



Planning, Zoning, and Affordable Housing Committee Agenda

Monday, January 17, 2022, 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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Special Planning, Zoning, and Affordable Housing Committee Minutes

December 13, 2021, 5:30 PM
Electronic Meeting

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

ABSENT: J. Raappana

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

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

1. TERRITORIAL ACKNOWLEDGEMENT

2. CALL TO ORDER

The Chair called the meeting to order at 5:32 pm.

3. APPROVAL OF THE AGENDA

MOVED BY: WADE

SECONDED: ICKOVICH

That the Committee approve the agenda as presented.

Motion CARRIED.

4. ADOPTION OF THE MINUTES

4.1 Planning, Zoning and Affordable Housing Committee Meeting - November 29, 2021

MOVED BY: WADE
SECONDED: STEVENS

That the Committee approve the minutes of the Planning, Zoning and Affordable Housing Committee held on November 29, 2021.

Motion CARRIED.

5. REPORTS

5.1 Application to Rezone 3420 Luxton Rd, 1120 Finney Rd, and 3219 & 3235 Loledo Pl from RR2 (Rural Residential 2) to RS1 (Residential Small Lot 1) to allow a mix of small lots, large lots with suites, duplexes, and townhomes.

MOVED BY: SHELDRAKE
SECONDED: BROWN

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

1. Direct staff to draft a Bylaw to:
 - a) Amend the zoning of the properties at 3420 Luxton Road, 1120 Finney Road, and 3219 and 3235 Loledo Place from the RR2 (Rural Residential 2) Zone to the RS1 (Residential Small Lot 1) Zone, subject to the following:
2. That the applicant provides, **as a bonus for increased density**, the following contributions per residential unit, prior to issuance of a building permit:
 - a) \$660 towards the Affordable Housing Reserve Fund per half duplex or single-family lot less than 550 m2;
 - b) \$3,960 towards the General Amenity Reserve Fund per half duplex or single-family lot less than 550 m2;
 - c) \$1,000 towards the Affordable Housing Reserve Fund per single family lot 550 m2 or greater;
 - d) \$6,000 towards the General Amenity Reserve Fund per single family lot 550 m2 or greater
 - e) \$610 towards the Affordable Housing Reserve Fund per townhouse unit; and
 - f) \$3,660 towards the General Amenity Reserve Fund per townhouse unit
3. That prior to Public Hearing, the applicant provides the following, to the satisfaction of the Director of Engineering:
 - a) A technical memo from an engineer that verifies stormwater can be adequately managed on-site for the proposed development;
 - b) A Traffic Impact Assessment; and
 - c) A site plan showing proposed lot layout and access.

4. That prior to Public Hearing, staff receive feedback on the proposal from the Ministry of Transportation;
5. That prior to Bylaw Adoption, the applicant:
 - a) Provides a Section 219 covenant registered in priority of all other charges on title that agrees to the following:
 - i. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior subdivision approval or the issuance of a building permit, whichever is first:
 1. Full frontage improvements including the completion of Finney Road which will require two driving lanes, streetlights, bike lanes, road stormwater control, and a sidewalk.
 2. A storm water management plan;
 3. A construction parking management plan;
 - ii. That road dedication for the extension of Finney Road will be provided, to the satisfaction of the Director of Engineering;
 - iii. That the developer will connect and be responsible for any upgrades required to the services and utilities required for the development;
 - iv. That the site is in proximity to agricultural and business park areas, and that these may create general noise, odour, and other nuisances, and agree that the owner and all future owners assume all risk and annoyance of such nuisances.
 - b) Amend the RS1 (Residential Small Lot 1) Zone to allow two-family dwellings pursuant to the regulations of the R2 (One- and Two-Family Residential) Zone;
 - c) Amend the RS1 (Residential Small Lot 1) Zone to allow townhouses on the subject properties, pursuant to the regulations of the RT1 (Residential Townhouse) Zone.

Motion CARRIED.

5.2 Application for Development Variance Permit to allow for setback variances at 3235 Happy Valley Road

MOVED BY: CREUZOT
SECONDED: STEVENS

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

1. That Council direct staff to provide notice that Council will consider issuing a Development Variance Permit for the property at 3235 Happy Valley Rd with the following variances:

1. That Section 6.22.07(1)(a) of Zoning Bylaw No. 300 be varied to reduce the front lot line setback requirement from 3m to 1.55 m for the existing structure only on Proposed Lot A, subject to the following condition:
 - a) That the developer agrees to modify the design of the front façade of the existing home to align better with the Design Guidelines for Intensive Residential development on corner properties, to the satisfaction of the Director of Planning;
 - b) That the developer agrees to construct fencing along all property lines in accordance with Section 3.21 of Zoning Bylaw No. 300.
2. That Section 6.22.07(1)(b) of Zoning Bylaw No. 300 be varied to reduce the rear lot line setback requirement from 5.5 m to 3.95 m for the existing structure only on Proposed Lot A;
3. That Section 6.20.06(1)(c) of Zoning Bylaw No. 300 be varied to reduce the exterior side lot line setback requirement from 3.5 m to 1.5 m for Proposed Lot C, subject to the following condition:
 - a) That the developer agrees to construct fencing along all property lines in accordance with Section 3.21 of Zoning Bylaw No. 300.

Motion CARRIED.

5.3 Application to Rezone 982, 984, 986 and 988 Bray Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to Allow for a Four-Storey Residential Building

MOVED BY: ICKOVICH
SECONDED: CREUZOT

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

1. Proceed with consideration of Bylaw No. 2019 to amend the zoning designation of the property at 982, 984, 986 and 988 Bray Avenue 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.
 - b) 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;
 - ii. A site plan showing the entry and exit to the parkade as far east as possible;

- iii. A Traffic Impact Assessment (TIA) from a qualified engineer be provided regarding the proposed development to determine if a left turning lane is required;
- iv. A road cross section be provided to determine possible land dedication;
- c) That **prior to Bylaw Adoption**, the applicant registers a road dedication plan, if required, in accordance with the road cross section drawings provided and to the satisfaction of the Director of Engineering;
- d) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
 - i. That all subject properties be consolidated together prior to issuance of a Development Permit for Form and Character;
 - ii. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building(s) that ensures parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;
 - iii. That a separate covenant be registered that informs individuals about the potential noise that will be generated from the neighbouring Park at various times;
 - iv. That no occupancy permit be issued for the proposed building unit 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 developer submits the Fire Underwriters Survey (FUS) calculations prior to the issuance of a development permit to develop the property, and acknowledges that these calculations may determine different setbacks than what is prescribed in the zone;

- vii. That the following will be provided to the standards of Bylaw No. 1000 and implemented to the satisfaction of the Director of Engineering, prior to issuance of a building permit:
 - 1. Any upgrades, connections and installation of services and utilities required to support the proposed development;
 - 2. A formal storm water management plan;
 - 3. A construction parking and traffic management plan;
 - 4. Full frontage improvements including but not limited to parking scallops, a bike lane, a 2.2 m separated sidewalk, boulevard landscaping with irrigation and street lighting;
- viii. That the developer submits the Fire Underwriters Survey (FUS) calculations prior to the issuance of a development permit to develop the property, and acknowledges that these calculations may determine different setbacks than what is prescribed in the zone or from what has been granted through variances.

Motion CARRIED.

5.4 Application to Rezone 2772 Vantilburg Crescent from One- and Two-Family Residential (R2) Zone to City Centre 2 (CC2) Zone to Allow for the Development of 20 Townhomes

MOVED BY: WADE

SECONDED: STEVENS

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

- 1. Take no action at this time with respect to Bylaw No. 2012; and
- 2. That the applicant consult with the neighbourhood.

Motion CARRIED.

6. ADJOURNMENT

MOVED BY: WADE

SECONDED: CREUZOT

The Chair adjourned the meeting at 7:00 pm.

Motion CARRIED.

Presiding Council Member

Certified Correct - Corporate Officer



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, January 17, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z21-0026

SUBJECT: Addendum Report - Bylaw No. 1999 - Application to Rezone 2762, 2768, and 2774 Winster Road from R2 (One-and Two-Family Residential) to CC1 (City Centre) to Allow for a Six-Storey, 68-Unit Apartment Building.

BACKGROUND:

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

On August 16th, 2021, Council resolved to refer the application back to staff until a Traffic Impact Assessment was completed to the satisfaction of the Director of Engineering, and that the proposed density was supported by the traffic study.

COMMENTARY:

The Director of Engineering has received and approved the Traffic Impact Assessment, completed by Watt Consulting, dated November 9, 2021. The assessment confirms that the addition of a 68-unit apartment building at 2762, 2768, and 2774 Winster Road will not significantly impact traffic operations at either the Hoffman and Veterans Memorial Parkway intersection, or the Hoffman and Winster intersection in the short or long term. As part of their assessment, Watt recommended as part of this development that the building driveway be located at least 30 m south of the stop line on Winster Road and that sidewalk be provided in front of the site.

Council may wish to note that the developer has made changes to their site plan, switching the site access from the north to the south to allow more than 30 m to the stop line on Winster, and that sidewalks will be provided with the frontage works.

Given this, Council may wish to proceed with First Reading of Bylaw No. 1999 as drafted and demonstrated on August 16th, 2021.

OPTIONS:

Option 1

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

1. Proceed with consideration of Bylaw No. 1999 to amend the zoning designation of 2762, 2768, and 2774 Winster Road from the R2 (One-and Two-Family Residential) to CC1 (City Centre) subject to the following terms and conditions:
 - a. That the applicant provides, as a bonus for increased density, the following contributions per residential unit, prior to the issuance of a building permit:
 - i. \$750 towards the Affordable Housing Reserve Fund; and
 - ii. \$2,850 towards the General Amenity Reserve Fund.

Subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.
 - b. That the applicant provides, **prior to Public Hearing**, a technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering;
 - c. That the applicant provides, **prior to bylaw adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
 - i. That the developer registers a strata plan, prior to the issuance of an occupancy permit, that creates individual strata titles for each residential unit;
 - ii. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building(s) that ensures parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;
 - iii. That the following are provided to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to the issuance of a Building Permit:
 1. Frontage improvements;
 2. A storm water management plan; and
 3. A construction parking and traffic management plan;

- iv. That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space; and
 - 1. Energized outlets shall be labelled for the use of electric vehicle charging;
 - 2. Where an electric vehicle energy management system is implemented (load sharing), a qualified professional may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and
 - 3. The owner is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council may not prevent an owner, occupant, or tenant from installing the EV charging equipment.
- 2. Authorize the Director of Planning to issue a variance to reduce the northern interior side lot line setback from the required 3m to 1.5m for a stairwell within the Form and Character Development Permit for 2762, 2768, and 2774 Winster Road:

OR Option 2

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

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

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



Staff Report to Planning, Zoning and Affordable Housing Committee

Date: August 9, 2021

Department: Planning

Application No.: Z21-0026

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

PURPOSE

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

BACKGROUND

PREVIOUS APPLICATIONS

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

Table 1: Site Data

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

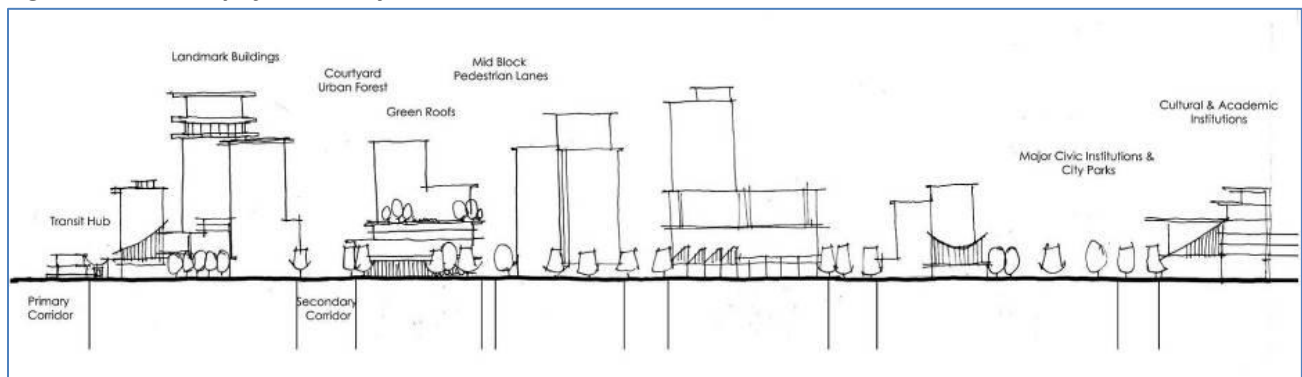
COMMENTS

OFFICIAL COMMUNITY PLAN

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

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

Figure 2 - A Concept for the City Centre



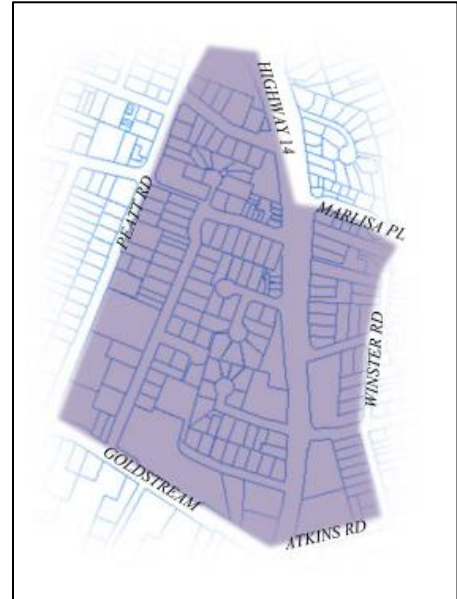
DEVELOPMENT PERMIT AREAS

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

DESIGN GUIDELINES

The subject properties are located within the Claude (N3) neighbourhood of the City Centre Design Guidelines. For this area of the City Centre, the design intent is as follows:

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



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

COMMENTS

DEVELOPMENT PROPOSAL

The applicant is proposing to construct a six-storey, 68-unit apartment building in accordance with the requirements of the CC1 (City Centre) Zone. The proposal is for approximately half of the units to be constructed as one-bedrooms, and the other half as two-bedrooms. All proposed ground floor units facing Winster Road have individual access from the street, allowing the proposal to meet the CC1 zoning requirement for a minimum of 80% active building frontage. The building also features a common outdoor amenity space on the ground floor at the rear of the site which is proposed at 115.48 m², equivalent to the CC1 requirement of 5% of the lot area.

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

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

Figure 3: Concept Plan



Council may wish to have the applicant register a building strata plan as a condition of rezoning prior to issuance of an occupancy permit and have this provision secured within a section 219 covenant registered on title. As of recently, Council has been requiring this for most multi-family rezoning applications as it provides the flexibility for home ownership opportunities upfront, or in the longer term without a potentially costly strata title conversion process, should the building be managed with rental tenure in the interim.

Table 3: Proposal Data

	Permitted by CC1 (Proposed Zoning)	Proposed by Application
<i>Density (FAR and/or min. lot size)</i>	5.0 FAR	2.58
<i>Site Coverage</i>	n/a	53.4%
<i>Height</i>	6 storeys	6 storeys
<i>Front Yard Setback</i>	2 m (6.6 ft) for 1 st storey 4 m (13 ft) for 3+ storeys	4 m (all storeys)
<i>Interior Side Yard Setback</i>	3.0m (9.8 ft)	1.5 m for stairwell 3 m for remainder of building
<i>Rear Yard Setback</i>	3.0m (9.8 ft)	3 m
<i>Parking Requirement</i>	1.25 spaces per residential unit (0.25 of which is for visitors) = 85 spaces for 68 units	85 spaces provided
<i>Bicycle Parking</i>	1 per unit = 68 bike spaces	75 bike spaces
<i>Active Building Frontage</i>	80%	86%

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

PARKING

Apartments within the City Centre are required to provide 1.25 parking spaces per unit with two bedrooms or less, of which 0.25 is designated for visitors. As this proposal is for 68 units with two-bedrooms or less, a total of 85 parking spaces are required. The applicant is proposing a total of 85 spaces with 36 spaces located at grade behind the front building face, and the remaining 49 spaces located underground.

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

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

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

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The subject properties are located in close proximity to many bus routes that provide service to downtown Victoria, Sooke, Colwood, and various neighbourhoods throughout Langford. The site is well located within walking distance of many shops and services in downtown Langford like grocery stores, pharmacies, banking, restaurants, and the Goudy Library Branch. It is also located very close to the E&N rail corridor which offers a protected walking and cycling trail to downtown Victoria.

FRONTAGE IMPROVEMENTS

Full frontage improvements to Bylaw No. 1000 standards are required on Winster Road. The Director of Engineering has specifically noted that sidewalks are to be installed as part of the frontage works in addition to streetlights as per City policy.

DRAINAGE AND STORMWATER

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

CONSTRUCTION PARKING AND TRAFFIC MANAGEMENT PLAN

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

FINANCIAL CONTRIBUTIONS

FINANCIAL IMPLICATIONS

Rezoning the subject properties to permit higher density of development will increase the assessed value of lands and eventually will increase municipal revenue due to the number of units created. As the developer is responsible to complete all frontage improvements, the direct capital costs to the City associated with this development will be negligible. A summary of Amenity Contributions and Development Cost Charges that the developer will be expected to pay, is outlined in Tables 4 and 5 below.

COUNCIL'S AMENITY CONTRIBUTION POLICY

The amenity contributions that apply as per Council's current Affordable Housing, Park and Amenity Contribution Policy are summarized in Table 4 below, based the current floor plans and total density of 68 units. The policy currently allows for a reduction in amenity fees within the City Centre for any units above the 4th storey.

Table 4 – Amenity Contributions per Council Policy

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

Table 5 – Development Cost Charges

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

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

OPTIONS

Option 1

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

1. Proceed with consideration of Bylaw No. 1999 to amend the zoning designation of 2762, 2768, and 2774 Winster Road from the R2 (One-and Two-Family Residential) to CC1 (City Centre) subject to the following terms and conditions:
 - a. That the applicant provides, as a bonus for increased density, the following contributions per residential unit, prior to the issuance of a building permit:
 - i. \$750 towards the Affordable Housing Reserve Fund; and
 - ii. \$2,850 towards the General Amenity Reserve Fund.

Subject to reductions depending on the use and height in accordance with the Affordable Housing and Amenity Contribution Policy.

- b. That the applicant provides, **prior to Public Hearing**, a technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering;
- c. That the applicant provides, **prior to bylaw adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
 - i. That the developer registers a strata plan, prior to the issuance of an occupancy permit, that creates individual strata titles for each residential unit;
 - ii. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building(s) that ensures parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;
 - iii. That the following are provided to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to the issuance of a Building Permit:
 1. Frontage improvements;
 2. A storm water management plan; and
 3. A construction parking and traffic management plan;

- iv. That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space; and
1. Energized outlets shall be labelled for the use of electric vehicle charging;
 2. Where an electric vehicle energy management system is implemented (load sharing), a qualified professional may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and
 3. The owner is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council may not prevent an owner, occupant, or tenant from installing the EV charging equipment.
2. Authorize the Director of Planning to issue a variance to reduce the northern interior side lot line setback from the required 3m to 1.5m for a stairwell within the Form and Character Development Permit for 2762, 2768, and 2774 Winster Road:

OR Option 2

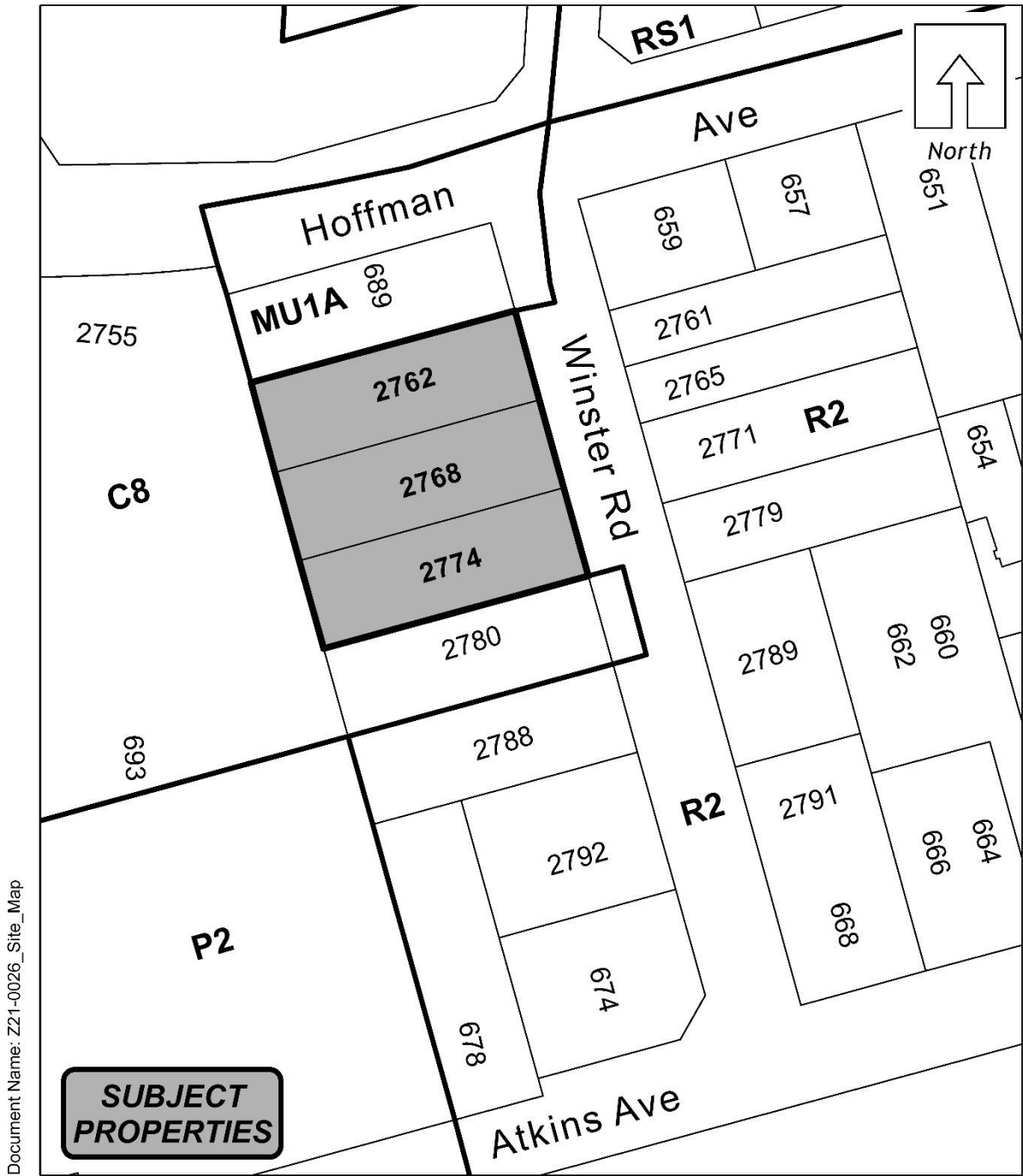
3. Take no action at this time with respect to Bylaw No. 1999.

Submitted by:	Julia Buckingham, Planner II - Approved
Concurrence:	Adriana Proton, Manager of Legislative Services - Approved
Concurrence:	Chris Aubrey, Fire Chief - Approved
Concurrence:	Yari Nielsen, Manager of Parks and Recreation - Approved
Concurrence:	Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering - Approved
Concurrence:	Leah Stohmann, MCIP, RPP, Deputy Director of Planning - Approved
Concurrence:	Audrey Kryklywyj, Acting/Director of Finance - Approved
Concurrence:	Braden Hutchins, Director of Corporate Services - Approved
Concurrence:	Darren Kiedyk, Chief Administrative Officer - Approved

:jb

Appendix A

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

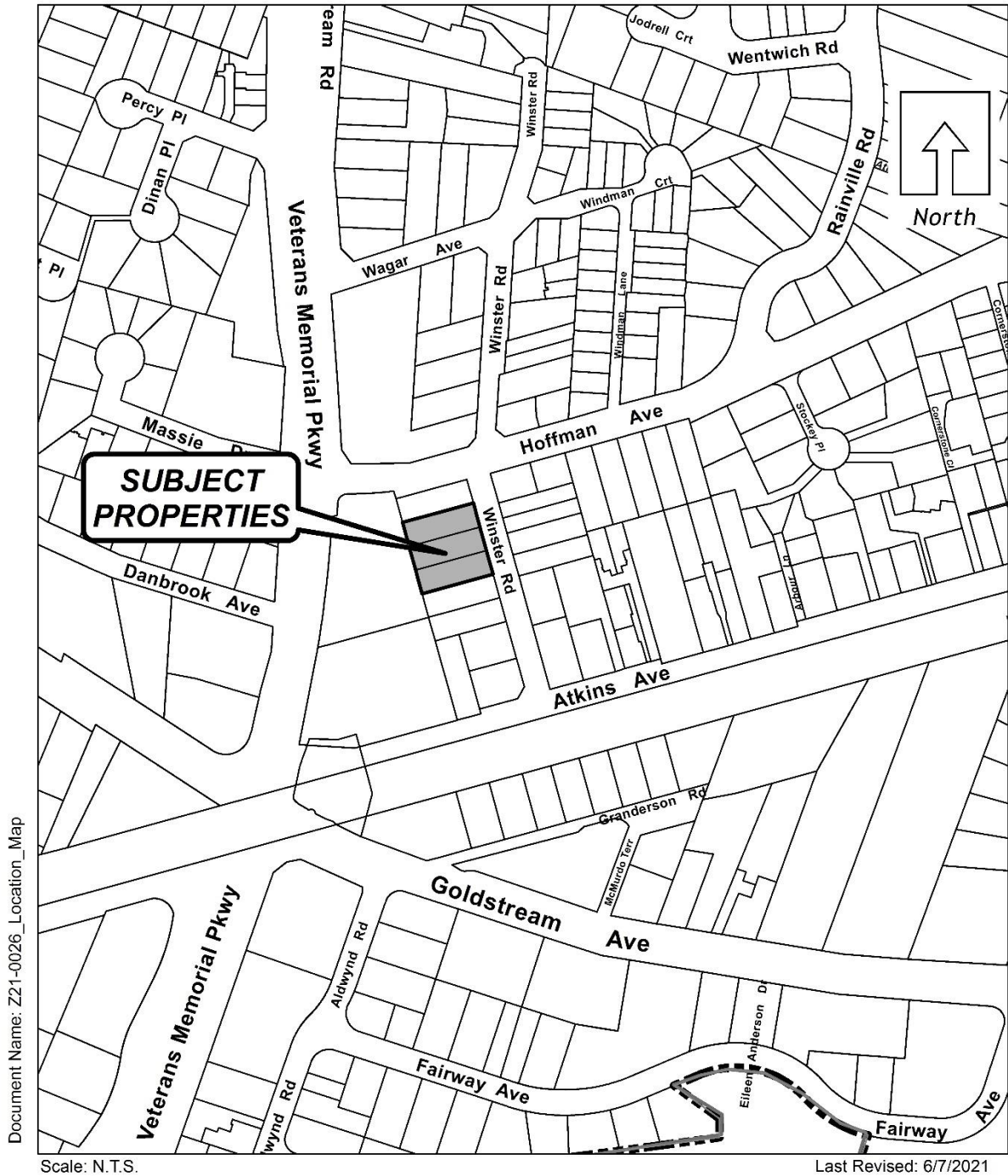


Scale: N.T.S.

Last Revised: 6/8/2021

Appendix B

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



**CITY OF LANGFORD
BYLAW NO. 1999**

**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 1 (CC1) Zone the properties legally described as:
 - Lot 17, Section 72, Esquimalt District, Plan 1954, PID No. 001-400-916 (2774 Winster Road);
 - Lot 18, Section 72, Esquimalt District, Plan 1954, PID No. 003-858-723 (2768 Winster Road);
and
 - Lot 19, Section 72, Esquimalt District, Plan 1954, PID No. 006-737-609 (2762 Winster Road)

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

2. 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	1999	<p>Lot 17, Section 72, Esquimalt District, Plan 1954, PID No. 001-400-916 (2774 Winster Road);</p> <p>Lot 18, Section 72, Esquimalt District, Plan 1954, PID No. 003-858-723 (2768 Winster Road); and</p> <p>Lot 19, Section, Esquimalt District, Plan 1954, PID No. 006-737-609 (2762 Winster Road);</p>	<p>a) \$2,850 per new residential unit created on the 1st to 4th storeys of the building towards the General Amenity Reserve Fund; and</p> <p>b) \$1,425 per new residential unit created on the 5th and 6th storeys of the building towards the General Amenity Reserve Fund; and</p> <p>c) \$712.50 per new residential unit created on the 7th storey or higher of the building towards the General Amenity Reserve Fund; and</p> <p>d) \$750 per new residential unit created on the 1st to 4th storeys of the building towards the Affordable Housing Reserve Fund; and</p> <p>e) \$375 per new residential unit created on the 5th and 6th storeys of the building towards the Affordable Housing Reserve Fund; and</p>	No
			f) \$187.50 per new residential unit created on the 7 th storey or higher of the building towards the Affordable Housing Reserve Fund;	

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 637, (2762, 2768, and 2774 Winster Road), Bylaw No. 1999, 2022".

READ A FIRST TIME this day of , 2022.

PUBLIC HEARING held this day of , 2022.

READ A SECOND TIME this day of , 2022.

READ A THIRD TIME this day of , 2022.

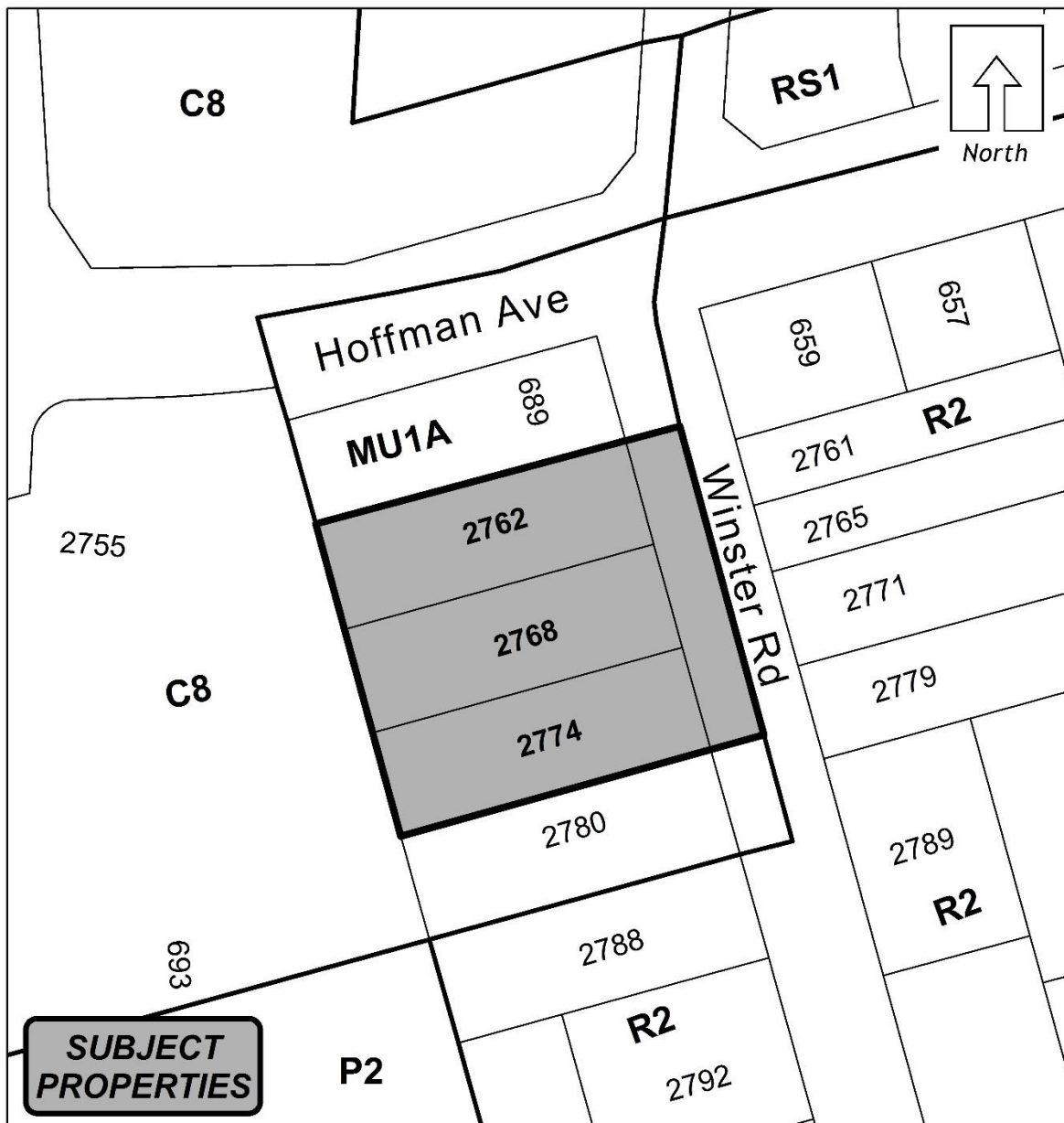
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



Trina Cruikshank

From: Sarah Bisgrove [REDACTED]
Sent: January 13, 2022 11:38 AM
To: Langford Planning General Mailbox
Subject: Support letter for development in Langford # Z21--0026 Winster properties

I am writing to give my support for the above noted project.

I currently work in Langford within walking distance to these properties. I have lived in Colwood / Langford area my whole life. Langford will continue to grow as our city is a desired place to live and work and is inclusive for all types of people and families. In my opinion, this proposed development meets the needs of our growing community offering affordable new multi unit housing, close to public transit and within walking distance to the City Core and green spaces.

Thank you,

Sarah Bisgrove
595 Ridley Dr, Victoria, BC. V9C 1K5



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, January 17, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z21-0041

SUBJECT: Application to Rezone 661 Hoylake Avenue from R2 (One- and Two-Family Residential) to RT1 (Residential Townhouse 1) to allow for 6 townhouse units

PURPOSE

Sherri and Gerald Davies and Dawn and Jeremie Exley have applied to rezone 661 Hoylake Avenue from R2 (One- and Two-Family Residential) to RT1 (Residential Townhouse 1) to allow for the construction of approximately 6 townhouse units.

BACKGROUND

PREVIOUS APPLICATIONS

No previous applications.

Table 1: Site Data

<i>Applicant</i>	Sherri Davies and Dawn Exley
<i>Owner</i>	Sherri and Gerald Davies and Dawn and Jeremie Exley
<i>Civic Address</i>	661 Hoylake Avenue
<i>Legal Description</i>	LOT A, SECTION 1, RANGE 3 WEST, HIGHLAND DISTRICT, PLAN 20043
<i>Size of Property</i>	681 m ²
<i>DP Areas</i>	Multi-Family Form and Character
<i>Zoning Designation</i>	R2 (One- and Two-Family Residential)
<i>OCP Designation</i>	Neighbourhood Centre & Neighbourhood

SITE AND SURROUNDING AREA

The subject property is located in north Langford between Millstream Road and Millstream Elementary School, on the corner of Hoylake Avenue and Belair Road. The neighbourhood is made up primarily of single-family homes, with more townhousing and apartment buildings closer to Millstream Road. The lot is flat and contains an existing rancher style single-family home. The landscaping contains predominately grass with no large trees or shrubs.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	R2 (One- and Two-Family Dwelling)	Single Family Dwellings, Duplex
<i>East</i>	R2 (One- and Two-Family Dwelling)	Single Family Dwellings
<i>South</i>	R2 (One- and Two-Family Dwelling)	Single Family Dwellings
<i>West</i>	RS1 (Residential Small Lot 1)	Single Family Dwellings

Figure 1 – Subject Property

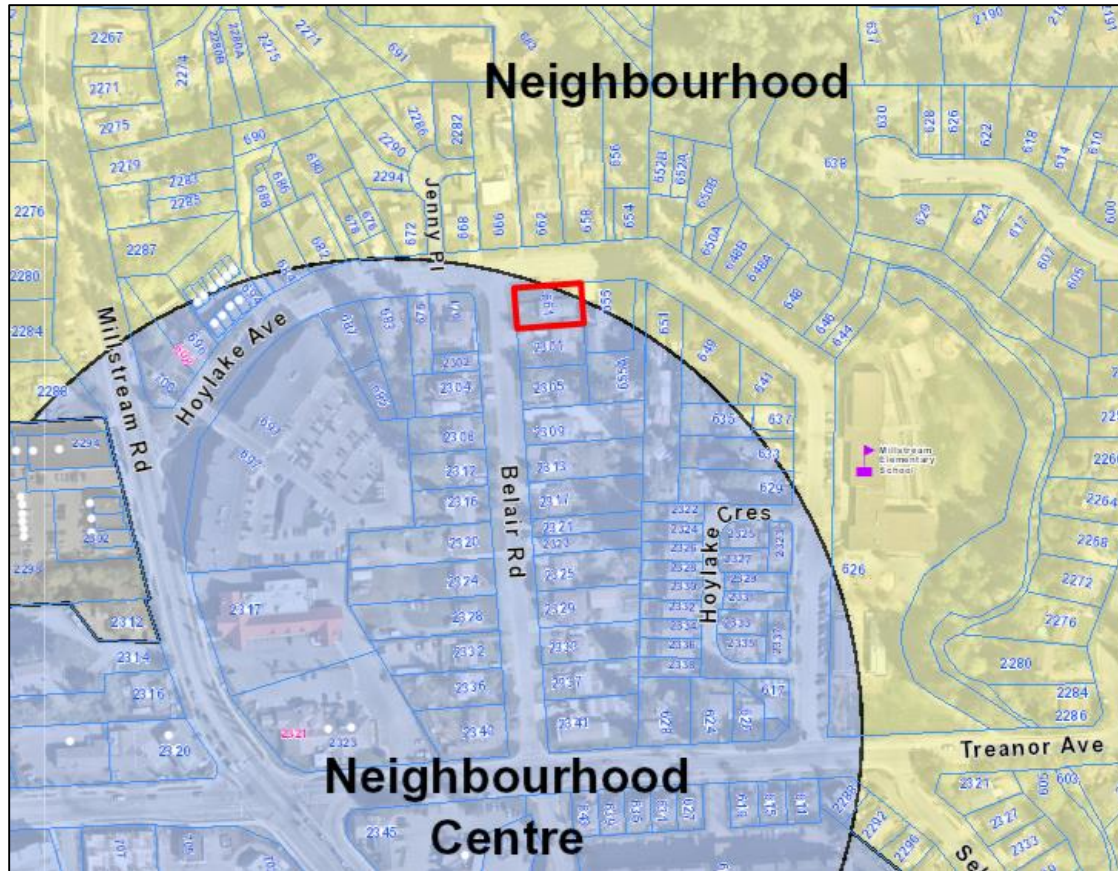


COMMENTS

OFFICIAL COMMUNITY PLAN (OCP)

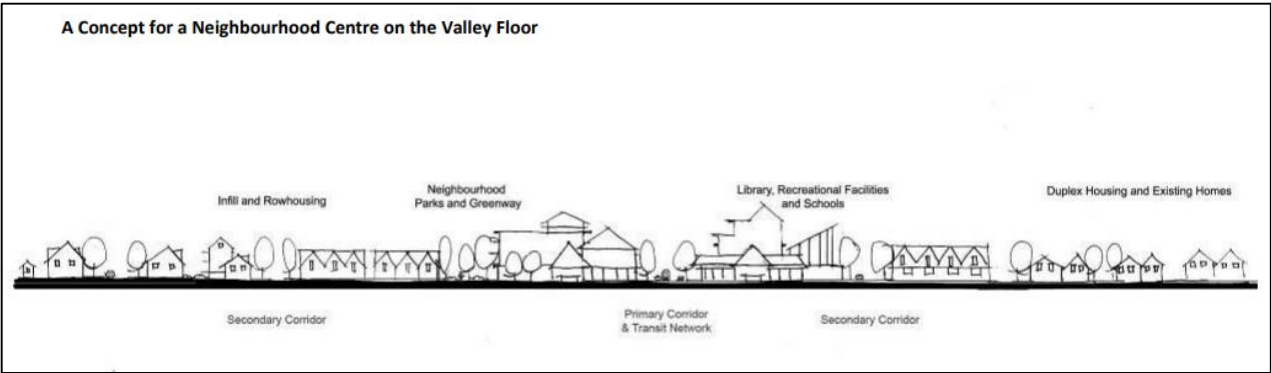
The subject property is within the *Neighbourhood Centre* OCP designation, bordering the *Neighbourhood* OCP designation as shown below in Figure 2.

Figure 2 – Official Community Plan designation



Neighbourhood Centre

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



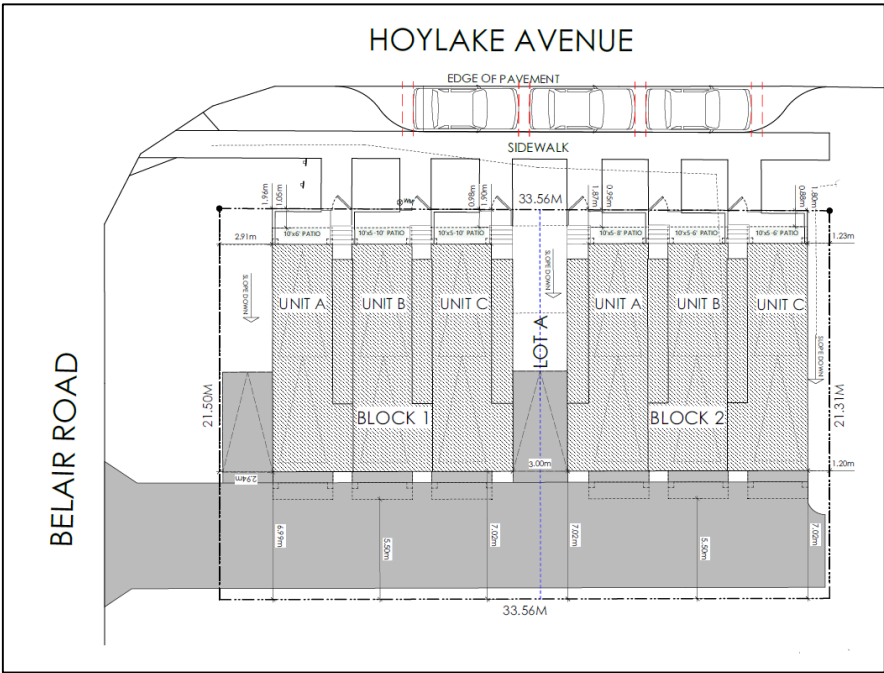
DEVELOPMENT PERMIT AREAS

A form and character development permit will be required prior to the issuance of a building permit for the site, as the proposed development falls within the Multi-Family Development Permit Area. The subject property does not fall within any environmental or hazardous development permit areas.

COMMENTS

DEVELOPMENT PROPOSAL

The applicant is proposing to rezone 661 Hoylake Avenue from R2 (One- and Two-Family Residential) to RT1 (Residential Townhouse 1) to create six townhouse units. The current proposal shows two blocks of three units, all facing Hoylake Avenue, with driveway access to each unit's garage provided along the rear property line. Each unit contains a tandem garage that can fit two vehicles, and there are two visitor parking stalls located on site, one on either side of Block 1. As such, the proposed development meets the City's parking requirements for developments in the RT1 zone.



The City of Langford defines the front lot line as the shortest lot line abutting a highway (road). Given that this lot is located on a corner, the front lot line is considered to be the one facing Belair Road, regardless of the fact that all units face towards Hoylake Avenue. In this case, Hoylake Avenue would be considered an exterior side lot line. This would result in the rear lot line being the lot line parallel to the front lot line, located to the side of Block 2, Unit C, and the interior lot line would be the lot line adjacent to the drive aisle behind the townhomes. Given this, the applicant is seeking two setback variances. One is to the rear lot line (abutting Block 2, Unit C), to reduce the required setback from 5.5 m to 1.2 m. Council may wish to note that the applicant is providing a 7.0m setback for the buildings and 5.5m for the balcony projections to the interior side lot line (drive aisle), which exceeds the minimum requirement of 1.2 m. This setback variance would essentially result in the rear lot line incorporating an interior side setback and the interior side lot line incorporating a rear setback.

The second setback variance the applicant is seeking is for the exterior side lot line along Hoylake Ave, where the units face. The applicant would like to reduce the required setback from 3.5 m to 0.88 m to allow a unit depth that is deep enough to allow for a tandem garage, as well as a wide enough drive aisle at the rear of the site. As this layout facilitates the desirable “walk-up” design facing Hoylake Ave, creating a more attractive and engaging street presence, Council may wish to authorize the Director of Planning to grant these variances within the development permit.

Figure 3 – Conceptual Rendering (Block 1)



1 Front Elevation
Scale: 1/4" = 1'-0"

Table 3: Proposal Data

	Current R2 (One- and Two-Family) zoning	Permitted in RT1 (Proposed Zoning)	Proposed by this development
<i>Density (FAR and/or min. lot size)</i>	400m ²	1.2 FAR	0.95
<i>Height</i>	9 m	10 m	9.95 m
<i>Site Coverage</i>	40%	60%	51.86%
<i>Front Yard Setback (Belair)</i>	3 m	3 m	2.91 m (changing to 3 m)
<i>Interior Side Yard Setback</i>	1.5 m	1.2 m	5.5 m
<i>Exterior Side Yard (Hoylake)</i>	3 m	3.5 m	0.88 m*
<i>Rear Yard Setback</i>	5.5 m	5.5 m	1.2 m*
<i>Parking Requirement</i>	2 parking spaces + 1 for secondary suite	2 spaces per unit + 2 visitor parking spaces	2 spaces per unit + 2 visitor parking spaces

*Variance Requested

The applicant is currently showing a setback to the front lot line (Belair Rd) of 2.91 m which is just shy of the 3 m requirement. The applicant has been informed that they will have to make an adjustment to their site plan in order to accommodate the 3 m requirement as it is also the minimum required width for their visitor parking spaces – one of which sits between the front building face and front lot line. This adjustment will be made prior to the submission of the applicant's development permit application and confirmed by staff.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The nearest bus stops to the site are located on Millstream Road, with another set of stops on Treanor Avenue. Stops along these corridors provide service to Langford Exchange, Bear Mountain, and direct service to downtown Victoria and back during peak commuting hours. BC Transit has confirmed that they are supportive of this application as it would be increasing density in an area well serviced by transit. The subject property is also within a short walking distance to Millstream Village which offers a variety of shops and services.

TRAFFIC

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

FRONTAGE IMPROVEMENTS

The Director of Engineering has noted that full frontage improvements will be required, inclusive of the following:

Hoylake Ave:

- Complete sidewalk
- Scallop parking
- Streetlights
- Boulevard landscaping

Belair Road:

- Formalize road edge parking

CONSTRUCTION PARKING MANAGEMENT

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 alteration of the land.

STORMWATER MANAGEMENT

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.

SEWERS

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

FINANCIAL CONTRIBUTIONS**COUNCIL'S AFFORDABLE HOUSING, PARK AND AMENITY CONTRIBUTION POLICY**

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/ pay cash-in-lieu, 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 (6 units)
<i>General Amenity Reserve Fund</i>	\$3,660 per unit	\$21,960
<i>Affordable Housing Reserve Fund</i>	\$610 per unit	\$3,660
TOTAL POLICY CONTRIBUTIONS		\$25,620

Table 5 – Development Cost Charges

Development Cost Charge	Per unit contribution	Total (6 units)
<i>Roads</i>	\$3,865	\$23,190
<i>Park Improvement</i>	\$1,890	\$11,340
<i>Park Acquisition</i>	\$1,100	\$6,600
<i>Incremental Storage Improvement Fees</i>	\$371.25	\$2,227.50
<i>Integrated Survey Area</i>	\$50	n/a
Subtotal (DCCs paid to City of Langford)		\$43,357.50
<i>CRD Water</i>	\$1,644	\$9,864
<i>School Site Acquisition</i>	\$800	\$4,800
TOTAL (estimate) DCCs		\$58,021.50

OPTIONS:**Option 1**

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

1. Consider proceeding with First Reading of Bylaw No. 2026 as drafted to amend the zoning designation of 661 Hoylake Avenue from R2 (One- and Two-Family Residential) to RT1 (Residential Townhouse 1), subject to the following conditions:
 - a. That the owner agrees to provide, as a bonus for increased density, the following contributions per lot created, prior to Building Permit issuance:
 - i. \$3,660 towards the General Amenity Reserve Fund;
 - ii. \$610 towards the Affordable Housing Reserve Fund;
 - 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, inclusive of the construction of a sidewalk, streetlights, scallop parking, and boulevard planting on Hoylake Avenue, and formalization of the road edge parking on Belair Road,

are provided to the satisfaction of the Director of Engineering, prior to the issuance of a building permit;

- ii. That a Stormwater Management Plan be provided and all required measures recommended be implemented by the owner to the satisfaction of the Director of Engineering, prior to the issuance of a building permit;
 - 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. Authorize the Director of Planning to issue the following setback variances within the form and character development permit:
- a. That Section 6.28.07(1)(c) of Zoning Bylaw No. 300 be varied to reduce the exterior side lot line setback from the required 3.5 m to 0.88 m; and
 - b. That Section 6.28.07(d) of Zoning Bylaw No. 300 be varied to reduce the rear lot line setback from the required 5.5 m to 1.2 m, subject to the following condition:
 - i. That the interior side lot line have a minimum setback requirement of 5.5 m.

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. 2026

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

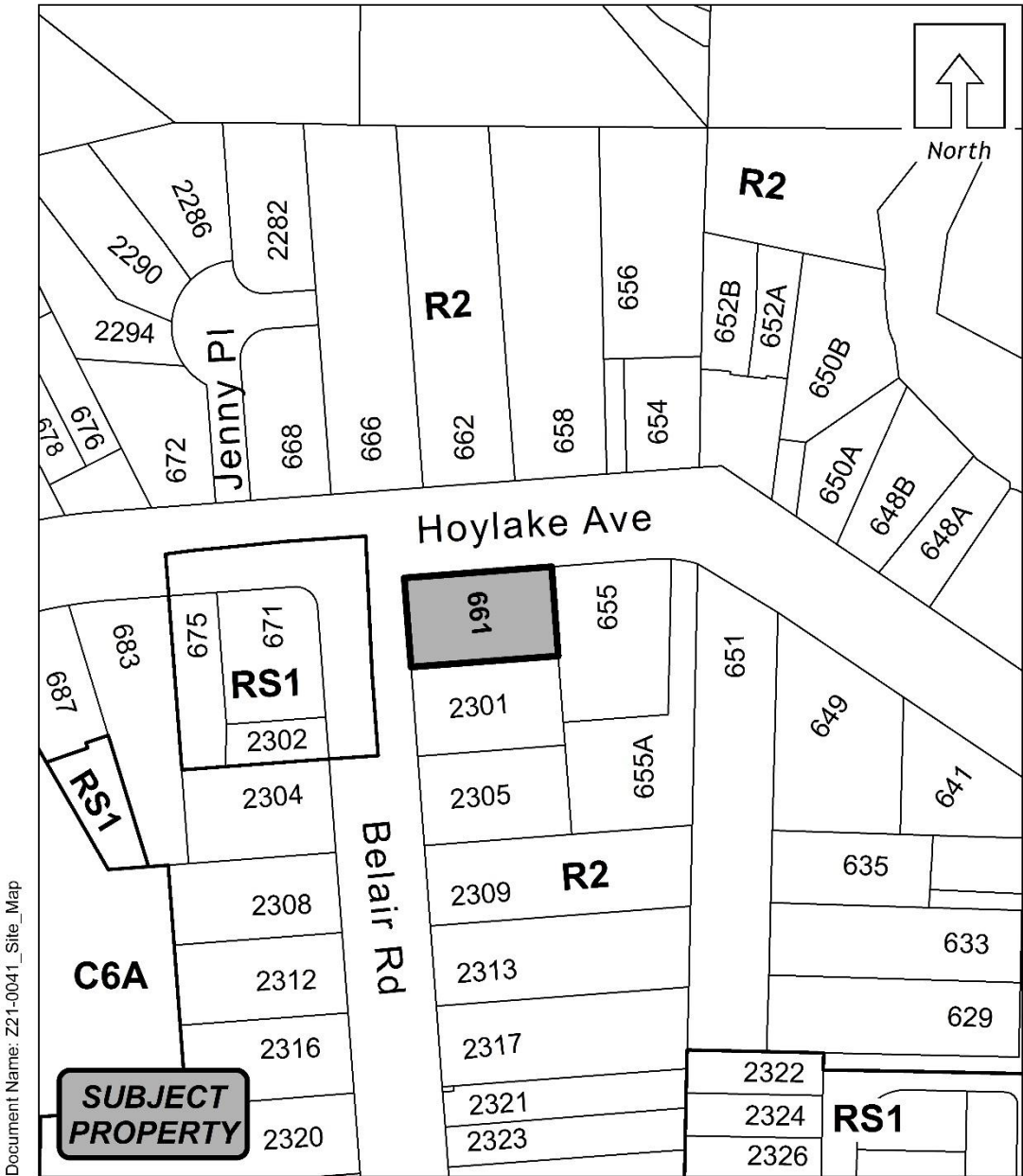
Concurrence: Michael Dillabaugh, CPA, CA, Director of Finance

Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A – Site Location

**REZONING BYLAW AMENDMENT
(Z21-0041)
661 Hoylake Ave**



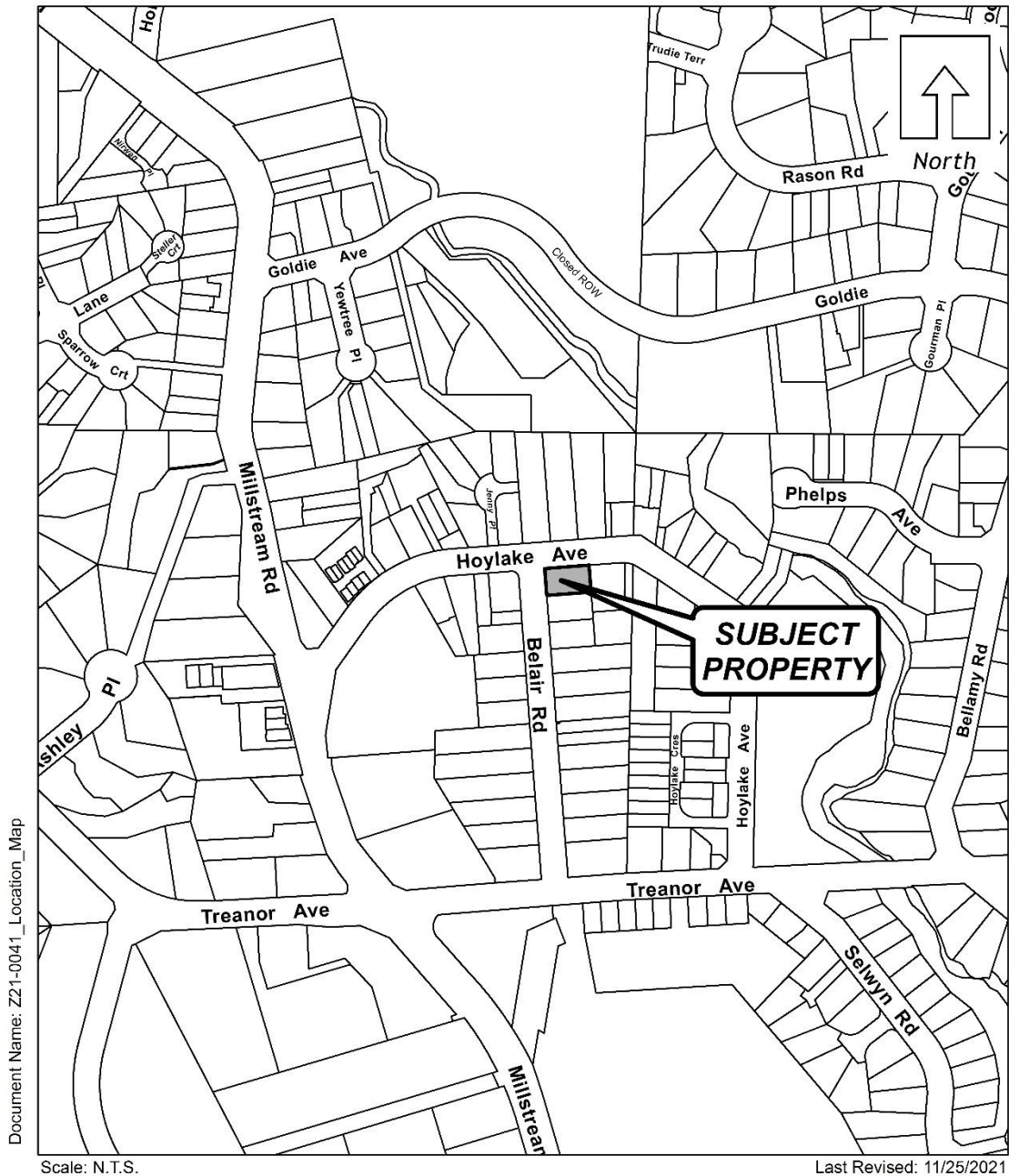
Document Name: Z21-0041_Site_Map

Scale: N.T.S.

Last Revised: 11/25/2021

Appendix B – Location Map

**REZONING BYLAW AMENDMENT
(Z21-0041)
661 Hoylake Ave**



Document Name: Z21-0041_Location_Map

Scale: N.T.S.

Last Revised: 11/25/2021

**CITY OF LANGFORD
BYLAW NO. 2026**

**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 Residential Townhouse (RT1) Zone the properties legally described as Lot A, Section 1, Range 3 West, Highland District, Plan 20043, PID No. 000-011-461 (661 Hoylake Avenue) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.
2. 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	2026	Lot A, Section 1, Range 3 West, Highland District, Plan 20043, PID No. 000-011-461 (661 Hoylake Avenue)	a) \$3,661 per new townhouse unit created towards the General Amenity Reserve Fund; and b) \$610 per new townhouse unit created towards the Affordable Housing Reserve Fund.	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 652, (661 Hoylake Avenue), Bylaw No. 2026, 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

Trina Cruikshank

From: Amber/Allan Thompson [REDACTED]
Sent: January 10, 2022 9:40 PM
To: Langford Planning General Mailbox
Subject: 661 Hoylake re zoning

Hello,

I am a homeowner on Hoylake Ave and I have concerns about the proposed rezoning of 661 Hoylake Ave. I have lived in my residence [REDACTED] request that the zoning not be changed to RT1 townhouses. This is a small corner lot and the proposed 6 townhouses would leave no yard for residents and would change the feel of the neighbourhood. Three stories would overlook all of the nearby houses.

There is already an issue with available parking in the area, due to the elementary school down the road and lack of parking at the school, as well as residents from the Hoylake apartments and townhouses parking around the 661 Hoylake address. I am greatly concerned with where vehicles for 6 townhouses will park. Additionally, the city removed several spots on Hoylake when they blocked parking at the path entrance, just down the road, which will be exacerbated by an additional 5 residences.

[REDACTED] we have noticed a drop in our water pressure since the Hoylake apartments were built and I fear this construction will only make matters worse.

Previously, lots have been divided on the opposite corner of Hoylake and Belair, adding 2 new single family homes and also on Belair, 2 single homes were built on a single lot. Keeping 661 Hoylake to a R2, One and Two Family residential is more in keeping with the neighbourhood.

Lastly, I think we need to consider Millstream Elementary school, which is already past capacity with several portables taking up playground/field space. Adding 5 more homes will only put additional stress on the school.

Thank you for taking the time to read my thoughts and concerns.

Amber Thompson
650-A Hoylake Ave
[REDACTED]

Trina Cruikshank

From: Helen Main [REDACTED]
Sent: January 11, 2022 9:59 AM
To: Langford Planning General Mailbox
Subject: rezoning of 661 Hoylake Ave

City council, please reconsider the rezoning of this property from R2 to RT1. This area is being taken over by too many apartments, townhomes, and businesses as it is. We [REDACTED] first moved out to this area when the small nursery was still on Millstream and shortly after we moved here redevelopment started. The changes are incredible, both good and bad, the worst being the traffic. Have any one of you actually come out to the school at drop off and pick up and watched the chaos that ensues? People block driveways, fire hydrants, park right up to the stop signs and more to pick up and drop off their children and yet you want to put more housing in? You've already taken away parking by the path entrance and along Treanor Ave along the fence. And now these people that park way up the street or even on Belair, (I've even heard people park up at the Mall to go and pick up their kids) are walking with the children on the street as there are no sidewalks. Six townhouses leads to the potential of 12 more cars. (and never mind what traffic to the school that new development at Western Speedway will add.) And try driving out of, or into this area at drop off and pick up just to get in or out of our own driveway, if I can get in or out of it by the way some people park. Don't even get me started on the insanity of making it one lane from the intersection from Treanor to get over the bridge. We have to leave 10-15 minutes earlier than we used to just to get through that area. I'm afraid this is just the beginning, soon this area will look like the areas of Orono street where my friend was eventually forced to move out from, or behind the firehall. Sure put a duplex there but not a 6 unit townhouse. As far as i'm concerned it's pure greed on the developers part and they don't care what the neighborhood looks like.

We moved here to the peace and quiet, now all we hear is traffic, blasting, and heavy machines on a daily basis.

Please, please reconsider.

Sincerely,

Brad and Helen Main

648 B Hoylake Ave
[REDACTED]

Trina Cruikshank

From: Cindy Braid [REDACTED]
Sent: January 10, 2022 6:51 PM
To: Langford Planning General Mailbox
Cc: cbraid
Subject: Fwd: re-zoning of 661 Hoylake Ave

From: [REDACTED]
To: [REDACTED]
Sent: Monday, January 10, 2022 12:53:25 PM
Subject: re-zoning of 661 Hoylake Ave

To the City of Langford

Please do not allow the property of 661 Hoylake Ave to be re-zoned from R2 to RT1. Please keep RT1 zoning out of this block. Please keep this part of the area as single family/residential.

Our neighborhood:

Many changes since [REDACTED], some good many not so good.. As a neighbor [REDACTED] (655A Hoylake) to this property, I feel we are affected directly by the proposed 6 unit townhouse. This is too much for one small corner lot. Proposed height will be a big block on that corner. And if one gets approved I am sure more will follow. It's still nice to be able to see the sunlight and trees as you stroll this neighborhood that has had families here for decades. We need green space, light and peace and quiet to keep our sanity. Most the changes in the surrounding areas have taken this all away.

Right now from that proposed corner we see beautiful sunsets that would disappear if that townhouse was built. I have taken many a picture of that and when able, will sit outside and watch as the colors change. To not see this again would be terribly sad.

[REDACTED] due to development [REDACTED] around Home Depot and Costco we now see buildings, all the beautiful trees are now gone. Noise is bouncing off the taller buildings around us. When the Speedway or motor cross bikes are in action we can not sit outside. Gone are the days to enjoy our evenings outside on weekends. Years ago this was not the case. Since the trees have been removed (Costco/Home Depot area) we have noticed the winds have increased as all the trees that buffered the area have been stripped away. This also affects the wildlife which we have notice has declined in many birds.

Parking:

Since the town homes down the street by Millstream were built many of their cars are now parked along this part of HoyLake Ave. They have taken up parts of our block reaching to where the cars wait for school children pickups and school meetings. All these extra parked cars adds to chaos at times.

Traffic:

The Highlands and Bear Mountain use Millstream as their main thorough fare up and down and around the island. As this area has built up so much within the last 10 years, traffic is very congested at the lights at Treanor and Millstream Road. Once on Millstream the traffic flows very slowly most times of the day. Sometimes it takes 2 or 3 or more red lights before getting through. Not helping with climate change as our cars idle through each light. Our traffic is now worse than the Colwood crawl and with the new condos being built along Millstream by Costco it will be horrendous. Wait till the new development at the Speedway!! We definitely do not need this proposed zone change to add to this insanity,.

Climate change:

As this part of our block still has lot's of trees/nature surrounding us, I also worry since our climate has changed drastically and we have experienced drier conditions. If ever we would need to evacuate due to a fire or if a flood (as there is a flood zone in the Millstream Home Depot area) it would be a very scary situation. I do understand there is a plan but when people panic there is no calm. More density will add to this chaotic mess.

Our understanding:

I understand that we are in a 'Neighborhood Centre' where 3 story townhouse are considered acceptable, but if that was the intent of the Official Community Plan, why was our whole block not re-zoned to RT1 at that time?

There are no other 3 story homes in this area even though they may be allowed. If this one is allowed there will no doubt be others who will follow.

I would also like to know if the Design Guidelines (Appendices "A" to "V" to Zoning Bylaw No. 300 Adopted: 16 Jun 08) will apply to this development?

Here are some excerpts from the guidelines;

Buildings more than two storeys in height *shall be set back from roads by a distance equal to at least twice their height.*

New MFR buildings should:

- a) be set back from fronting streets to a depth no less than 80% of the setback of buildings on adjoining properties; and
- b) on corner lots, *buildings should be set back from both fronting streets to depths equivalent to setback of the buildings on adjoining properties.*

In family oriented of MFR developments, *outdoor common amenity areas* should average more than 3m² for each bedroom with a minimum of 100m² required for all MFR developments.

outdoor common areas should account for *not less than 5 percent of the a lot*

These guidelines discourage the location of private open space at grade on the front (street) side of a building, due to the potential conflict with the public nature of the street space.

The City of Langford has *designated all Multi-Family Residential land as a Development Permit Area*, pursuant to provisions in the Local Government Act. The justification for this

designation is to ensure that Council has the ability to secure the necessary information, and establish conditions on developments such that the form and character of new multi-family residential development are of high quality, and best suited to both surrounding properties and the vision of Langford as expressed in the Langford Plan.

Thank you and best regards

Cindy Braid

[REDACTED]

A-655 Hoylake Ave Victoria B.C V9B 3P8

Trina Cruikshank

From: Linda Richmond [REDACTED]
Sent: January 9, 2022 12:34 PM
To: Langford Planning General Mailbox
Subject: Re: Zoning change file #Z21-0041

Categories: Correspondence

Thank you for the opportunity to comment on this Zoning change from the developer.

My concern with the changes to be able to add more & more residents in this neighborhood is for the addition of more vehicles/traffic.

We live on Belair Road and are horrified at the speed of the traffic on this small residential street. More vehicles means more traffic SPEEDING down this street, which has 3 daycares, young children on bikes and many many neighbors walking their dogs.

We would have a little more positive opinion of this change if there were more speed signs (30 km) put up and more of the "permit parking only" signs put up. Adding more vehicles to the neighborhood will see more people parking on Belair Road as well.

Sincerely

Linda & Wayne Richmond
2309 & 2313 Belair Road
Victoria, BC
V9B3R2

Trina Cruikshank

From: Myles Braid [REDACTED]
Sent: January 9, 2022 8:08 PM
To: Langford Planning General Mailbox
Subject: re-zoning of 661 Hoylake Ave

Categories: Correspondence

To the City of Langford

Please do not allow the property of 661 Hoylake Ave to be re-zoned from R2 to RT1. As a neighbor (655A Hoylake) to this property, even though we are not affected directly by the proposed 6 unit townhouse, I do feel it would not fit with the existing neighborhood. I understand that we are in a 'Neighborhood Centre' where 3 story townhouse are considered acceptable, but if that was the intent of the Official Community Plan why was our whole block not re-zoned to RT1 at that time?

There are no other 3 story homes in this area even though they may be allowed. If this one is allowed it will stick out like a sore thumb.

I would also like to know if the Design Guidelines (Appendices "A" to "V" to Zoning Bylaw No. 300 Adopted: 16 Jun 08) will apply to this development?

Here are some excerpts from the guidelines;

Buildings more than two storeys in height *shall be set back from roads by a distance equal to at least twice their height.*

New MFR buildings should:

- a) be set back from fronting streets to a depth no less than 80% of the setback of buildings on adjoining properties; and
- b) on corner lots, *buildings should be set back from both fronting streets to depths equivalent to setback of the buildings on adjoining properties.*

In family oriented of MFR developments, *outdoor common amenity areas* should average more than 3m² for each bedroom with a minimum of 100m² required for all MFR developments.

outdoor common areas should account for *not less than 5 percent of the a lot*

These guidelines discourage the location of private open space at grade on the front (street) side of a building, due to the potential conflict with the public nature of the street space.

The City of Langford has *designated all Multi-Family Residential land as a Development Permit Area*, pursuant to provisions in the Local Government Act. The justification for this designation is to ensure that Council has the ability to secure the necessary information, and establish conditions on developments such that the form and character of new multi-family residential development are of high quality, and best suited to both surrounding properties and the vision of Langford as expressed in the Langford Plan.

Thank you and best regards Myles Braid [REDACTED]

A-655 Hoylake Ave Victoria Bc V9B 3P8



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, January 17, 2022

DEPARTMENT: Planning

APPLICATION NO.: TUP21-0005

SUBJECT: TUP21-0005; Application to allow Opal Cannabis Corp. to operate a Cannabis Retail Store at #107 797 Goldstream Ave. by means of a Temporary Use Permit.

BACKGROUND:

Following the Federal Government's decision to legalize non-medical cannabis, the City of Langford undertook a pilot project where a Request for Proposals (RFP) process was initiated in 2018. This process resulted in a number of cannabis retail applicants being selected to apply to operate non-medical cannabis retail stores within the City of Langford. Rather than change Section 3.02.02(5) of Zoning Bylaw No. 300 to generally allow cannabis retailing, the City determined that a best practice would be by way of issuance of a Temporary Use Permit on a case-by-case basis. Opal Cannabis Corp. has become a successful applicant in that process to also obtain the necessary Provincial approvals.

The Liquor and Cannabis Regulation Branch (LCRB) of British Columbia has completed the required financial integrity checks and security screenings for Opal Cannabis Corp. and all persons associated with the applicant.

In order for the Province to issue a Non-Medical Cannabis Retail Store licence (CRS) under the Cannabis Control and Licensing Act, a positive recommendation is required from the local government. Opal Cannabis Corp. has expressed interest in opening a retail store to be located at #107 797 Goldstream Ave.



Figure 1: Proposed location of Opal Cannabis Corp. Cannabis Retail Store.

COMMENTARY:

The proposed location is zoned Neighbourhood Commercial (C1) and is designated as City Center in the Official Community Plan. Retail stores are a permitted use under the C1 zone which would be the relatively closest permitted use in this zone to the proposed Cannabis Retail Store use. The building is flanked on the east by a commercial building. To the west, the properties across Peatt Road are currently under redevelopment and the building directly across will be a 12-storey mixed use building with commercial on

the ground floor and residential units above. To the north across Goldstream Avenue, there are primarily commercial businesses, except that directly across the street is Our Lady of the Rosary Church. There is a residentially zoned single lot adjoining the south property line and commercial zoned buildings further south.

As part of the RFP process some guiding principles were considered to aid in determining what would be an acceptable location for this type of retail business within the City and which would allow consideration of issuing a Temporary Use Permit. These guidelines are not steadfast rules but rather guiding principles. In this regard, the retail sale of non-medical cannabis is preferred, but not strictly required, to not be located within:

1. 500 meters of any other location where the retail sale of Cannabis Products for non-medical use has been authorized;
2. 300 meters of any school;
3. 300 meters of any group daycare;
4. 150 meters of Centennial Park, Veterans Memorial Park, City Centre Park, Westhills YMCA, any Regional or Provincial Park, or Langford, Glen, or Florence Lakes; and,
5. 50 meters of any land Zoned R1 (One-family Residential) or R2 (One and Two-Family Residential), except within the designated City Centre.

Each applicant was to provide/demonstrate a detailed description of the Proponent's proposed business plan for undertaking the retail sale of cannabis products for non-medicinal use within the City's boundaries. Proposals addressed how they planned to comply with a number of important factors, including the proposed plans for:

- Ensuring that the retail sale of Cannabis Products for non-medicinal use is in compliance with the Regulatory Framework and all applicable City bylaws;
- Providing appropriate security measures associated with the premises from which the retail sale of Cannabis Products for non-medicinal use will occur;
- Minimizing the impact on the neighbourhood of the retail sale of Cannabis Products for non-medicinal use;
- Addressing nuisance issues relating to public use of Cannabis Products for non-medicinal purposes;
- Addressing impairment issues relating to public use of Cannabis Products for non-medicinal purposes; and,
- Providing educational initiatives and materials associated with the above impacts and related social concerns;

These items have also been addressed in the *Cannabis Retail Store Terms and Conditions Handbook* which outlines the requirements of the *Cannabis Control and Licencing Act of British Columbia*.

The applicant submitted a proposal in response to the RFP. The applicant's proposed location at #107-797 Goldstream Avenue is located 750m from the closest authorized cannabis retail store which is located at #105-693 Hoffman Avenue and approximately 550m away from the closest school which is Ruth King Elementary School. The closet daycare would be located at 2780 Veterans Memorial Pkwy Unit #105 and is approximately 450m away. The closest lake is Langford Lake, and it is 1.7 km away from the north side public beach. City Centre Park is 2.2km away and the Westhills YMCA is 3.0 km away. Veterans Memorial Park is 500m away. The closest land zoned R1 or R2 would be located to the South adjacent to the property at 2825 Peatt Road. It should be noted that this area is being actively redeveloped and this residential lot is sitting on its own and will most likely be redeveloped in the future. The applicant's proposal has demonstrated how they plan to address and comply with the factors included in the RFP and compliance to these factors would be a condition of issuance of a Temporary Use Permit.

With Council's approval of the Temporary Use Permit a business licence would be issued and would be valid for the period of up to three years. The TUP would be subject to an occupancy permit being issued for the tenant improvement located at #101 977 Langford Parkway by the City and the three-year term would commence on that date.

FINANCIAL IMPLICATIONS:

As a condition of approval by Council of a Temporary Use Permit, the applicant would be required to enter into an agreement with the City of Langford as security for compliance with commitments in its proposal in response to the RFP and, in particular, its commitments under section 6(c) of the RFP.

LEGAL IMPLICATIONS:

Pursuant to Sec. 497 of the *Local Government Act*, the City may issue a Commercial Temporary Use Permit (TUP) for a period of up to three years. The *Local Government Act* also allows a temporary use permit to be extended for a maximum of an additional three years. If the holder of a TUP wishes to conduct the temporary use beyond the six (6) year period, they are required to make a new application to Council for a TUP or apply for a rezoning.

Council does regulate temporary use permits through part 3 of the Zoning Bylaw No. 300 Section 3.27.03 and 3.27.04 which gives Council the right to require that the form and character of the building meets the guidelines for commercial properties and has the option to require information pertaining to the property, such as a storm water management plan and /or a parking plan, for example.

Both the Official Community Plan and the General Commercial Development Permit Area guide Council regarding decisions about appropriate land use and design for the subject property.

Option 1

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

Whereas:

- A. The non-medicinal use of cannabis and cannabis related products has historically been prohibited by federal law in Canada and, as a result, has historically been prohibited by the City under its Zoning Bylaw No. 300;
 - B. On October 17, 2018, the Federal Government legalized the non-medicinal use of cannabis and cannabis products;
 - C. The Federal Government and the Provincial Government have developed a regulatory framework for the retail sale of cannabis and cannabis products for non-medicinal use;
 - D. The City wishes to authorize the retail sale of cannabis and cannabis products within its boundaries, but recognizes that there are challenges associated with it doing so;
 - E. The City issued the Request for Proposals for the Retail Sales of Cannabis and Cannabis Related Products to seek proposals from individuals and organizations interested in undertaking the retail sale of cannabis and cannabis products for non-medicinal use within the City's boundaries, and required that proposals include details as to how the challenges with the retail sale of cannabis and cannabis products would be addressed;
 - F. The City received and reviewed over 30 proposals in response to the Request For Proposals, and identified Opal Cannabis Corp. proposal as one that best addressed the challenges with the retail sale of cannabis and cannabis products; and
 - G. Opal Cannabis Corp. is committed to assisting the City and taking positive steps to address the challenges with the retail sale of cannabis and cannabis products, Subject to an occupancy permit for the tenant improvement to #107-797 Goldstream Avenue being issued by the City;
-
- 1. That Council direct staff to prepare notices of Council's intention to consider issuance of a Temporary Use Permit TUP21-0005 Opal Cannabis Corp. to operate a Cannabis Retail Store at #107-797 Goldstream Avenue, subject to the terms and conditions in the Temporary Use Permit.

OR Option 2

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

- 1. Take no action with respect to the Temporary use Permit at this time.

SUBMITTED BY: Kory Elliott, 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: Donna Petrie, Manager of Business Development and Events

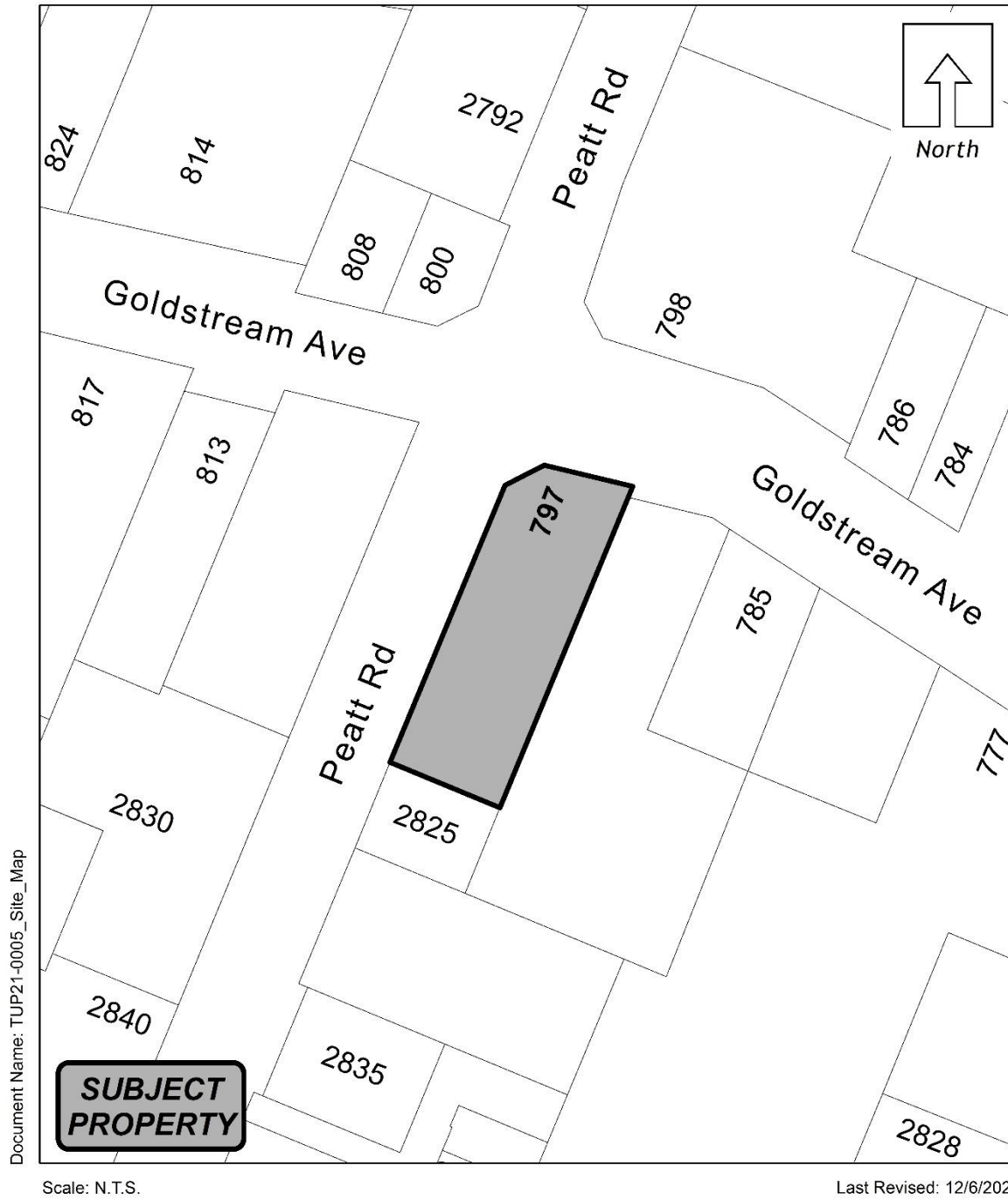
Concurrence: Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering and Public Works

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

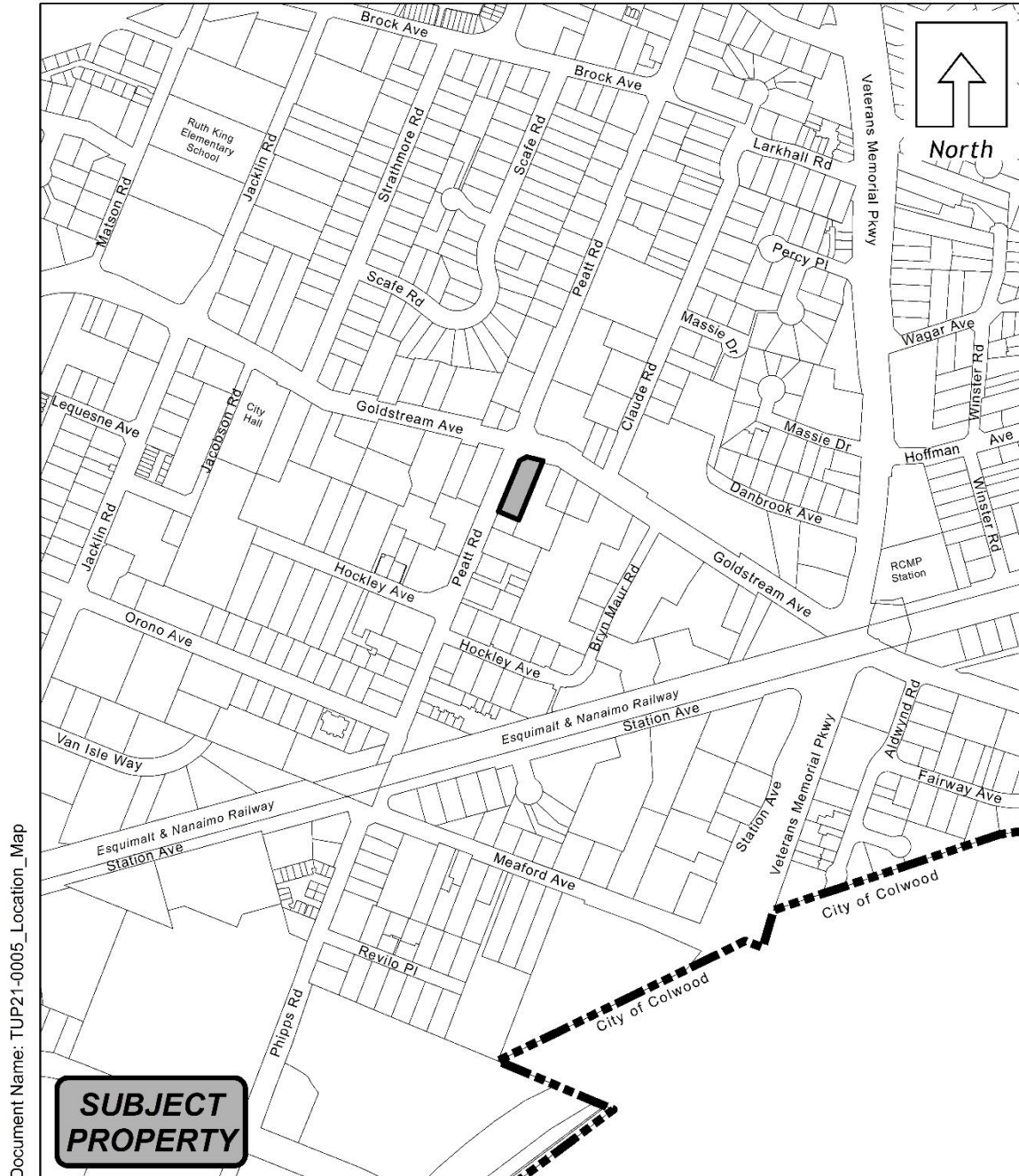
Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

TEMPORARY USE PERMIT
(TUP21-0005)
797 Goldstream Ave



**TEMPORARY USE PERMIT
(TUP21-0005)
797 Goldstream Ave**





Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, January 17, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z21-0036

SUBJECT: Application to Rezone 2822, 2824, and 2828 Jacklin Road from the One- and Two-Family Residential (R2) Zone to the City Centre Pedestrian (CCP) Zone to Allow for the Development of a 12-Storey Mixed Use Building

PURPOSE:

Grayland Consulting Ltd. has applied on behalf of Richard Hoogendoorn, Cheri Crause, and Lorraine Nygaard to rezone 2822, 2824, and 2828 Jacklin Road from the One- and Two-Family Residential (R2) Zone to the City Centre Pedestrian (CCP) Zone (Area 2) to allow for the development of a 12-storey mixed use building. The building would consist of approximately 88 residential units and 272m² (2,932 ft²) of commercial space on the ground floor level, which would have direct access to Jacklin Road.

PREVIOUS APPLICATIONS

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

Table 1: Site Data

<i>Applicant</i>	Grayland Consulting Ltd.	
<i>Owner</i>	Richard Hoogendoorn, Cheri Crause, and Lorraine Nygaard	
<i>Civic Addresses</i>	2822, 2824, and 2828 Jacklin Road	
<i>Legal Descriptions</i>	Strata Lot A, Section 5, Esquimalt District, Strata Plan 1913 Strata Lot B, Section 5, Esquimalt District, Strata Plan 1913 Lot A, Section 5, Esquimalt District, Plan 49776	
<i>Size of Properties</i>	1,620m ² (0.4 acres)	
<i>DP Areas</i>	City Centre	
<i>Zoning Designation</i>	Existing: One- and Two-Family Residential (R2)	Proposed: City Centre Pedestrian (CCP)
<i>OCP Designation</i>	Existing: City Centre	Proposed: City Centre

SITE AND SURROUNDING AREA

The two northern properties contain a two-family dwelling while the southern lot contains a one-family dwelling. The majority of properties on this side of Jacklin Road are either one- or two-family dwellings, with the exception of the immediate property to the north, which is a commercial site containing professional offices. Across the road on the east side of Jacklin are townhouses and a multi-residential building.

Figure 1 – Current Condition of the Subject Properties



Table 2 – Surrounding Land Uses

	Zoning	Use
<i>North</i>	Office Commercial (C5)	Commercial
<i>East</i>	Mixed-Use Residential Commercial (MU1 and MU1A)	Mixed-Use and Multi-Family Residential
<i>South</i>	One- and Two-Family Residential (R2)	Residential
<i>West</i>	One- and Two-Family Residential (R2)	Residential

Figure 2 – Subject Properties



COUNCIL POLICY

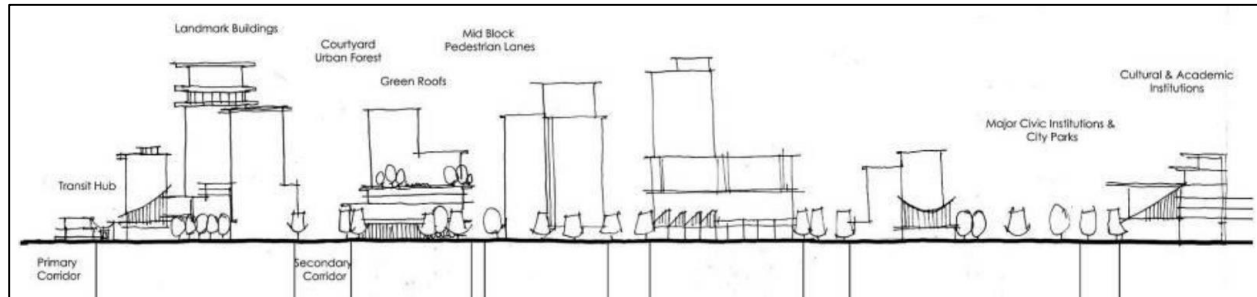
OFFICIAL COMMUNITY PLAN

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

- 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 – Concept for the City Centre



DEVELOPMENT PERMIT AREAS

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

DESIGN GUIDELINES

The subject properties are located within 'S1 Centennial Park' of the City Centre Neighbourhoods in the Design Guidelines as outlined in Figure 4. For this region of the City Centre, the design intent is as follows:

Figure 4: S1 Centennial Park



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

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

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

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

In addition to these Neighborhood Guidelines, the subject properties front Jacklin Road, which has been

identified as being appropriate for consideration for the City Centre Pedestrian (CCP) Zone – Area 2 as per the City Centre Concept Map that recently added to the City Centre design guidelines, as proposed by this application.

DEVELOPMENT PROPOSAL

As previously noted, the applicant is proposing to rezone the subject properties to City Centre Pedestrian (CCP) Zone in order to construct a 12-storey mixed use building with approximately 88 residential units and ground floor commercial units. Schedule A provides a rendering of what the building is intended to look like when standing at the corner of Jacklin Road and Lequesne Avenue. There would be a single driveway that would allow vehicles to enter and exit the property at the same time, which would be located towards the southern boundary of the site.

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

The proposed development would provide the required onsite parking in both underground and at grade levels. The at grade parking would primarily be located behind ground floor units or the lobby, while a portion of the parking along the southern boundary would be screened from view with a wall that would look like an extension of the principal building. With the proposed commercial units and lobby fronting Jacklin Road, the building would comply with the 80% active frontage requirement. Schedule B provides an illustration of the proposed site plan.

The applicant is proposing to provide 100m² of amenity space on the rooftop for the residents of the building. This 100m² does meet the zoning bylaw requirement, but it is anticipated that more would be provided through the Development Permit stage in order to maximize the rooftop amenity space, as there is over 400m² of space available.

With respect to type of units, Langford has seen a concentration of rental apartments among multi-family residential developments. In an effort to provide options for future home ownership and ensure flexibility of housing types for all residents, Council may wish to require developers to strata title the building prior to occupancy so that individual units may be offered for sale if market conditions change at some later date. Taking this step does not impede the use of the building as a rental if the applicant wishes to but ensures that the building is appropriately constructed and will not require potentially costly upgrades if strata title conversion is sought in the future. Council may wish to have the applicant register a building strata plan as a condition of rezoning prior to issuance of an occupancy permit and have this provision secured within a section 219 covenant registered on title.

To remain consistent with other multi-family developments that have recently been rezoned, Council may wish to require the onsite parking stalls be secured to each unit in accordance with the Zoning Bylaw parking requirements to ensure separate rent is not charged for a parking space. This would prevent

future tenants/owners from declining to pay separately for a parking stall and choosing to park on the surrounding streets instead.

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

Table 3: Proposed Date

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

FRONTAGE IMPROVEMENTS

Jacklin Road

Frontage improvements along Jacklin Road have already been completed. As part of this development, works will include the removal of existing driveways, construction of a new driveway for the development and re-establishment of the boulevard and sidewalks impacted by construction.

SEWERS

A sewer main does exist within Jacklin Road fronting this site and a connection from the building to the 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 area. As a condition of rezoning, Council may wish to request that the applicant examine how stormwater can be managed on-site through infiltration and have a technical memo from a qualified engineer 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 88 residential units and 272m² of commercial space.

Table 4 – Amenity Contributions per Council's Policy

Amenity Item	Contribution Rates*	Total
<i>Affordable Housing Reserve Fund</i>	\$750.00 per unit (residential)	\$66,000.00
<i>General Amenity Reserve Fund</i>	\$2,850.00 per unit (residential)	\$250,800.00
	\$10.75 per m ² (commercial)	\$2,924.00

*** 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 are based on 88 residential units.

Table 5 – Development Cost Charges

Development Cost Charge	Contribution Rates	Total
<i>Roads</i>	\$3,092.39 per unit (residential)	\$272,130.32
	\$54.12 per m ² (commercial)	\$14,720.64
<i>Park Improvement</i>	\$1,890.00 per unit (residential)	\$166,320.00
<i>Park Acquisition</i>	\$1,100.00 per unit (residential)	\$96,800.00
<i>ISIF Fees</i>	\$331.65 per unit (residential)	\$29,185.20
	\$140 per 1,000 ft ² (commercial)	\$409.89
Subtotal (DCC's to Langford)		\$564,435.52
<i>CRD Water</i>	\$1,644.00 per unit (residential)	\$144,672.00
	\$10.74 per m ² (commercial)	\$2,921.28
<i>School Site Acquisition</i>	\$600.00 per unit (residential)	\$52,800.00
TOTAL DCC's (estimated)		\$764,828.80

OPTIONS:

Option 1

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

1. Proceed with consideration of Bylaw No. 2032 to amend the zoning designation of the properties located at 2822, 2824, and 2828 Jacklin Road from the One- and Two-Family Residential (R2) Zone to Area 2 of the City Centre Pedestrian (CCP) 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 provide, **as a bonus for increased density**, the following contributions per square meter, prior to issuance of a building permit:
 - i. \$10.75 towards the General Amenity Reserve Fund.
 - c) That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Engineering:
 - i. A technical memo from a qualified engineer that verifies stormwater can be adequately managed on-site for the proposed development.
 - d) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
 - i. That the three subject properties be consolidated 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 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;
 - iii. That no occupancy permit be issued for the proposed building until a strata plan for the building has been registered, to the satisfaction of the Approving Officer;

- iv. That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space, and that:
 - 1. Energized outlets shall be labelled for the use of electric vehicle charging;
 - 2. Where an electric vehicle energy management system is implemented (load sharing), a qualified professional may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and
 - 3. The owner/tenant is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council/landlord may not prevent an owner, occupant, or tenant from installing the EV charging equipment
- v. That the following are implemented to Bylaw 1000 standards to the satisfaction of the Director of Engineering prior to issuance of a building permit:
 - 1. Frontage improvements;
 - 2. A storm water management plan; and
 - 3. A construction parking management plan.

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 2822, 2824, and 2828 Jacklin Road under Bylaw No. 2032.

SUBMITTED BY: Robert Dykstra, MCIP, RPP Senior Planner

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

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

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

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

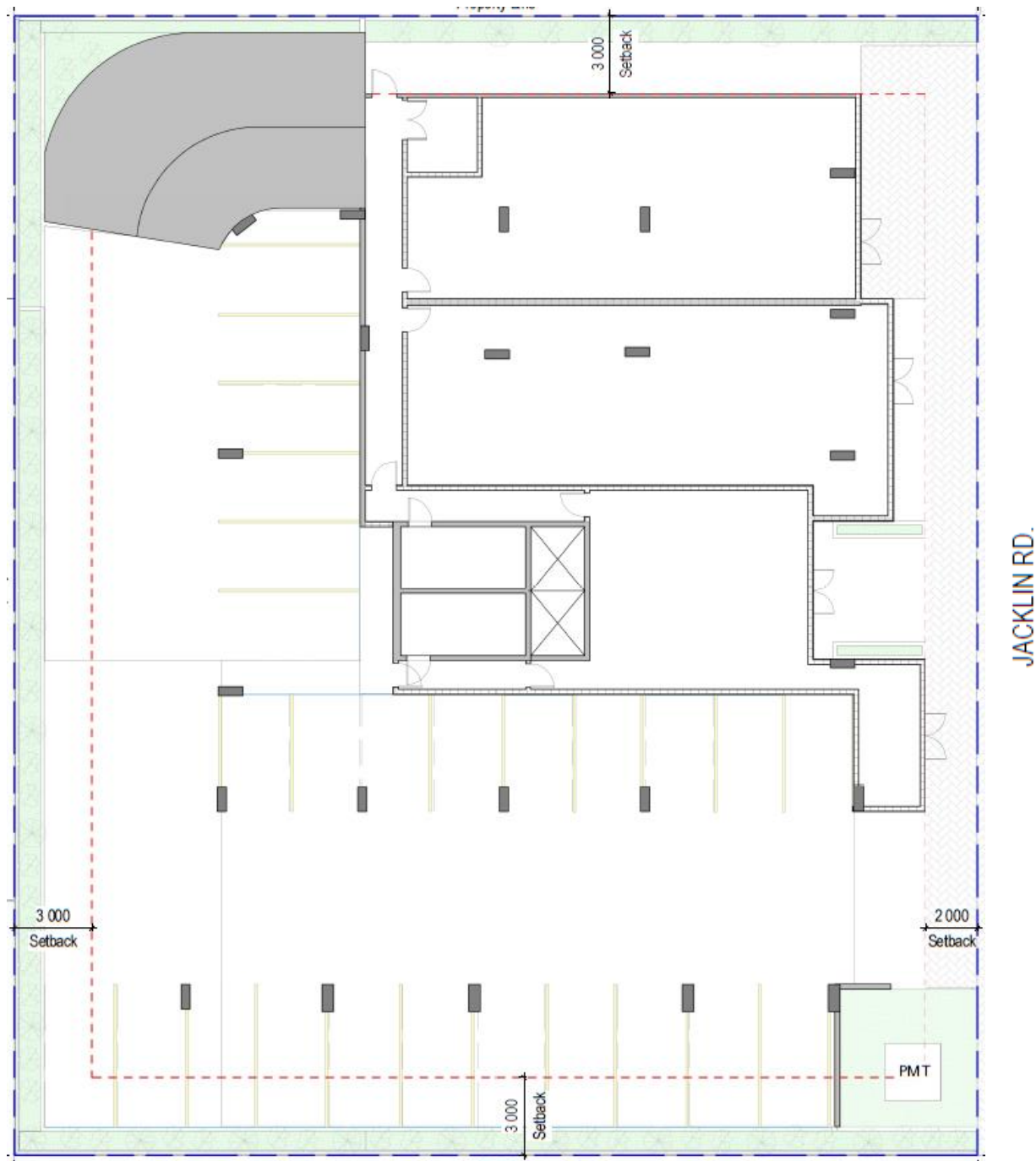
Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A
RENDERING



Appendix B
SITE PLAN



Appendix B
SUBJECT PROPERTIES MAP

REZONING BYLAW AMENDMENT
(Z21-0036)
2822, 2824 & 2828 Jacklin Rd



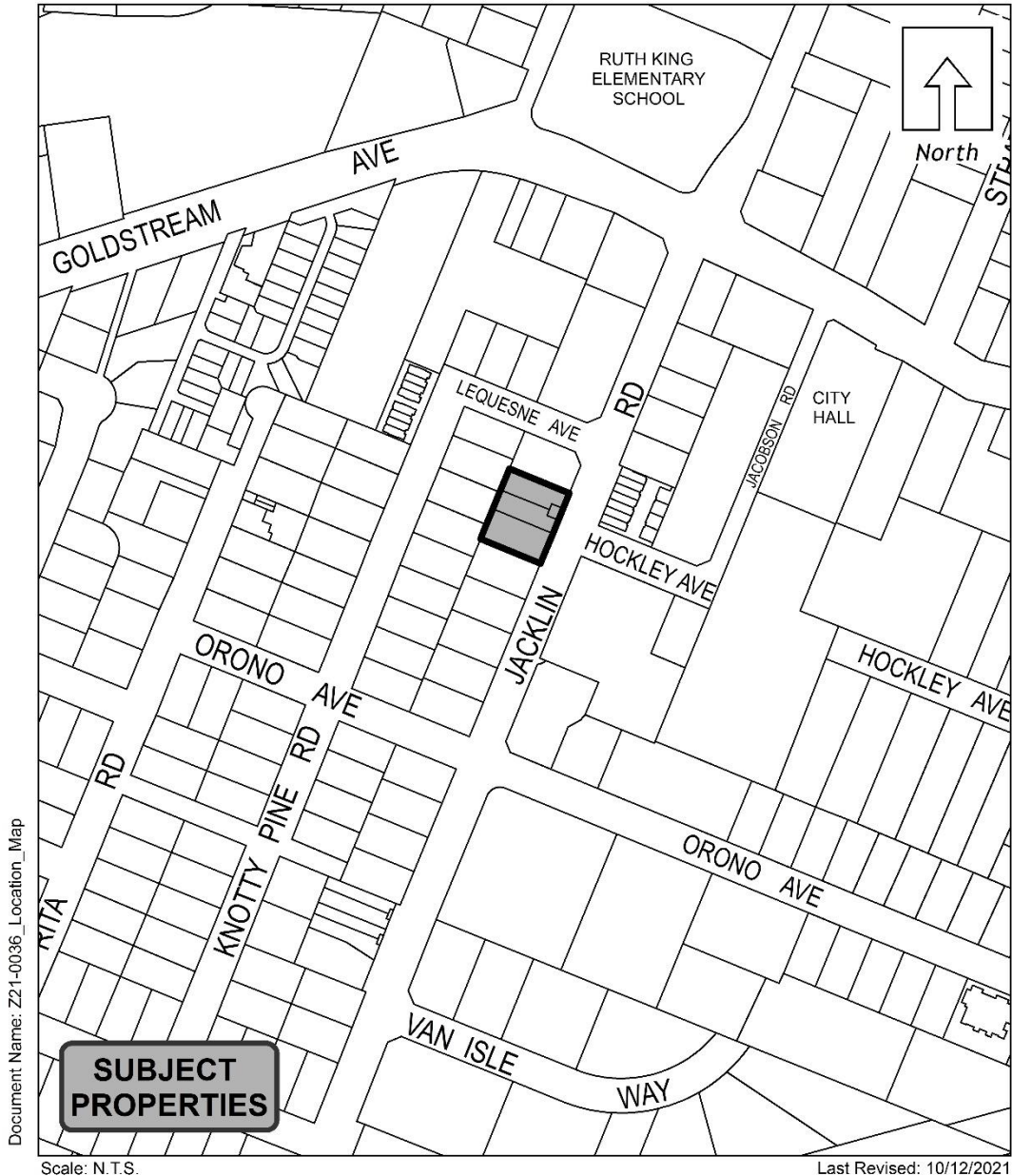
Document Name: Z21-0036_Site_Map

Scale: N.T.S.

Last Revised: 10/8/2021

Appendix D
LOCATION MAP

REZONING BYLAW AMENDMENT
(Z21-0036)
2822, 2824 & 2828 Jacklin Rd



CITY OF LANGFORD BYLAW NO. 2032

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 Pedestrian (CCP) Zone the properties legally described as:

- Strata Lot A, Section 5, Esquimalt District, Strata Plan 1913, PID No. 016-035-798 (2822 Jacklin Road);
- Strata Lot B, Section 5, Esquimalt District, Strata Plan 1913, PID No. 016-035-801 (2824 Jacklin Road); and
- Lot A, Section 5, Esquimalt District, Plan 49776, PID No. 015-606-571 (2828 Jacklin Road);

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

2. 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)
CCP	2032	Strata Lot A, Section 5, Esquimalt District, Strata Plan 1913, PID No. 016-035-798 (2822 Jacklin Road); Strata Lot B, Section 5, Esquimalt District, Strata Plan 1913, PID No. 016-035-801 (2824 Jacklin Road); and Lot A, Section 5, Esquimalt District, Plan 49776, PID No. 015-606-571 (2828 Jacklin 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; 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; c) \$712.50 per new residential unit created on the 7 th storey or higher of the building towards the General Amenity Reserve Fund; d) \$750 per new residential unit created on the 1 st to 4 th storeys of the building towards the Affordable Housing Reserve Fund; e) \$375 per new residential unit created on the 5 th and 6 th storeys of the building towards the Affordable Housing Reserve Fund;	No

			<p>f) \$187.50 per new residential unit created on the 7th storey or higher of the building towards the Affordable Housing Reserve Fund; and</p> <p>g) \$10.75 per square meter of commercial space created of the building towards the General Amenity Reserve Fund.</p>	
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B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 657, (2822, 2824, and 2828 Jacklin Road), Bylaw No. 2032, 2022”.

READ A FIRST TIME this day of , 2022.

PUBLIC HEARING held this day of , 2022.

READ A SECOND TIME this day of , 2022.

READ A THIRD TIME this day of , 2022.

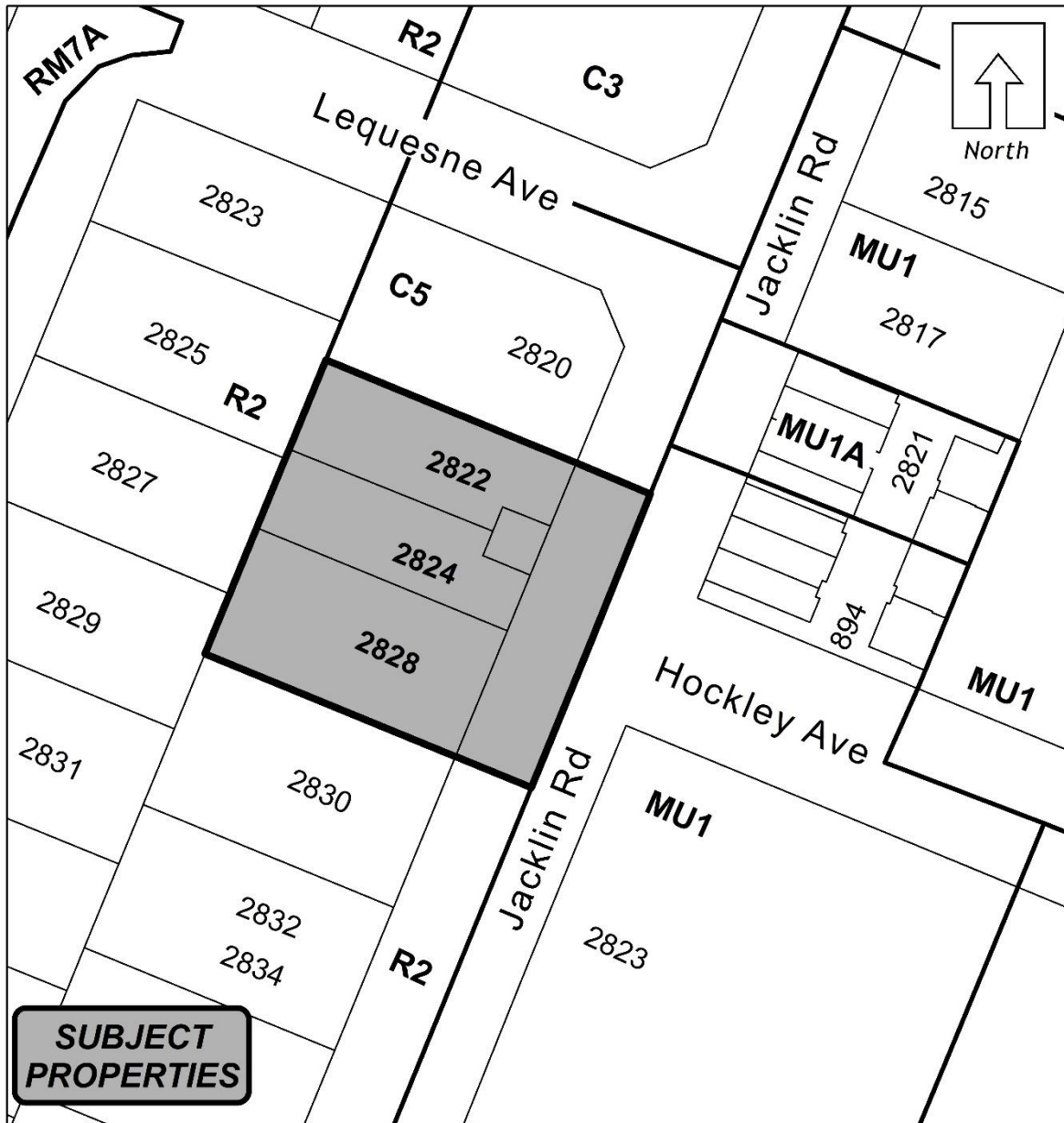
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A





Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, January 17, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z21-0042

SUBJECT: Application to Rezone 902 Walfred Road from Rural Residential 5 (RR5) to Residential Small Lot 1 (RS1) to accommodate an 13-lot bare land strata subdivision.

PURPOSE

Rachael Sansom of Grayland Consulting Ltd. has applied on behalf of Bev and Sherri Befus to rezone 902 Walfred Road from Rural Residential 5 (RR5) to Residential Small Lot 1 (RS1) to accommodate a 13 lot bare land strata subdivision.

BACKGROUND

PREVIOUS APPLICATIONS

DP20-0048 – In October 2020 the property owners applied and obtained a Development Permit to allow for ditch realignment and remediation work within the Habitat and Biodiversity and Interface Fire Hazard development permit areas.

Table 1: Site Data

<i>Applicant</i>	Rachael Sansom, Grayland Consulting Ltd.
<i>Owner</i>	Bev and Sherri Befus
<i>Civic Address</i>	902 Walfred Road
<i>Legal Description</i>	Lot 1 Section 78 Esquimalt District Plan 22056, PID: 003-297-411
<i>Size of Property</i>	9,234 m ² (2.26 acres)
<i>DP Areas</i>	Potential Habitat and Biodiversity and Interface Fire Hazard
<i>Zoning Designation</i>	Rural Residential 5 (RR5)
<i>OCP Designation</i>	Hillside or Shoreline

SITE AND SURROUNDING AREA

The subject property is located on the north side of Walfred Road, directly adjacent to the City of Colwood border. The site is heavily treed and the property slopes towards Walfred Road.

The surrounding properties are all primarily large lots zoned for rural residential use, and with similar topography and environmental conditions. It is noted that to the west, near Jacklin Road, there are various new small lot subdivisions that have been completed in the past several years. To the south-east, the property located at 894 Walfred Road was rezoned to RS4 (now R2) to allow a 15-lot subdivision. Construction works are underway on this site and sewer will be extended down Walfred Road, past the subject property, as part of the subdivision requirements. Further to the south-east, the property at 890 Walfred is currently under consideration of rezoning to the R2 Zone to allow an 8-lot subdivision.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	RR5 and City of Colwood	Rural Residential, heavily treed
<i>East</i>	RR1, R2 and City of Colwood	Rural Residential and One- and Two-Residential
<i>South</i>	RR1 and RR5	Rural Residential
<i>West</i>	RR5	Rural Residential

COMMENTS

OFFICIAL COMMUNITY PLAN

The subject property is designated as *Hillside or Shoreline* within the Official Community Plan Bylaw No. 1200 as described below:

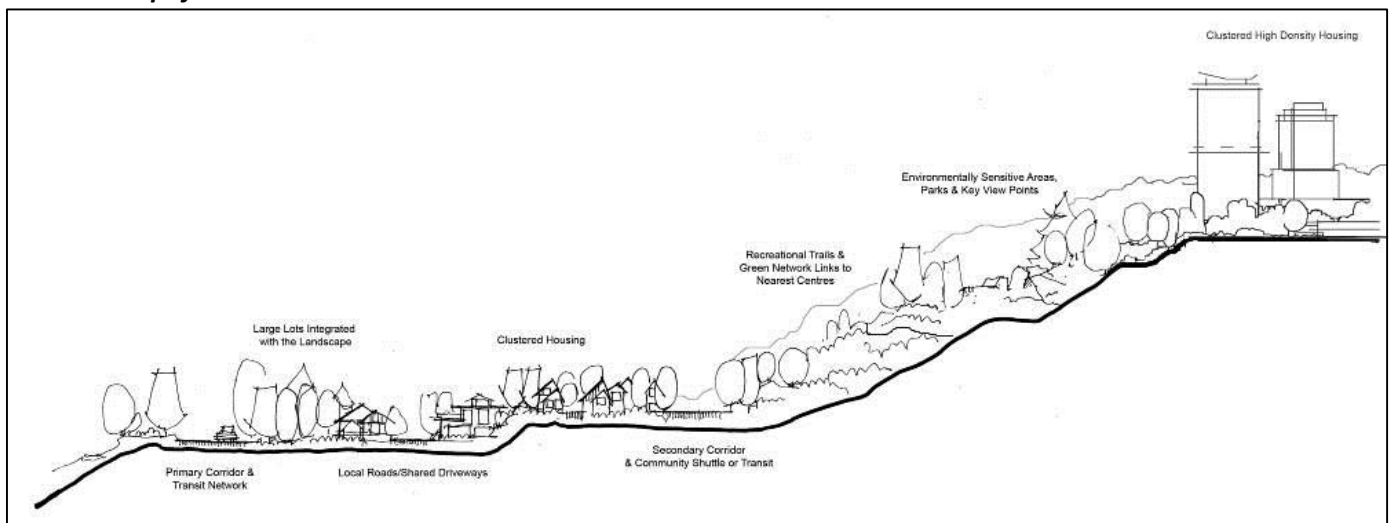
Hillside or Shoreline

Predominantly existing low intensity settled areas throughout community with a high percentage of open space and undeveloped areas located on a hillside or near the shoreline.

- Predominantly residential precinct that supports a range of clustered low, medium and high density housing choices including secondary suites. Higher building forms, such as point towers, will be permitted on hillsides to maximize open space provided some conditions are satisfied (see policies for this area)
- Schools, community facilities and other institutional uses are permitted throughout the area
- Home-based businesses, live-work housing is encouraged; Home-based accommodations (e.g. Bed & Breakfasts) are permitted.

- Parks, open spaces and green corridors (creeks, wildlife corridors, trails, etc.) are integrated throughout the area. Large playfields are discouraged due to grading requirements. Site and topographic responsive pocket parks, enhanced viewpoints, graded hiking and walking trails, children's play areas, including 'tot lots' and outdoor exercise areas are strongly encouraged on hillside areas.
- This area allows for *Neighbourhood Centres* to emerge in the form of high and medium density clustered mixed-use nodes
- Transit stops are located where appropriate

A Concept for Hillside or Shoreline Areas



DEVELOPMENT PERMIT AREAS

The subject property is located within the *Potential Habitat and Biodiversity* and *Extreme Interface Fire Hazard* Development Permit Areas. Reports prepared by registered professionals and a Development Permit will be required prior to the alteration of the land. The applicant has submitted a high-level overview of the habitat and biodiversity areas on site to confirm there are no immediate concerns about the proposed lot layout. A more detailed report will be required at the time of Development Permit. Additionally, Council designates any lots less than 550 m² in area as small lots and therefore the proposed development would also require a Form and Character Development Permit pursuant to the *Intensive Residential* design guidelines.

DEVELOPMENT PROPOSAL

The applicant is proposing to rezone the subject property to RS1 (Residential Small Lot 1) to allow for a 13-lot bare land strata subdivision. The existing dwelling will remain. The size of the lots range between 217 m² and 1163 m², seven out of the thirteen lots would be eligible for a secondary suite as they exceed 400 m². Each lot is required to have at least two parking spaces for the primary dwelling, and a third space is required for any lot that contains a secondary suite.

It is noted for reference that the average lot size, when considering the parent parcel size less the area of the strata road, is just over 600 m². This is a lower density than the R2 Zone, but since some of the lots have lot areas and lot widths less than the R2 Zone, the applicant has requested the RS1 Zone.

As the applicant is intending to create 13 new lots, they will be required to create 7 on-street parking spaces as per Bylaw No. 1000 requirements. They have provided eight stalls and have demonstrated on their site plan where they intend for these spaces to be located.

The applicant has also provided a significant amount of undisturbed greenspace totaling 2,853 m² or 31% of the site area. The proposed green space shall be registered as strata common property. Council may wish to require that the applicant register a non-disturbance covenant over these lands to ensure this greenspace is retained as proposed.

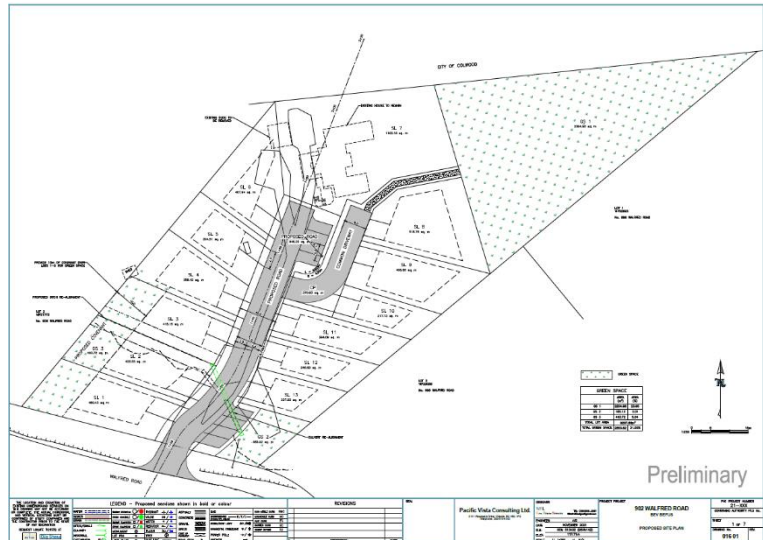


Table 3: Proposal Data

	Permitted by RR5 (Current Zoning)	Permitted by RS1 (Proposed Zone)
<i>Minimum Lot Size</i>	4,046.86 m ² (1 acre)	200 m ²
<i>Minimum Lot Width</i>	n/a	9 m
<i>Maximum Height</i>	10.5 m (34.4 ft)	9 m (29.5 ft.)
<i>Maximum Site Coverage</i>	n/a	50%
<i>Front Yard Setback</i>	7.5 m (24.6 ft)	3 m (9.8 ft), and 5.5 m (18f ft) for garage portion
<i>Interior Side Yard Setback</i>	3 m (9.8 ft)	1.5 m (4.9 ft)
<i>Exterior Side Yard Setback</i>	5.5 m (18 ft)	3.5 m (9.8 ft), and 5.5 m (18f ft) for garage portion
<i>Rear Yard Setback</i>	10 m (32.8 ft)	5.5 m (18 ft)
<i>Parking Requirement</i>	2 spaces per dwelling and 1 space for a secondary suite (if permitted)	2 spaces per dwelling and 1 space for a secondary suite (if permitted)

PARKS AND BOULEVARD

The Parks Department has indicated that vegetation within the road allowance on Walfred Road should be retained. If any vegetation is required to be removed, the applicant is required to replant the area and provide a temporary irrigation system from a private irrigation system, to be secured by way of a Section 219 Covenant.

The Parks Department has not requested that any park land be provided with this development. As such, in accordance with Section 510 of the *Local Government Act*, 5% cash-in-lieu of park land of the assessed value, following rezoning, would be required as a condition of subdivision approval.

INFRASTRUCTURE

Full frontage improvements in accordance with Bylaw No. 1000 and to the satisfaction of the Director of Engineering will be required as a condition of subdivision approval. Of note, the Engineering Department has indicated that the proposal will be required to provide streetlights, cash-in-lieu for a multi-use path and no on-street parking on Walfred Road.

STORMWATER MANAGEMENT

The applicant will be required to provide a stormwater management plan to the satisfaction of the Director of Engineering prior to subdivision approval or the issuance of a building permit, whichever is first. Council may wish to require a stormwater technical memo prepared by the project engineer prior to Public Hearing to verify that storm water can be adequately managed on-site for the proposed development.

FINANCIAL CONTRIBUTIONS

COUNCIL'S AFFORDABLE HOUSING, PARK AND AMENITY CONTRIBUTION POLICY

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

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per unit contribution	Total (13 lots)
<i>Affordable Housing Reserve Fund</i>	\$660 (Small Lot)	\$7,920 (12 lots)
	\$1,000 (Single Family – 550+ m ² lot)	\$1,000 (1 lot)
<i>General Amenity Reserve Fund</i>	\$3,960 (Small Lot)	\$47,520 (12 lots)
	\$6,000 (Single Family – 550+ m ²)	\$6,000 (1 lot)
TOTAL POLICY CONTRIBUTIONS		\$62,440

Table 5 – Development Cost Charges

Development Cost Charge	Per unit contribution	Total (12 lots)
<i>Roads</i>	\$3,865 (Small Lot)	\$34,785 (9 lots)
	\$5,876 (300+ m2 lot)	\$23,504 (4 lots)
<i>Storm Drainage</i>	\$1,166 (Small Lot)	\$10,494 (9 lots)
	\$1,878 (300+ m2 lot)	\$7,512 (4 lots)
<i>Park Improvement</i>	\$1,890	\$24,570
<i>Park Acquisition</i>	\$1,100	\$14,300
<i>Incremental Storage Improvement Fees</i>	\$371.25 (Small Lot)	\$2,227.50 (6 lots)
	\$495 (400+ m2 lot)	\$3,465 (7 lots)
<i>Integrated Survey Area</i>	\$50	\$650
Subtotal (DCCs paid to City of Langford)		\$121,507.50
<i>CRD Water</i>	\$2,922	\$37,986
<i>School Site Acquisition</i>	\$1,000	\$13,000
TOTAL (estimate) DCCs		\$172,493.50

OPTIONS:

Option 1

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

1. Proceed with consideration of Bylaw No. 2030 to amend the zoning designation of 902 Walfred Road from the RR5 (Rural Residential 5) Zone to the RS1 (Residential Small Lot 1) Zone subject to the following terms and conditions:
 - a. That the applicant provides, as a bonus for increased density, the following contributions per lot **prior to subdivision approval**:
 - i. \$600 (Small Lot) towards the Affordable Housing Fund;
 - ii. \$1,000 (Single Family – 550 m² or more) towards the Affordable Housing Fund;
 - iii. \$3,960 (Small Lot) towards the General Amenity Fund; and
 - iv. \$6,000 (Single Family – 550 m² or more) towards the General Amenity Fund.
 - b. That, **prior to Public Hearing**, the applicant provides a technical memo from an engineer that verifies stormwater can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineer;
 - c. That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees:
 - i. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to subdivision approval or the issuance of a building permit, whichever is first:
 1. Full frontage improvements; and
 2. A storm water management plan;
 - ii. That a Construction Parking and Traffic Management Plan be provided to the satisfaction of the Director of Engineering prior to any alteration of the land;
 - iii. That vegetation within the road allowance on Walfred Road should be retained. If any vegetation is removed, the applicant is required to replant the area and provide a temporary irrigation system from a private irrigation system to the satisfaction of the Manager of Parks
 - iv. That a non-disturbance covenant be registered over 31% of the land to be protected as open space on strata common property prior to subdivision approval, to the satisfaction of the Approving Officer;

OR Option 2

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

Take no action at this time with respect to Bylaw No. 2030.

SUBMITTED BY: Matt Notley, Planner I

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

Concurrence: Donna Petrie, Manager of Business Development and Events

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

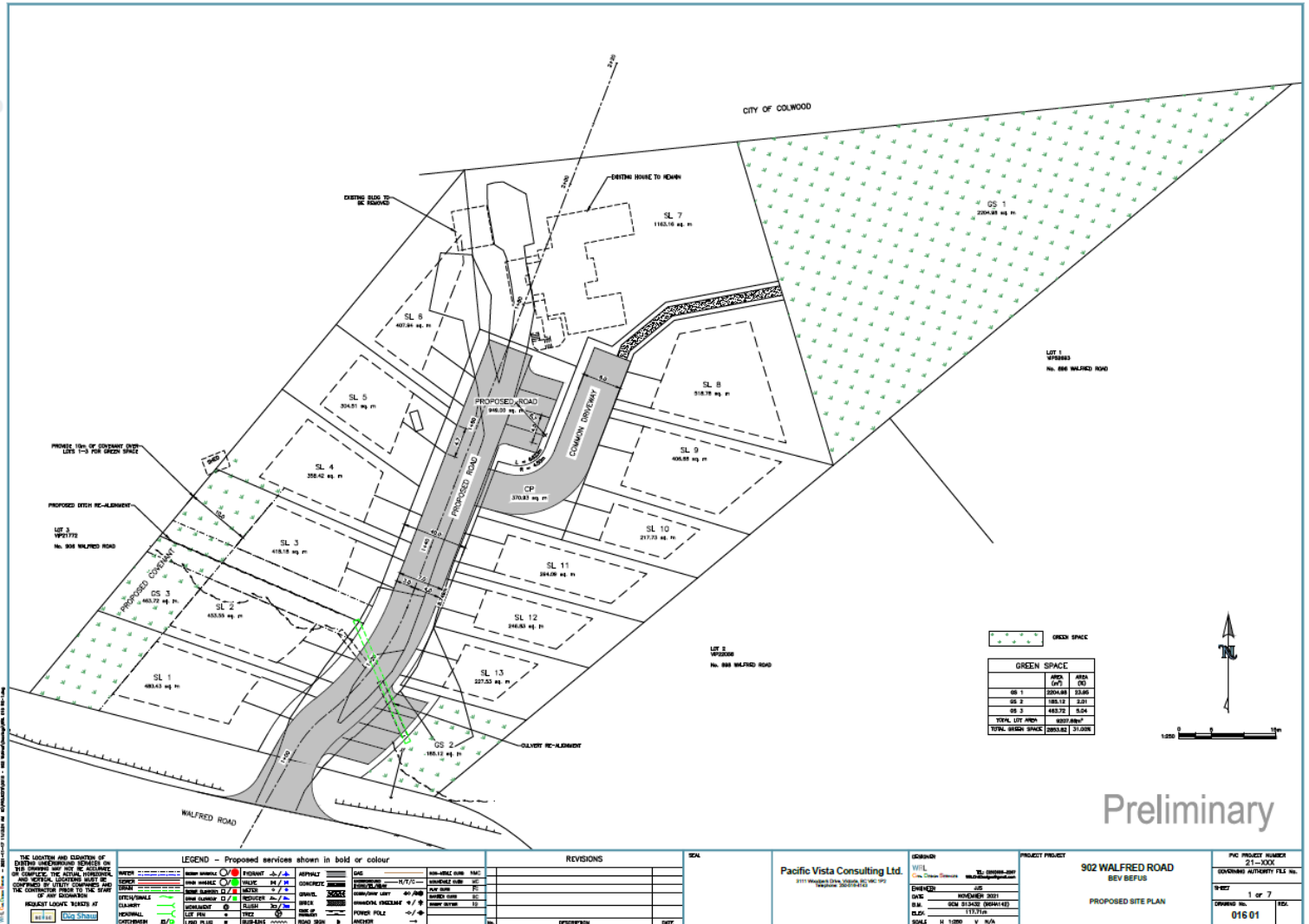
Concurrence: Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering and Public Works

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

Concurrence: Marie Watmough, Acting Director of Corporate Services

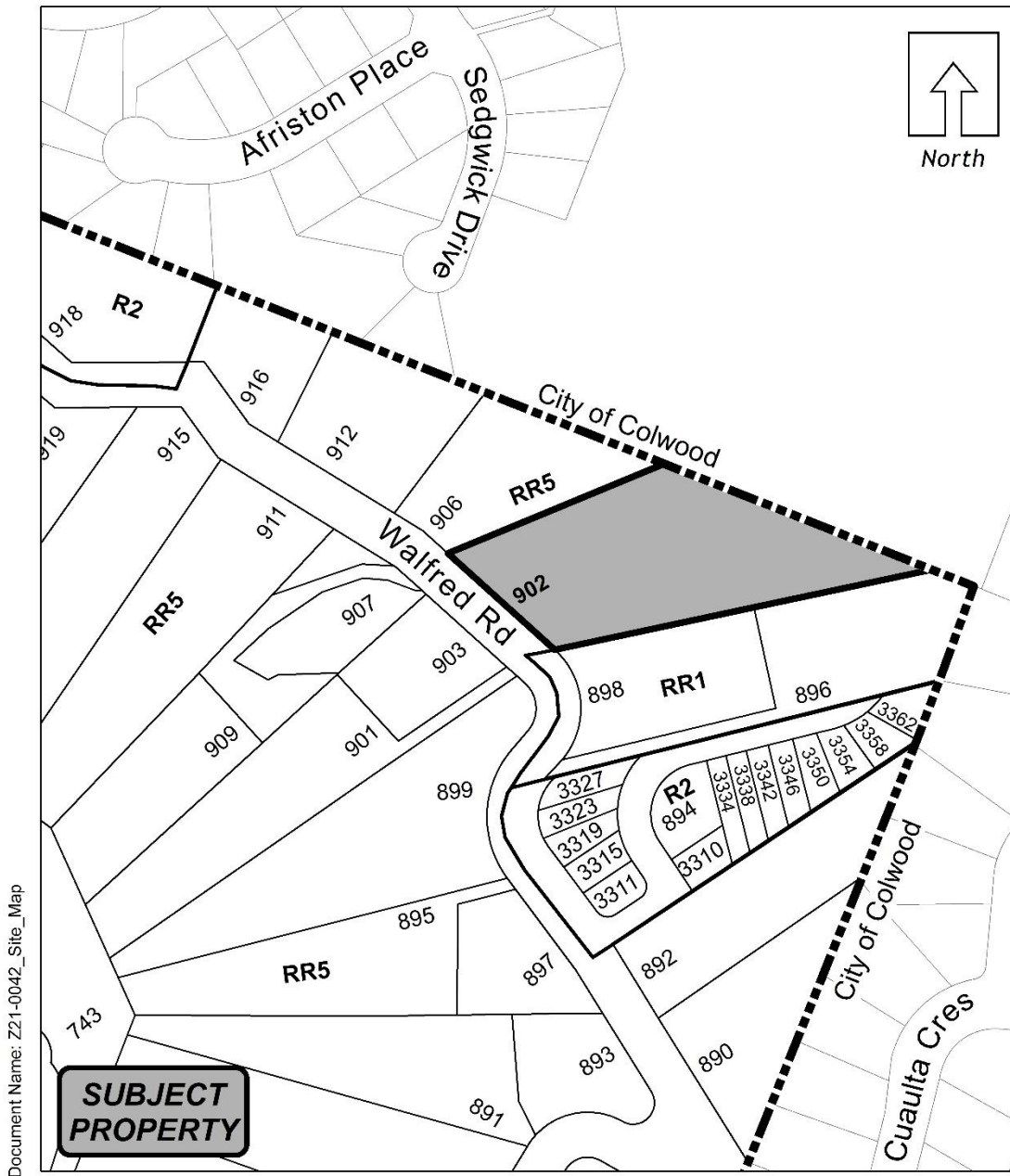
Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A – Proposed Site Plan



Appendix B – Site Map

**REZONING BYLAW AMENDMENT
(Z21-0042)
902 Walfred Rd**



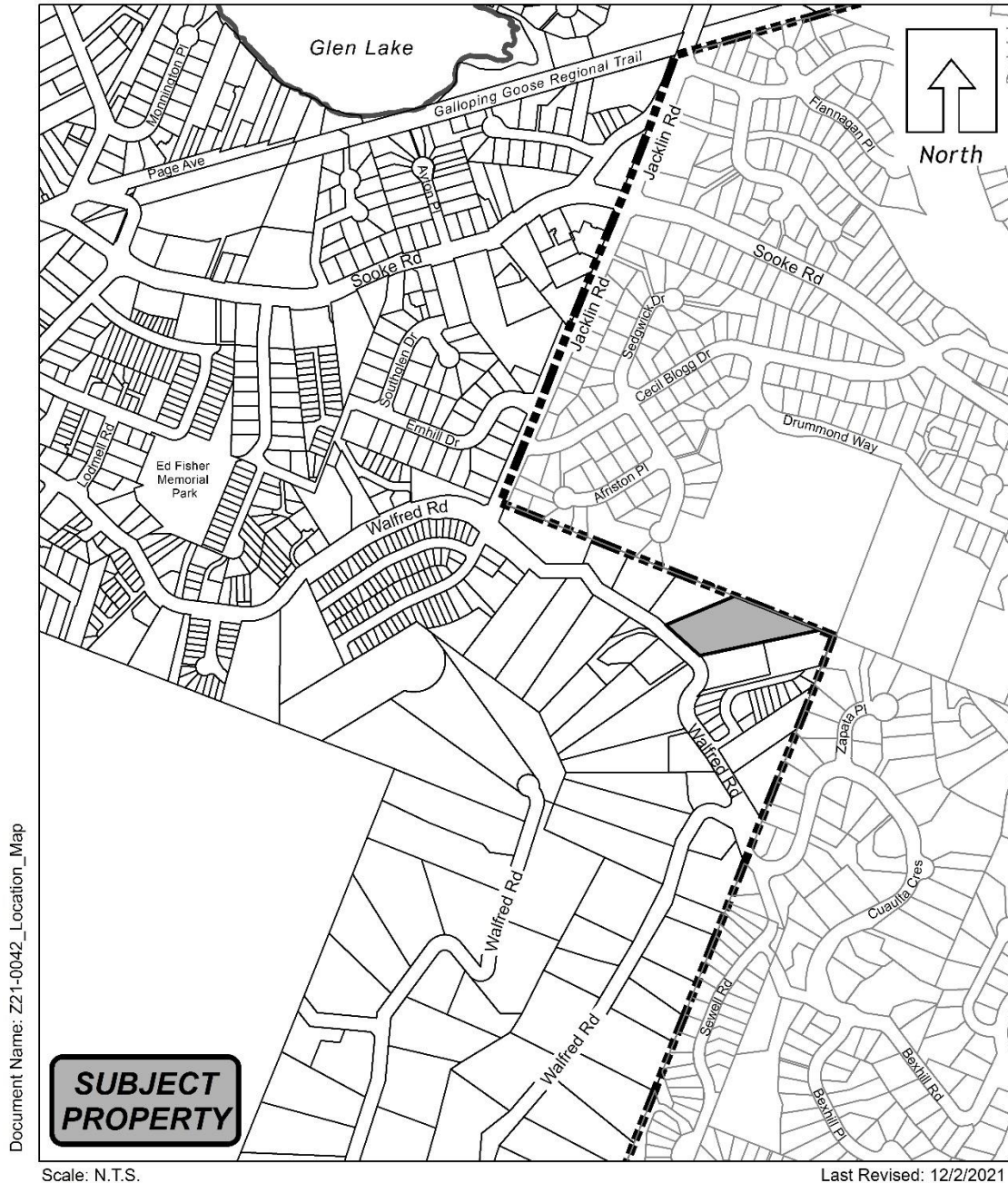
Document Name: Z21-0042_Site_Map

Scale: N.T.S.

Last Revised: 12/1/2021

Appendix C – Location Map

**REZONING BYLAW AMENDMENT
(Z21-0042)
902 Walfred Rd**



**CITY OF LANGFORD
BYLAW NO. 2030**

**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 (RR5) Zone and adding to Residential Small Lot (RS1) Zone the property legally described as Lot 1, Section 78, Esquimalt District, Plan 22056, PID No. 003-297-411 (902 Walfred Road) in the portions as shown shaded on Plan No. 1 attached to and forming part of this Bylaw.
2. 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	2030	Lot 1, Section 78, Esquimalt District, Plan 22056, PID No. 003-297-411 (902 Walfred Road))	a) \$3,690 per lot less than 550 m2 towards the General Amenity Reserve Fund; b) \$6,000 per lot 550 m2 or greater towards the General Amenity Reserve Fund; c) \$660 per lot less than 550 m2 towards the Affordable Housing Reserve Fund; d) \$1,000 per lot 550 m2 or greater towards the Affordable Housing Reserve Fund;	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 655, (902 Walfred Road), Bylaw No. 2030, 2022".

READ A FIRST TIME this day of, 2022.

PUBLIC HEARING held this day of , 2022.

READ A SECOND TIME this day of , 2022.

READ A THIRD TIME this day of , 2022.

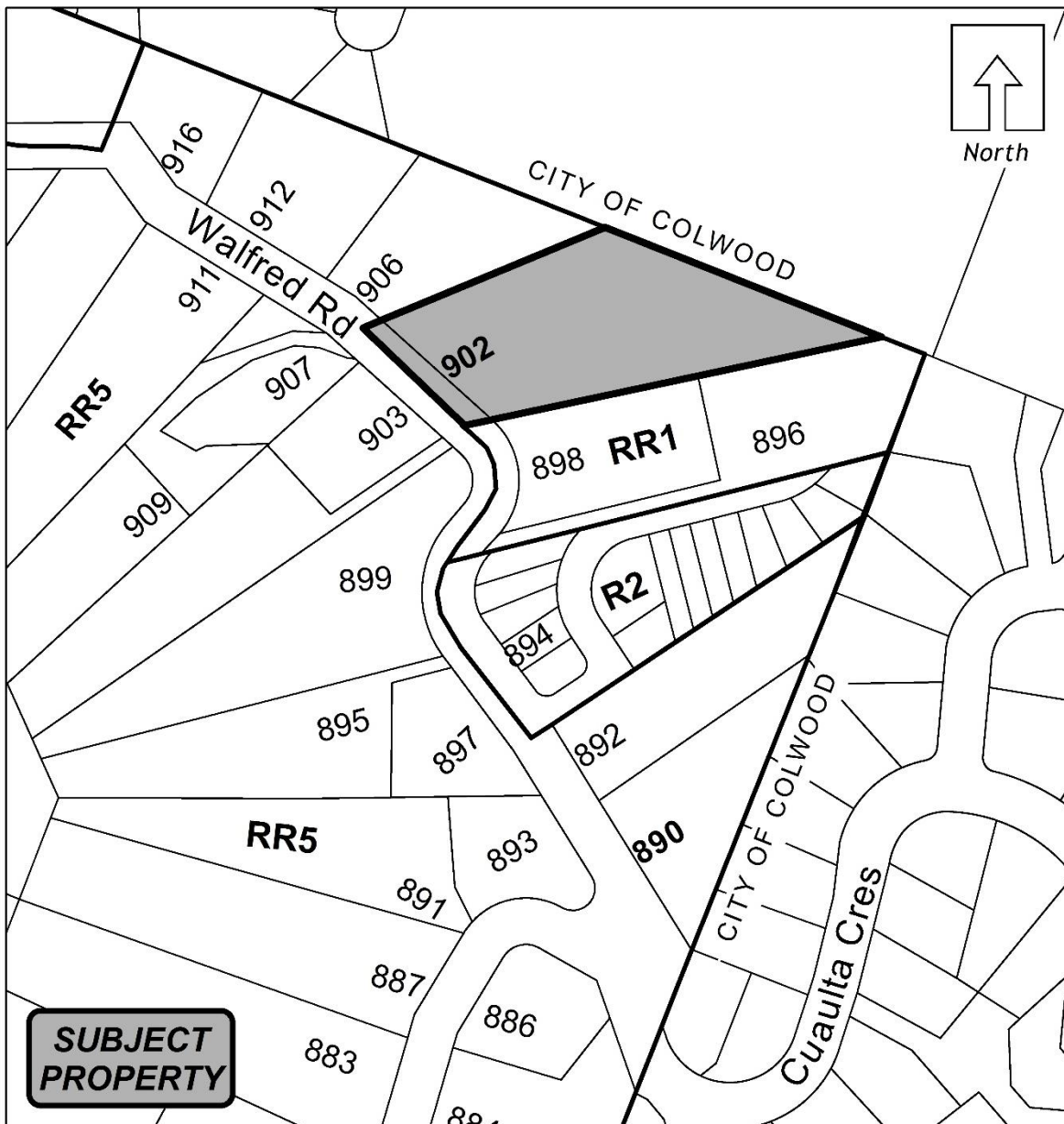
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



Trina Cruikshank

From: Graham & Anne Miller [REDACTED]
Sent: January 11, 2022 11:54 AM
To: Langford Planning General Mailbox
Subject: Submission regarding Development Application for 902 Walfred Road

Submission regarding Development Application for 902 Walfred Road

prepared by Graham and Anne Miller
906 Walfred Road - directly adjacent to subject property

Please be advised that this property directly abuts our property all along our property line. Due to the drastic nature of proposed changes to this property, there are a significant number of concerns we have, regarding this proposal.

[REDACTED]

This property was developed as part of the original covenanted subdivision known as Braemar Heights, with minimum 2 acre lots, with one acre split between families. This area of Walfred is one of the few remaining forested urban areas that Langford advertises as desirable in their promotional material.

Firstly we have been completely blindsided by this application. The new owner of this property had made no attempt to discuss any plans regarding any of what are known significant concerns of ours.

[REDACTED]

Previous conversations had also taken place regarding our shared concerns regarding possible development impacts of other close by developers. It is also unfortunate that we have had basically one business day to respond with initial feedback to present to the Planning, Zoning Meeting, without benefit of time to do due diligence to any expert advice, to protect our own property from this drastic change.

Issues of concern.

Density

This proposal is massively over building the number of units this property can support. For example #4 lot in particular is situated too close to our own home and needs to be scaled back in size. Cramming in too many smaller units will not in any way, reflect the tone of the current neighbourhood. This is an area of larger homes, with larger well maintained properties, As per an "in progress development" a few properties up the hill, these high density developments dropped into this established neighbourhood fly in the face of the OCP description of density reflecting the form and character best suited to both the surrounding properties and vision of community. This community has REPEATEDLY gone to council to express concern against such developments. Even cutting the lots to 6-8 would alleviate some of the pressures outlined below.

Trees and Topography

At this time, this property is essentially a forest. This proposal will demand complete deforestation on the steepest slopes directly above and adjacent to our home which will destabilize the ground and cause a number of disruptions such as flooding, draining causing damage, destabilizing existing trees in our property,

Wind pattern

This abrupt deforestation will drastically interrupt the wind patterns of very tall and treasured trees left on what will be left of the forest on our property.

These trees are directly beside our house. This will create potential for damage to our own home. Any approvals for developments that impact this issue will result in Langford being culpable for future damage to our property. We have not been furnished with any information regarding planning re trees

Slope

The topography is not reflected in this plan, being a very steep slope, which would entail massive amounts of fill being brought in. This will endanger our property. To level the ground for building will endanger our property and create a massive wall of what? This will directly impact our enjoyment of the most usable portion of our property, right adjacent to our dining room and deck area, which we basically spend half the year enjoying. What mitigation will be made to assure us any privacy with 6 homes looming over our yard?

How much fill and blasting will take place within yards of our living space? What impact will this have on our existing structure of our home?

No information of grade level impacts as per page 143 of the OCP.

Water and flooding issues

Historically, due to topography, an existing natural waterway, development above us, over the years, this side of Walfred has suffered considerable damage from poorly managed ground water disposal. Over the 45 years of this subdivision, homeowners, specifically 906 owner and 902 previous owner, over the years, having to mitigate by building a bridge and channel and culvert system to try to mitigate and manage the yearly rain and drainage from upper ditches.

No individual property owner should have to contend with having to privately manage the municipal drainage system. This has been repeatedly discussed and acknowledged by municipal staff on site after many flooding incidents. Recent work in the past two years has helped to mitigate this, but still is an ongoing issue as the rains yearly increase with global warming patterns changing. It has been acknowledged that more work is still needed to assist with current vulnerable spots above these properties.

Riparian concerns and mitigations have not been shared with us as of this time, and we have had no time to pursue any response, due to the referred to tight timeline of this required feedback.

This proposed development will actually create an even larger flow directly through our property by straightening this water course. This is unacceptable and dangerous to our property. By removing the trees and proposed foundation work, the entire slope will be destabilized and create a major hazard to our property. We look to the municipality to acknowledge and protect our home, as is our right to expect. Langford must have a long record of the concerns of this portion of Walfred and should be referring to this history prior to beginning to discuss any size of the development. We know that senior engineering and road staff have expressed concerns.

As well, by having the extreme flow of water through that property, the sheer volume in the winter months create a safety hazard for any children living nearby, due to the shape creating a much more impactful flow.

OCP

We haven't even started to explain all the concerns that this development contravenes many sections of the OCP , for exqample, discussion of Urban forests page 159, Developmental impact of "mini watershed" areas, or the wildlife impacts and overall urban environmental impact of losing further greenspace.

In fact this area of Walfred is not even recognized in map page 55 as greenspace.

Many, many Langford residents question why there is even an OCP as it appears any change or variance tto this plan, hat is requested,

is being approved despite the significant impacts to the environment, neighbourhoods and community.

We submit this feedback in the faint hope that Langford will endeavour to assist us to mitigate the massive changes this proposal will bring to our daily life in our home

Respectfully
Graham and Anne Miller
906 Walfred Road
Langford, BC
V9C 2P4