct capital costs to the municipality associated with this development will be negligible. A summary of the amenity contributions required pursuant to Council's Amenity Contribution Policy and Development Cost Changes required pursuant to DCC Bylaw No. 26 are listed in Tables 4 and 5 below.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per unit contribution	Total (19 Single Family and 10 Townhouses)
<i>General Amenity Reserve Fund</i>	\$3,960 per small lot single family	@ 19 lots = \$75,240
	\$3,660 per townhouse unit	@ 10 units = \$36,600
<i>Affordable Housing Reserve Fund</i>	\$660 per small lot single family	@ 19 lots = \$12,540
	\$610 per townhouse	@ 10 units = \$6,100
TOTAL POLICY CONTRIBUTIONS		\$130,480

Table 5 – Development Cost Charges

Development Cost Charge	Per unit/lot contribution	Total = 19 single family lots and 10 townhomes
<i>Roads</i>	\$3,865	\$112,085
<i>Park Improvement (pending rate via Bylaw 2024)</i>	\$1,948	\$56,492
<i>Park Acquisition (pending rate via Bylaw 2024)</i>	\$130	\$3,770
<i>Incremental Storage Improvement Fees</i>	\$371.25	\$10,766.25
<i>Integrated Survey Area</i>	\$35	\$700
Subtotal (DCCs paid to City of Langford)		\$183,813.25
<i>CRD Water – small lot</i>	\$2,922	\$55,518
<i>CRD Water – townhouse</i>	\$1,644	\$16,440
<i>School Site Acquisition - small lot</i>	\$900	\$17,100
<i>School Site Acquisition - townhouse</i>	\$800	\$8,000
TOTAL (estimate) DCCs		\$280,871.25

Option 1

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

1. Proceed with consideration of First Reading to Bylaw No. 2011 to amend the zoning designation of the property located at 621 and 629 Rockingham Road from R2 (One- and Two-Family Residential) to RS1 (Residential Small Lot 1) and RM2A (Attached Housing) subject to the following terms and conditions:
 - a) That the owner agrees to provide, **as a bonus for increased density**, the following contributions per lot/unit, prior to subdivision approval for the single-family lots and prior to Building Permit issuance for the townhouse units:
 - i. \$3,960 towards the General Amenity Reserve Fund for the creation of a single-family lot less than 550 m²;
 - ii. \$660 towards the Affordable Housing Reserve Fund for the creation of a small lot for the creation of a single-family lot less than 550 m²;
 - iii. \$3,660 towards the General Amenity Reserve Fund for the creation of a townhouse unit; and
 - iv. \$610 towards the Affordable Housing Reserve Fund for the creation of a townhouse unit;
 - b) That the applicant provides, **prior to Public Hearing**, a technical memo from an engineer that verifies stormwater can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering;
 - c) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
 - i. That all frontage improvements to Bylaw 1000 standards are provided to the satisfaction of the Director of Engineering, including the construction of a sidewalk and road edge parking along Rockingham Road, prior to the issuance of a building permit or subdivision approval, whichever comes first;
 - ii. That a Stormwater Management Plan be provided and all required measures recommended be implemented by the owner as a condition of subdivision approval, to the satisfaction of the Director of Engineering;

- iii. That a Construction Parking Management Plan be provided to the satisfaction of the Director of Engineering prior to any alteration of the land.
2. Direct staff to amend Section 6.31A.02(1) within the RM2A (Attached Housing) Zone to change the minimum lot area required for subdivision from 1,800 m² to 1,600 m².
3. Direct staff to provide notice that Council will consider issuing a Development Variance Permit with the following variance for the property at 621 and 629 Rockingham Road:
 - a. That Section 6.31A.06(3) be varied to reduce the rear lot line setback from the required 7.5 m to 0.9 m for the existing duplex structure only.

OR Option 2

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

1. Take no action at this time with respect to Bylaw No. 2011.

SUBMITTED BY: Julia Buckingham, Planner II

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

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

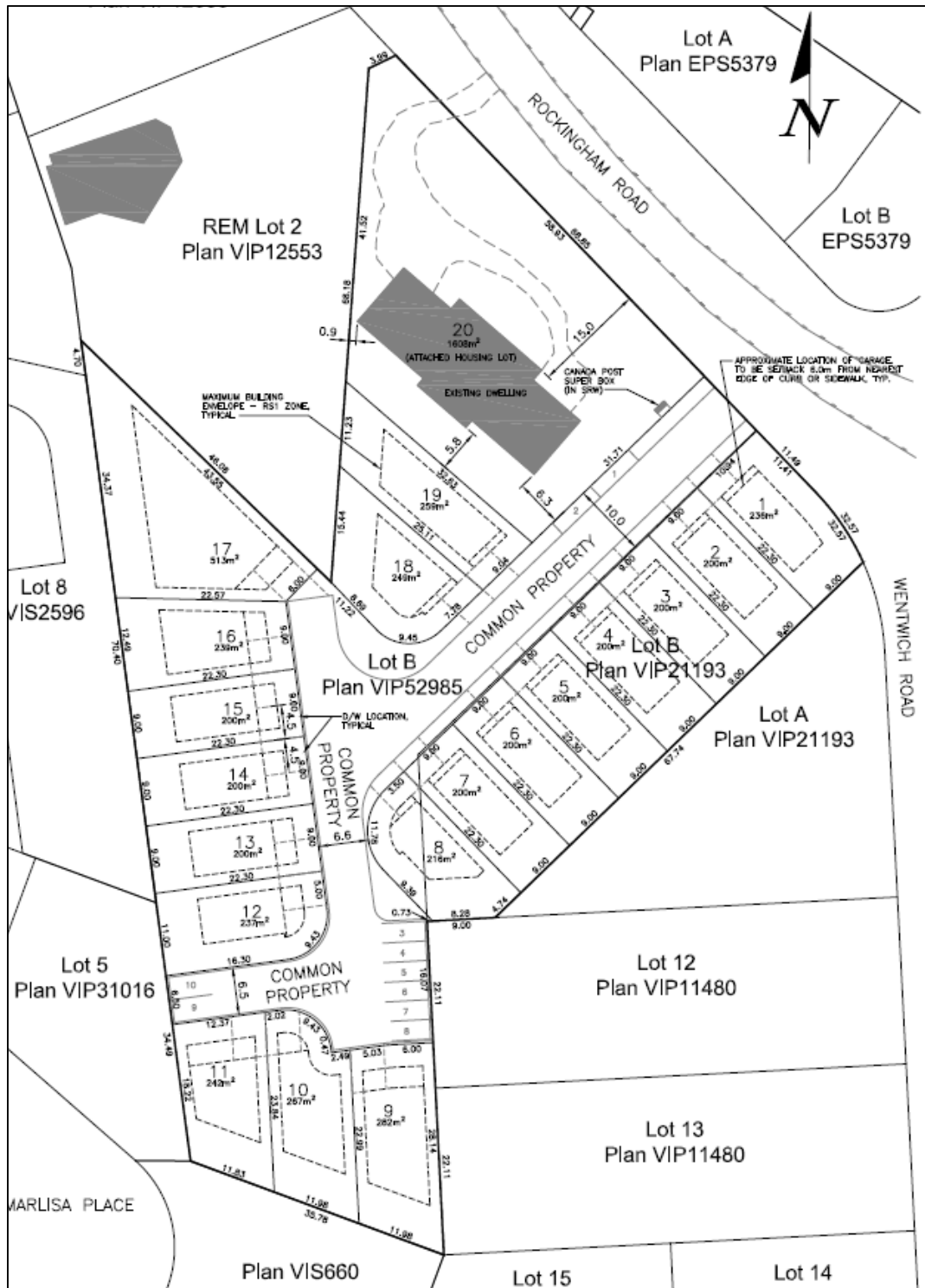
Concurrence: Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering and Public Works

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

Concurrence: Marie Watmough, Acting Director of Corporate Services

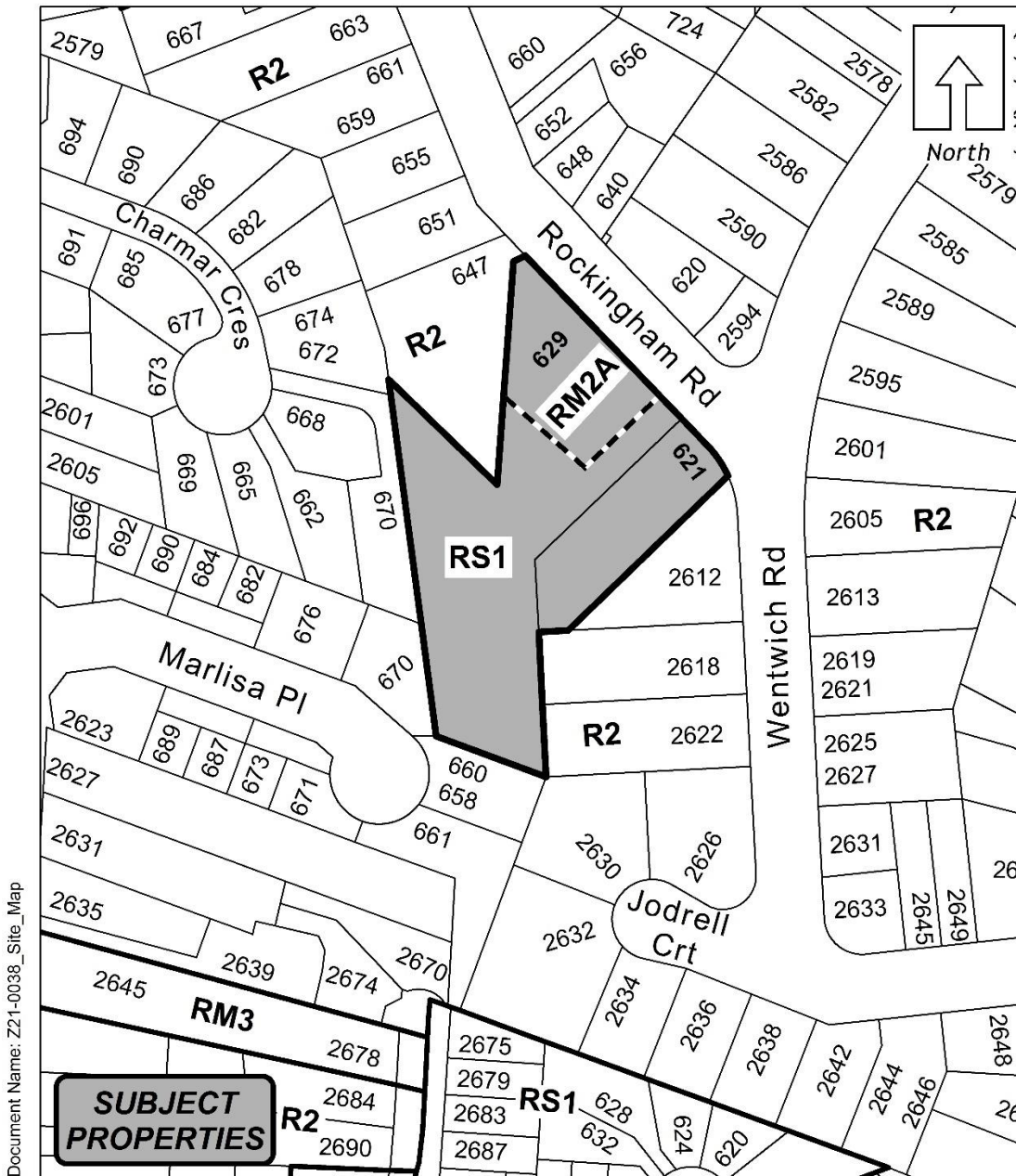
Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A – Site Plan



Appendix B – Site Map

**REZONING BYLAW AMENDMENT
(Z21-0038)
621 & 629 Rockingham Rd**

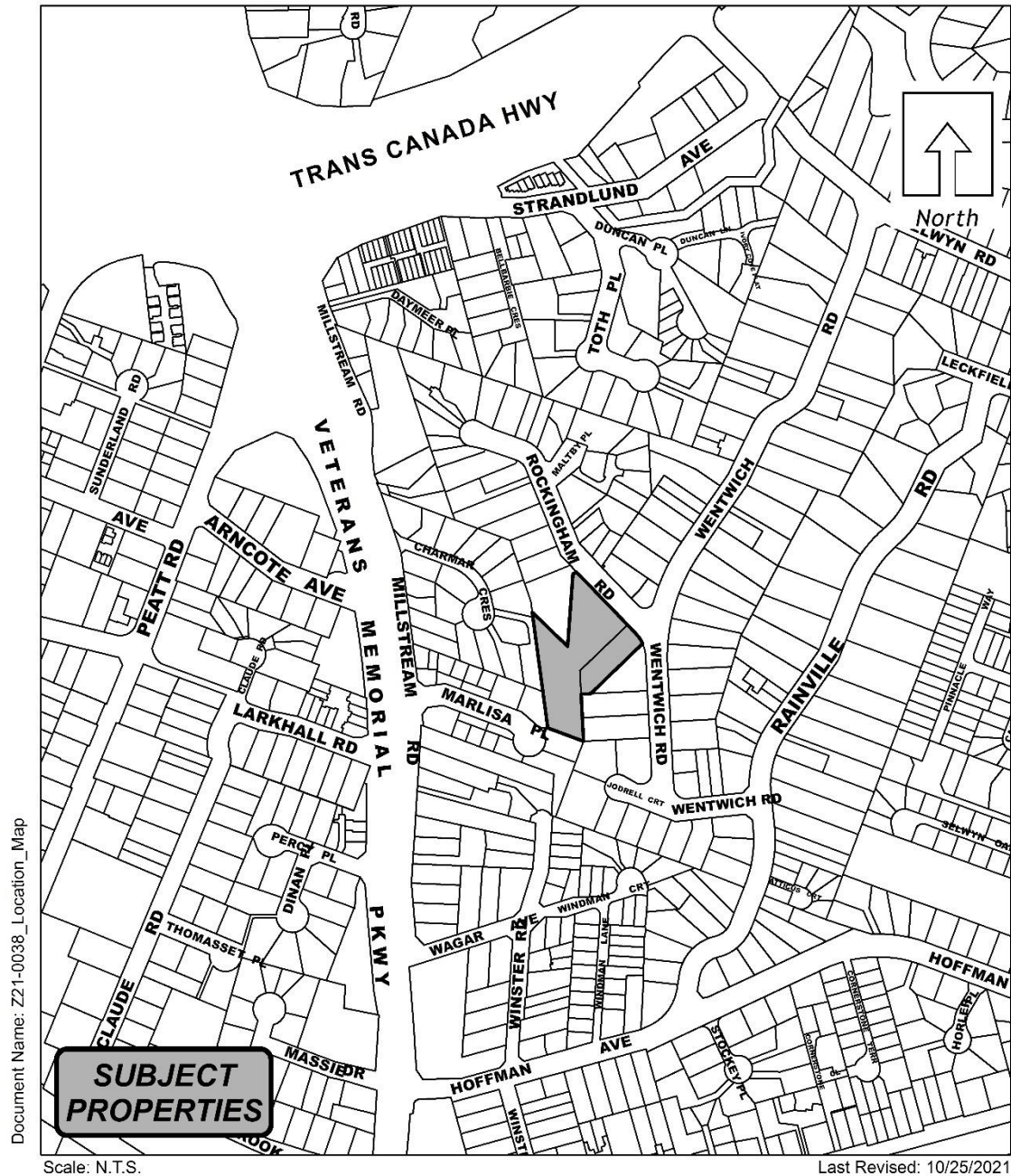


Scale: N.T.S.

Last Revised: 10/25/2021

Appendix C – Location Map

**REZONING BYLAW AMENDMENT
(Z21-0038)
621 & 629 Rockingham Rd**



CITY OF LANGFORD

BYLAW NO. 2011

A BYLAW TO AMEND BYLAW NO. 300, "LANGFORD ZONING BYLAW, 1999"

The Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

A. Langford Zoning Bylaw No. 300, 1999 is amended as follows:

1. By replacing Section 6.31A.02(1) with the following:

"No lot having a lot area less than 1,600 m² may be created by subdivision"

2. By deleting from the One- and Two-Family Residential (R2) Zone and adding to Residential Small Lot (RS1) Zone and the Attached Housing (RM2A) Zone the properties legally described as:

- Lot B, Section 108, Esquimalt District, District Plan 21193, PID No. 003-509-940 (621 Rockingham Road)
- Lot B, Section 108 and 109, Esquimalt District, District Plan VIP52985, PID No. 017-471-018 (629 Rockingham Road)

in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

3. By adding the following to Table 1 of Schedule AD:

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
RS1 and RM2A	2011	<p>Lot B, Section 108, Esquimalt District, District Plan 21193, PID No. 003-509-940 (621 Rockingham Road); and</p> <p>Lot B, Section 108 and 109, Esquimalt District, District Plan VIP52985, PID No. 017-471-010 (629 Rockinham Road)</p>	<p>a) \$3,960 towards the General Amenity Reserve Fund for the creation of a single-family lot less than 550 m²;</p> <p>b) \$660 towards the Affordable Housing Reserve Fund for the creation of a small lot for the creation of a single-family lot less than 550 m²;</p> <p>c) \$3,660 towards the General Amenity Reserve Fund for the creation of a townhouse unit; and</p> <p>d) \$610 towards the Affordable Housing Reserve Fund for the creation of a townhouse unit;</p>	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 644, (621 and 629 Rockingham Road), Bylaw No. 2011, 2021".

READ A FIRST TIME this day of, 2021.

PUBLIC HEARING held this day of , 2021.

READ A SECOND TIME this day of , 2021.

READ A THIRD TIME this day of , 2021.

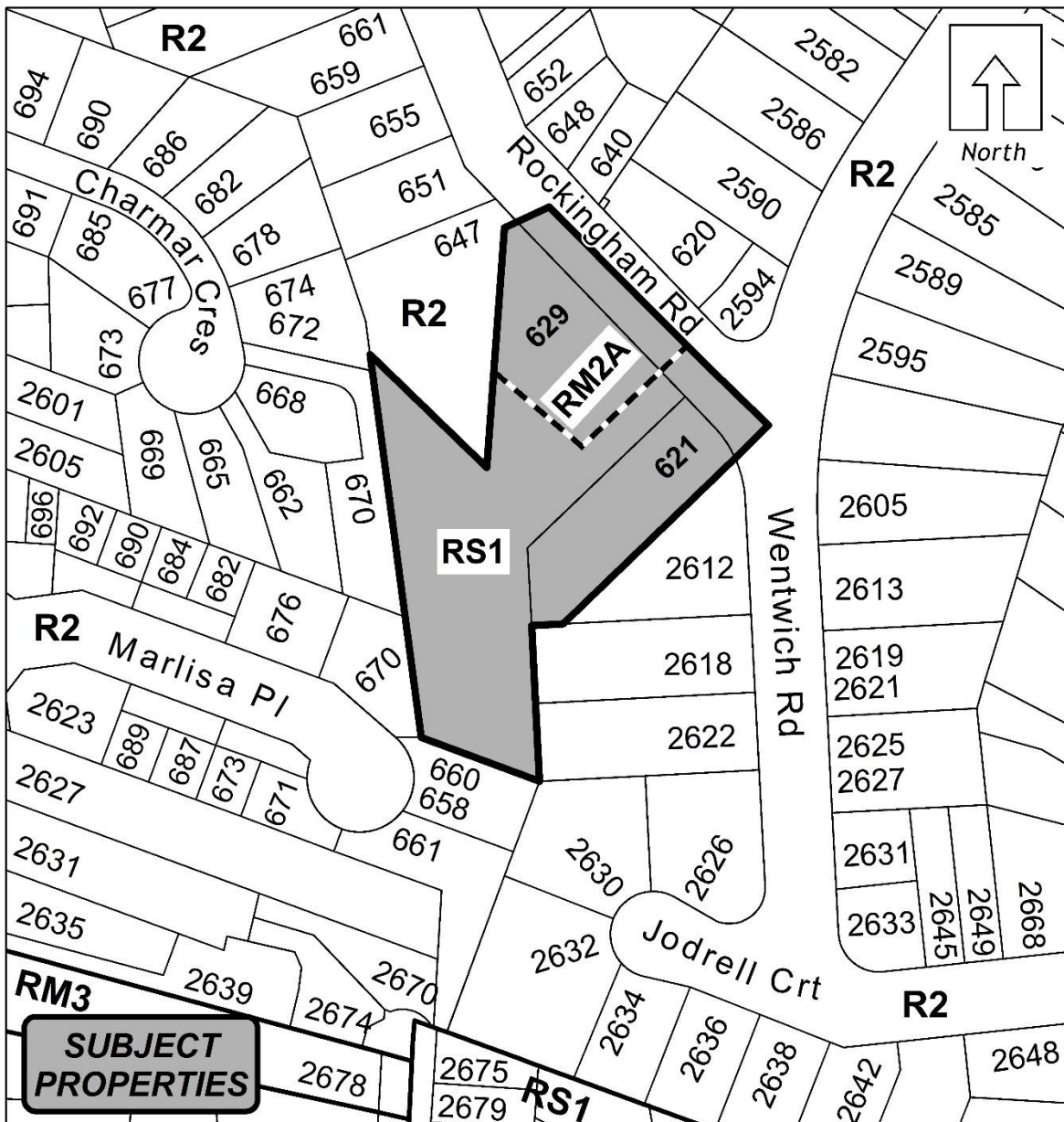
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2021.

ADOPTED this day of , 2021.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



Sammy Paulus

From: Greg S [REDACTED]
Sent: November 23, 2021 9:14 AM
To: Langford Planning General Mailbox; Greg S
Subject: file Z21-0038

Follow Up Flag: Follow up
Flag Status: Flagged

Greg Szczurek
2619 Wentwich Rd.
Langford, BC
V9B 3N5

I am a resident of the area in the pending zoning amendment and hope this does NOT go through.

I have moved here from Victoria to get away from the busy and gray city leaving. This neighbourhood provides the lovely old style single family housing with greenery around it and that's how i hope it will stay.

The lots in question are on the hill just across from me and have a lot of beautiful old trees that add very pleasant green nature feel. The trees also work as preventive damage control against flooding, (we all know what just happened all over BC including Malahat with recent rain fall). I believe that without these trees, the properties on lower ground will be affected by water and possibly other issues resolving from the construction.

Another point to consider is the current infrastructure in this area. The streets here are narrow without lines, sidewalks and lights. It is dangerous enough to walk these streets with current traffic, and I can only imagine what an extra 30-50 vehicles would add to these conditions.

I am against the proposed 19 single family dwellings and an additional townhouse site (extra 19?). Safety first.....the city needs to do proper upgrades to the area to accommodate all this and to prevent possible accidents to the people and damage to the surrounding buildings.

This is a nice old single family house area and I hope you will decide to keep it this way.

Thank You.
Sincerely
Greg S.

Trina Cruikshank

From: Steve Karadimas [REDACTED]
Sent: November 21, 2021 1:35 PM
To: Langford Planning General Mailbox
Subject: zoning amendment zn1-0038

Hi, my name is Steve Karadimas, I live at 659 Rockingham road [REDACTED]. We moved here about 4 years ago [REDACTED] on a quiet street. Not too long ago a big development at the end of Rockingham started and will bring many more homes to the quiet street. Now we have been notified of 19 more homes being developed on our street.

I am aware that in Langford, development is always happening but with so many young families on Rockingham I would strongly suggest two things.

1. Each of these new units should have at least two parking spaces to help prevent street parking. Many kids play on the road and if cars are parked on the streets it reduces visibility of kids playing and causes a safety hazard.
2. A sidewalk is needed along Rockingham road, south along Wentwich connecting to the sidewalk on Rainville. With all of this added traffic young families need a place to go for walks. Wentwich especially has many blind corners which make it scary to walk with a young family, all of this added traffic will make these matters worse.

The added tax revenue from all of this development should be more than enough to develop infrastructure that will keep children safe on our streets.

Thank you, Steve



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, November 29, 2021

DEPARTMENT: Planning

APPLICATION NO.: OCP21-0002 & Z21-0016

SUBJECT: Bylaw No. 1990 – Application to Rezone 1300 Valemount Court from Attached Housing (RM2A) to Business Park – Sooke Road West (BP2A) and rezone 1289, 1277, 1265 and 1253 Valemount Court from Rural Residential (RR5) to Business Park – Sooke Road West (BP2A).

PURPOSE:

Niall Paltiel of Ascend Planning Ltd. has applied on behalf of 1103097 BC Ltd. to rezone 1300 Valemount Court from Attached Housing (RM2A) to Business Park 2A (BP2A) and 1289, 1277, 1265, 1253 Valemount Court from Rural Residential (RR5) to Business Park 2A (BP2A), and to amend the Official Community Plan designation of the subject properties from Hillside or Shoreline to Business or Light Industrial to allow for business type uses to be developed on the property.

BACKGROUND:

PREVIOUS APPLICATIONS

- Z17-0019: In 2017, a rezoning application was approved to rezone previously 1300 Glenshire Drive (1300 Valemount Court) from RR4 (Rural Residential 4) to RM2A (Attached Housing) to allow for the development of approximately 100 townhouse units on a private roadway.
- Z98-0024: In 1999, a rezoning application was approved to rezone previously 1289 & 1300 Glenshire Drive (1289 & 1300 Valemount Court) from GB1 (Greenbelt 1) to GR1 (Greenbelt Residential 1) to permit a residential subdivision.

Table 1: Site Data

<i>Applicant</i>	Niall Paltiel (Ascend Planning Ltd.)
<i>Owner</i>	1300 Valemount Court: 1103097 BC Ltd. (Matt Loken)

	1289 Valemount Court: Steven Humber 1277 Valemount Court: Paul Girouard 1265 Valemount Court: Lee and Tammy Simms 1253 Valemount Court: Lorrina and Wayne Sievwright
<i>Civic Address</i>	1300 Valemount Court 1289 Valemount Court 1277 Valemount Court 1265 Valemount Court 1253 Valemount Court
<i>Legal Description</i>	1300 Valemount Court: Lot A Section 87 Metchosin District Plan EPP77127 (PID: 030-643-279) 1289 Valemount Court: Lot 3 Section 87 Metchosin District Plan VIP72303 (PID: 025-020-625) 1277 Valemount Court: Lot 2 Section 87 Metchosin District Plan VIP72303 (PID: 025-020-617) 1265 Valemount Court: Lot 1 Section 87 Metchosin District Plan VIP72303 (PID: 025-020-587) 1253 Valemount Court: Lot A Section 87 Metchosin District Plan VIP71289 (PID: 024-841-269)
<i>Size of Property</i>	1300 Valemount Court: 32,725 m ² (8.08 acres) 1289 Valemount Court: 4,239 m ² 1277 Valemount Court: 4,210 m ² 1265 Valemount Court: 4,094 m ² 1253 Valemount Court: 4,038 m ²
<i>DP Areas</i>	1300 Valemount Court: Fire Hazard, Habitat and Biodiversity, and Steep Slopes 1289 Valemount Court: Fire Hazard 1277 Valemount Court: Fire Hazard 1265 Valemount Court: Fire Hazard and Steep Slopes 1253 Valemount Court: Fire Hazard and Steep Slopes
<i>Zoning Designation</i>	1300 Valemount Court: Attached Housing (RM2A) 1289 Valemount Court: Rural Residential (RR5) 1277 Valemount Court: Rural Residential (RR5) 1265 Valemount Court: Rural Residential (RR5) 1253 Valemount Court: Rural Residential (RR5)
<i>OCP Designation</i>	Hillside or Shoreline

SITE AND SURROUNDING AREA

The subject properties are located in the western area of Langford, adjacent to the West Shore Parkway and near Sooke Road.

The majority of the properties are heavily forested with steep grading. Currently each property contains a one family dwelling and activities with rural residential properties are visible on the property.

The construction of the West Shore Parkway gives the property direct access from Valemount Court.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	CD3	Vacant
<i>East</i>	CD3	Vacant
<i>South</i>	M2	General Industrial
<i>West</i>	BP2A/P4	Business Park/Mount Wells Regional Park

COMMENTS

OFFICIAL COMMUNITY PLAN

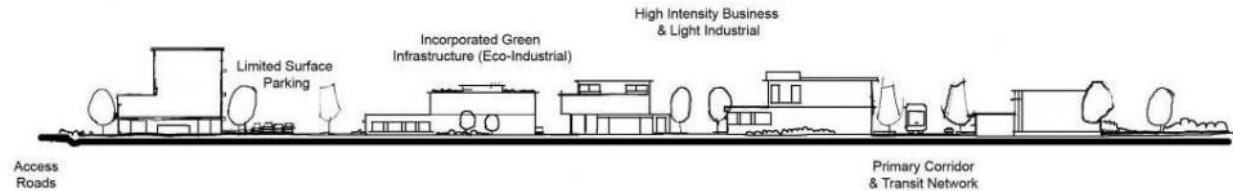
The current designation of the properties is Hillside or Shoreline that allows for residential and institutional uses and that capitalizes on the shoreline access and sloping features of the site. The Hillside or Shoreline policy also requires that the property being developed retain 40% of the land as open space.

The developer wishes to amend the OCP designation of the subject property from the Hillside or Shoreline designations to the Business or Light Industrial designation. The Business or Light Industrial is an appropriate designation as it follows the developer's intention to construct businesses allowed within the BP2A, that are predominantly light industrial with some small retail, offices and food service businesses allowed as well.

The OCP contains the following Policies and Objectives for lands designated as *Business or Light Industrial Centre*:

- *Predominantly business and light industrial precinct that supports a range of business uses*
- *Parks, open spaces are integrated throughout the centre where appropriate to serve users and employees and green corridors (creeks, wildlife corridors, trails, etc.) that connect to other parts of the community where appropriate*
- *Transit stops are located where appropriate*

A Concept for Business or Light Industrial Centre



Objective 3.25 – Ensure long term supply of employment lands

Policy 3.25.1 Develop and maintain an inventory of commercial and industrial floor space and remaining capacity to ensure that an adequate supply of employment lands is maintained.

Policy 3.25.2 Ensure long term availability of land for light industrial, commercial and/or institutional uses.

Policy 3.25.3 Promote high intensity business and light industrial development with smaller setbacks, smaller lots, multi-storey light industrial facilities.

DEVELOPMENT PERMIT AREAS

The subject property has been identified as being within two different Environmental Protection Development Permit Areas, and therefore an Environmental Impact Study or EIS, must be prepared by a professional registered biologist and submitted with a Development Permit application prior to any subdivision or site preparation. The site has also been designated as being within the Extreme High-Risk Fire DP Area, and will require a report from a certified forester, to accompany a Development Permit, to recommend mitigation practices to avoid an interface fire in the area. In addition, a form and character Development Permit is required as commercial and industrial uses are within the scope of Langford's development permit areas. The developer can submit one Development Permit application that can address all these identified DP areas if the design style and site layout are known upfront.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

West Shore Parkway was completed in 2018 to provide a direct connection between the Trans-Canada Highway 1 and Sooke Road. The construction of West Shore Parkway also provided access to Valemount Court, that could previously only be accessed via a connection off Glenshire Road from Sooke Road. With the construction of the Parkway, this connecting portion of Glenshire Road was closed.

There is bus service along Sooke Road, the closest bus stop is BC Transit route 61 and 64. Route 61 brings riders from Sooke to downtown Victoria and back in the mornings and early evenings while route 64 serves the community of Sooke. Future development in this area may result in more BC Transit routes being added.

The Engineering Department has indicated a Traffic Impact Assessment (TIA) is required to determine the traffic volume and frequency difference between the current OCP designation (Hillside or Shoreline) to the proposed OCP designation (Business or Light Industrial). The TIA will be required prior to Public Hearing and to the satisfaction of the Director of Engineering.

FRONTAGE IMPROVEMENTS

With the completion of West Shore Parkway, the applicant will not be required to complete road frontage improvements.

INFRASTRUCTURE

Sewer runs within the West Shore Parkway road right of way and a pressurized main is extended within the Valemount Court road right of way. Any improvements or modifications needed to the sewer mains within the municipal road right-of-way will be constructed by West Shore Environmental Services at the developer's expense.

The property is within the SSL Water Service Area and not serviced by the Capital Regional District (CRD) distribution system. The developer will be responsible for all connections and upgrades to services and sanitary systems needed to accommodate the proposed development, to the standards of the Subdivision and Servicing Bylaw No. 1000, and to the approval of the Director of Engineering. Council may wish to include a condition within a Section 219 covenant registered on the property to make the developer aware of this responsibility.

As mentioned, the property is within the Extreme Risk Fire Hazard DP Area. Langford Fire Rescue has no concerns regarding the rezoning, but will provide more comments with the review of a Development Permit. A detailed road network plan will be reviewed, at time of development permit, to determine compliance with applicable regulations concerning fire safety and fire fighting vehicle access.

As there is no on-site infrastructure to direct stormwater away from the property, the developer will be responsible to provide a stormwater management plan on how drainage to and from the site will be managed and stormwater captured and contained. A technical stormwater management memo, approved by the Director of Engineering, will be required prior to Council's Public Hearing. A formal stormwater management plan, also approved by the Director of Engineering, will be required prior to the issuance of subdivision approval or a building permit to develop the site, whichever is first. The provision should be included within a Section 219 covenant registered on the property.

COMMENTS

DEVELOPMENT PROPOSAL

The developer would like to capitalize on the property's access to West Shore Parkway by constructing business park uses on the site that would benefit from the connection between the Trans-Canada Highway and Sooke Road. As the current zone does not support the proposed use, the developer wishes to rezone the properties from RM2A and RR5 zone to the BP2A (Business Park – Sooke Road West) zone. Additionally, the designated policy for the zone, Hillside or Shoreline also does not allow for the proposed business park uses and will have to be amended to the Business Park and Light Industrial OCP designation.

All commercial, business park and industrial development are required to obtain a form and character Development Permit prior to building permit. Site, building, elevation and landscaping plans will be provided at that time.

The property will have access off of West Shore Parkway, and an internal private road network is planning to be constructed to facilitate vehicle access on site.

Table 3: Proposal Data

	Permitted by RM2A (Current Zoning)	Permitted by RR5 (Current Zoning)	Permitted by BP2A (Proposed Zoning)
<i>Density (Min. lot size)</i>	1,800 m ² (0.5 ac)	1 acre (0.4 ha)	1,000 m ² (0.3 ac)
<i>Height</i>	Building/Structure: 3 stories	Building/Structure: 10.5 m (34.4 ft)	Building: 4 stories Structure: 15 m (49.2 ft)
<i>Site Coverage</i>	45% maximum		60% maximum, 10% lot coverage on lots less than 1,000 m ²
<i>Front Yard Setback</i>	5.5 m (18 ft)	7.5 m (24.6 ft)	<ul style="list-style-type: none"> 4.5 m (14.8 ft) of any lot adjacent to Sooke Road 3 m (9.8 ft) of any lot line adjacent to a highway 3 m (10 ft) wide landscaping setback, or 2.5 m wide landscaping setback along the developed portion of each lot abutting a highway, or property zoned Agriculture, Residential or Institutional
<i>Interior Side Yard Setback</i>	7.5 m (25 ft) of at least one interior side or rear lot line, and within 3 m (10 ft) of the other interior side or rear lot line	Within 3 m (9.8 ft) of any side lot line, except that no garage or carport whose vehicle access crosses an exterior side lot line may be located within 5.5 m (18 ft) of that exterior side lot line	
<i>Exterior Side Yard Setback</i>	5.5 m (18 ft)		
<i>Rear Yard Setback</i>	7.5 m (25 ft) of at least one interior side or rear lot line, and within 3 m (10 ft) of the other interior side or rear lot line	10 m (32.8 ft) of any rear lot line	
<i>Parking Requirement</i>	2 per dwelling unit	2 per dwelling unit	<ul style="list-style-type: none"> 1 space per 45 m² gfa for commercial uses Dependent on specific use for all industrial uses

DEVELOPMENT COST CHARGES

Rezoning the subject properties to permit higher density of development will increase the assessed value of lands and eventually will increase municipal revenue due to the number of units created. As the developer is responsible to complete all frontage improvements, servicing connections and upgrades necessary to service the site, the direct capital costs to the City associated with this development will be negligible. A summary of Development Cost Charges that the developer will be expected to pay, is outlined in Table 4 below. Council should note that as industrial and commercial uses are being contemplated there are no Amenity contributions, as per Council's Affordable Housing and Amenity Contribution Policy (POL-0011-PLAN).

Table 4 – Estimated Development Cost Charges (Payable at time of Building Permit issuance)

Development Cost Charge	Per unit industrial	Per unit commercial
<i>Roads</i>	\$7.97 m ² gfa	\$55.78/m ² gfa
<i>Incremental Storage Improvement Fees</i>	\$208/ 1000ft ² of floor area	\$140/ 1000ft ² floor area
<i>Integrated Survey Area</i>	\$35 per lot created	
<i>CRD Water</i>	\$9.76/m ²	\$5.29/m ²
<i>School Site Acquisition</i>	N/A	

OPTIONS:

Option 1

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

1. Proceed with consideration of first reading of Bylaw No. 1989 to amend the policy designation within Langford's OCP from Hillside or Shoreline Policy designation to the Business or Light Industrial Policy designation for the property located at 1300, 1289, 1277, 1265 and 1253 Valemount Court.
2. Proceed with consideration of first reading of Bylaw No. 1990 to rezone the property at 1300 Valemount Court from RM2A (Attached Housing) Zone to BP2A (Business Park – Sooke Road West) and rezone 1289, 1277, 1265 and 1253 Valemount Court from Rural Residential (RR5) to Business Park – Sooke Road West (BP2A), subject to the following terms and conditions;
 - a. That the applicant provides, **prior to Public Hearing**, the following:
 - i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering;

- ii. A Traffic Impact Assessment (TIA) to determine the traffic volume and frequency difference between the current OCP designation (Hillside or Shoreline) to the proposed OCP designation (Business or Light Industrial), 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 titles, that agrees to the following:
- i. That the developer will connect and be responsible for any upgrades, connections and installation of services and utilities required to support the proposed development, to the standards of Bylaw No. 1000 and to the satisfaction of the Director of Engineering;
 - ii. That a formal storm water management plan is submitted and implemented prior to issuance of a building permit or subdivision approval, whichever is first, and implemented, as per Bylaw 1000, all to the satisfaction of the Director of Engineering;
 - iii. That a construction parking and traffic management plan, prepared to the satisfaction of the Director of Engineering, be provided prior to the issuance of a building permit;

OR Option 2

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

1. Take no action at this time with respect to Bylaw No. 1989.
2. Take no action at this time with respect to Bylaw No. 1990.

SUBMITTED BY: Matt Notley, Planner I

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

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

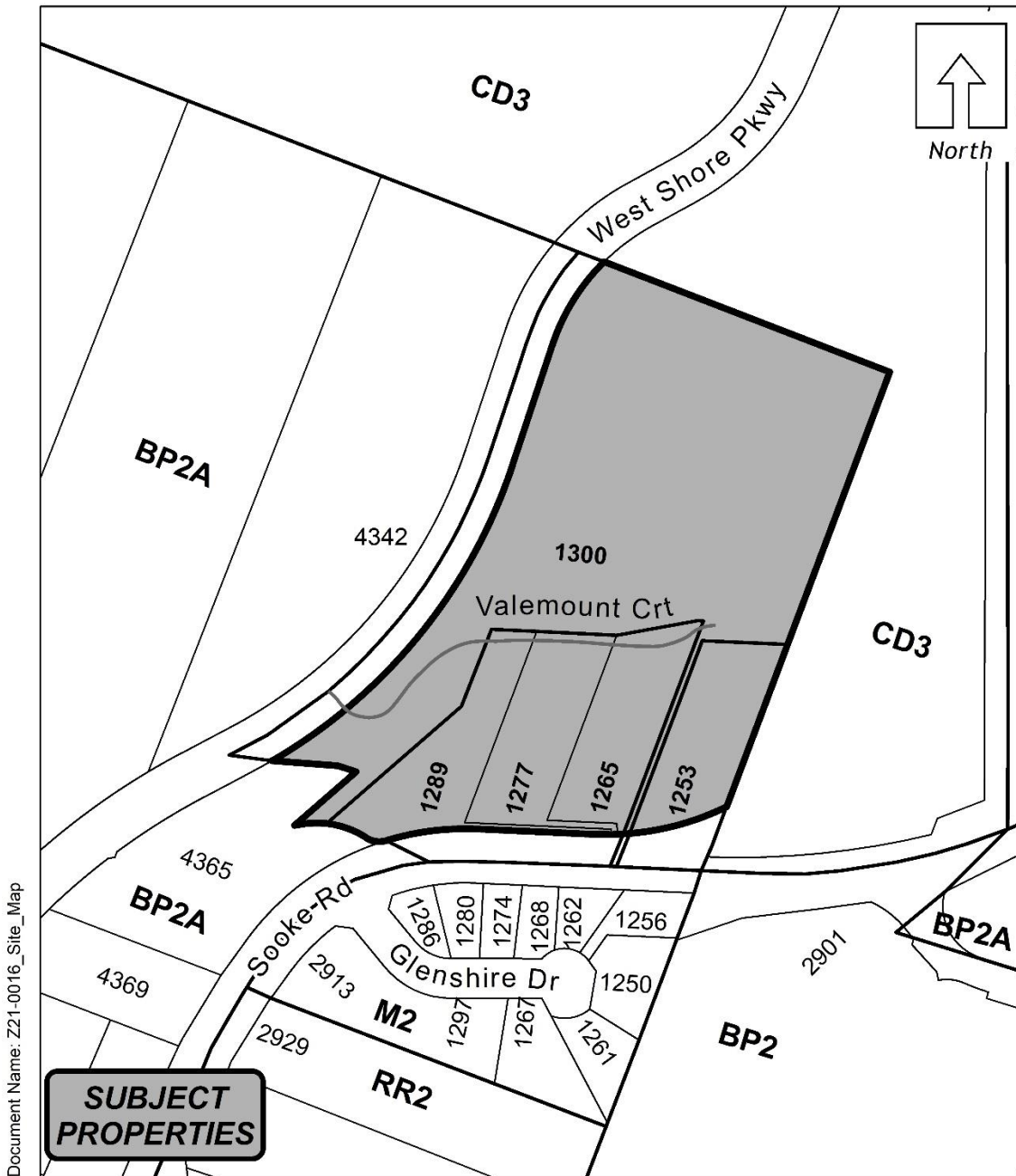
Concurrence: Audrey Kryklywyj-Shortreid, Deputy Director of Finance

Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A – Subject Properties Map

**REZONING BYLAW AMENDMENT
(Z21-0016)
1253, 1265, 1277, 1289 & 1300 Valemount Crt**

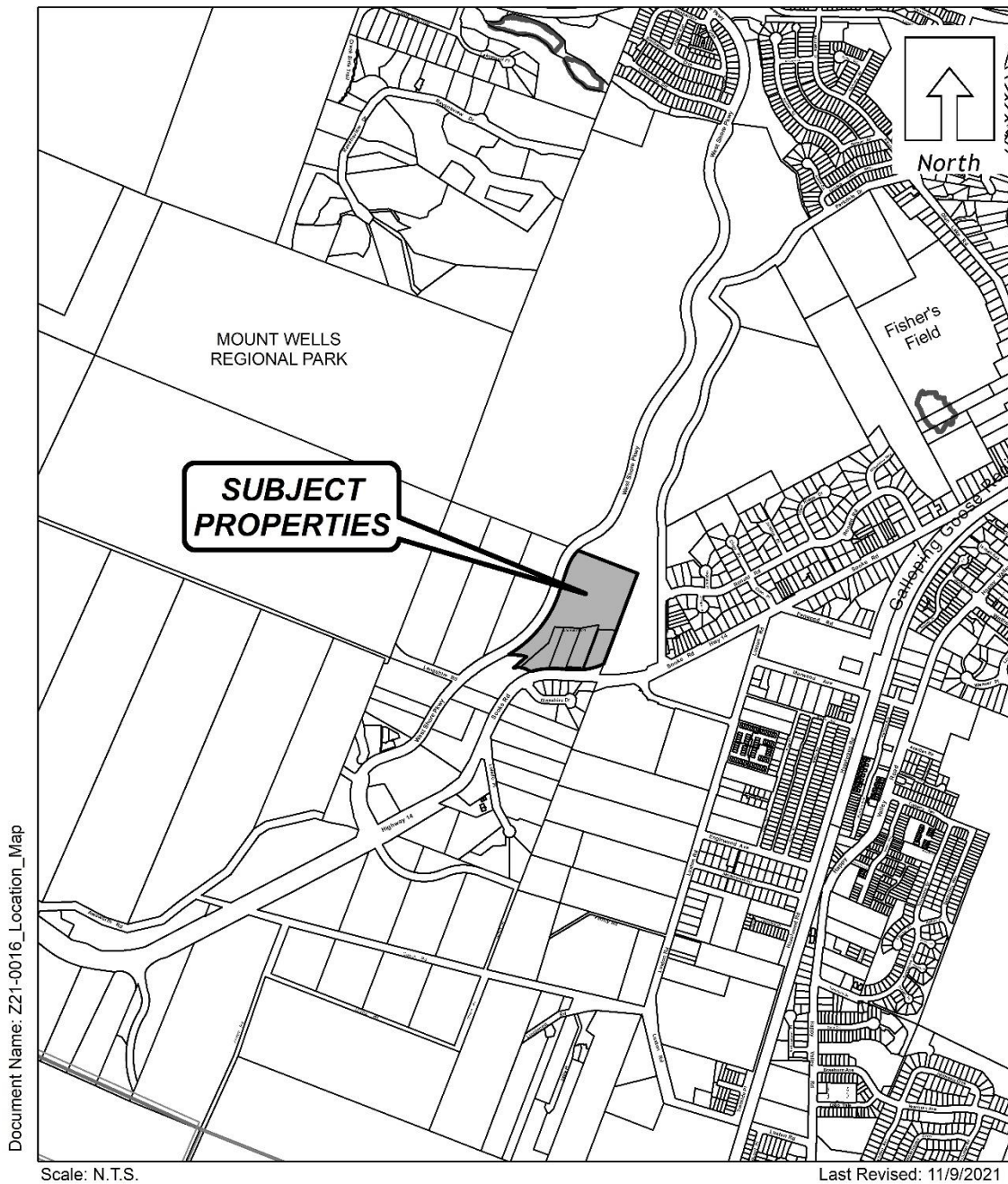


Scale: N.T.S.

Last Revised: 11/9/2021

Appendix B – Location Map

**REZONING BYLAW AMENDMENT
(Z21-0016)
1253, 1265, 1277, 1289 & 1300 Valemount Crt**



**CITY OF LANGFORD
BYLAW NO. 1989**

**A BYLAW TO AMEND BYLAW NO. 1200,
“LANGFORD OFFICIAL COMMUNITY PLAN BYLAW, 2008”**

The Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

A. Langford Official Community Plan Bylaw No. 1200, 2008 is amended as follows:

1. By deleting from the Hillside or Shoreline designation and adding to the Business or Light Industrial designation the properties legally described as:
 - Lot A, Section 87, Metchosin District, Plan EPP77127, PID No. 030-643-279 (1300 Valemount Court);
 - Lot 3, Section 87, Metchosin District, Plan VIP72303, PID No. 025-020-625 (1289 Valemount Court);
 - Lot 2, Section 87, Metchosin District, Plan VIP72303, PID No. 025-020-617 (1277 Valemount Court);
 - Lot 1, Section 87, Metchosin District, Plan VIP72303, PID No. 025-020-587 (1265 Valemount Court); and
 - Lot A, Section 87, Metchosin District, Plan VIP71289, PID No. 024-841-269 (1253 Valemount Court)

in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

B. This Bylaw may be cited for all purposes as “Langford Official Community Plan Bylaw, Amendment No. 45, (1253, 1265, 1277, 1289, 1300 Valemount Court), Bylaw No. 1989, 2021”.

READ A FIRST TIME this day of , 2021.

PUBLIC HEARING held this day of , 2021.

READ A SECOND TIME this day of , 2021.

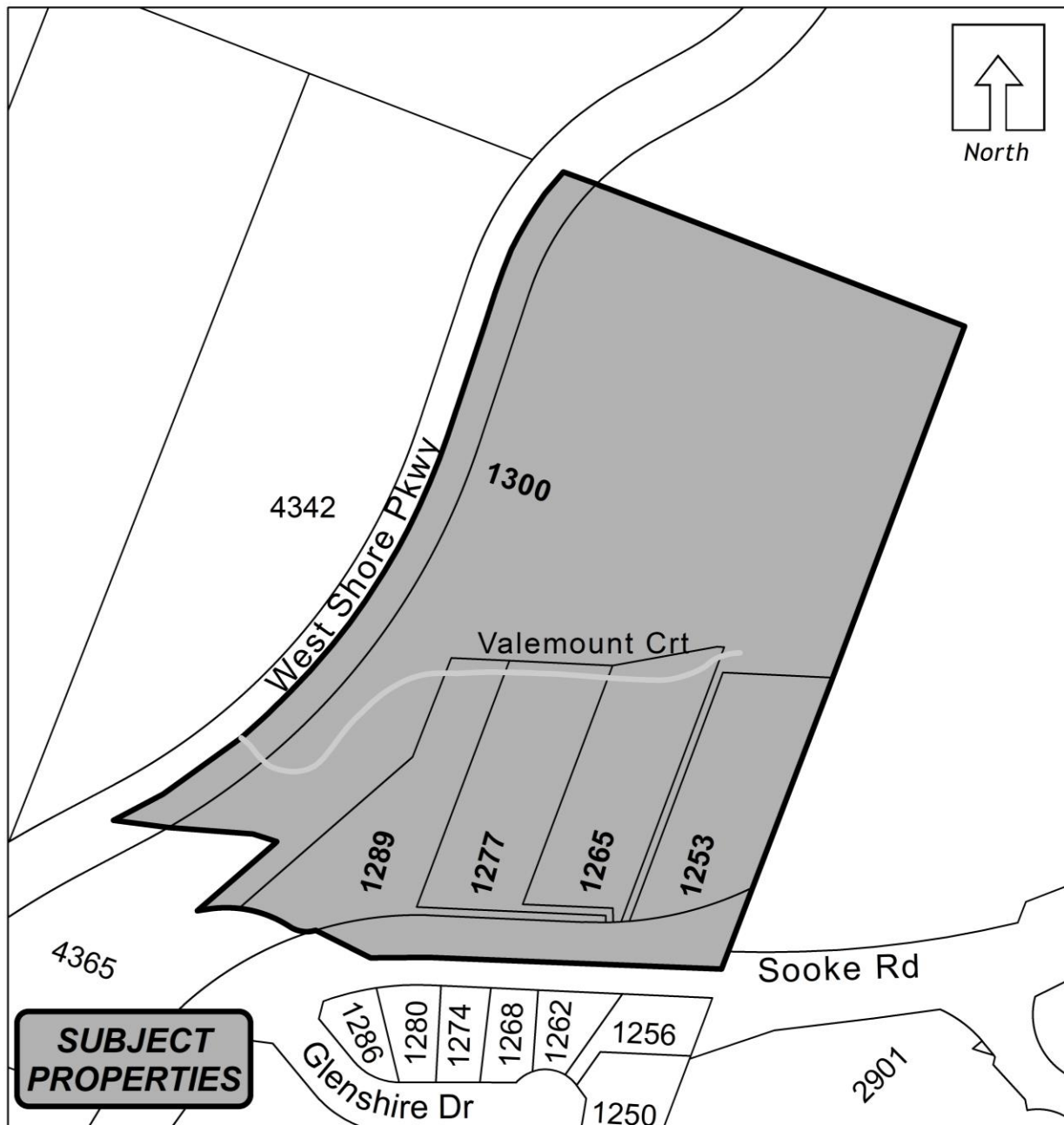
READ A THIRD TIME this day of , 2021.

ADOPTED this day of , 2021.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



**CITY OF LANGFORD
BYLAW NO. 1990**

**A BYLAW TO AMEND BYLAW NO. 300,
“LANGFORD ZONING BYLAW, 1999”**

The Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

A. Langford Zoning Bylaw No. 300, 1999 is amended as follows:

1. By deleting from the Attached Housing (RM2A) Zone and adding to Business Park – Sooke Road West (BP2A) Zone the property legally described as Lot A, Section 87, Metchosin District, Plan EPP77127, PID No. 030-643-279 (1300 Valemount Court) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.
2. By deleting from the Rural Residential (RR5) Zone and adding to Business Park – Sooke Road West (BP2A) Zone the properties legally described as:
 - Lot 3 Section 87 Metchosin District Plan VIP72303, PID: 025-020-625 (1289 Valemount Court)
 - Lot 2 Section 87 Metchosin District Plan VIP72303, PID: 025-020-617 (1277 Valemount Court)
 - Lot 1 Section 87 Metchosin District Plan VIP72303, PID: 025-020-587 (1265 Valemount Court)
 - Lot A Section 87 Metchosin District Plan VIP71289, PID: 024-841-269 (1253 Valemount Court)

in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 630, (1253, 1265, 1277, 1289, 1300 Valemount Court), Bylaw No. 1990, 2021”.

READ A FIRST TIME this day of , 2021.

PUBLIC HEARING held this day of , 2021.

READ A SECOND TIME this day of , 2021.

READ A THIRD TIME this day of , 2021.

APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2021.

ADOPTED this day of , 2021.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A

