



Planning, Zoning, and Affordable Housing Committee Agenda

Monday, February 14, 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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2. CALL TO ORDER	
3. APPROVAL OF THE AGENDA	
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Planning, Zoning, and Affordable Housing Committee Minutes

January 31, 2022, 5:30 PM
Electronic Meeting

PRESENT: Councillor D. Blackwell
Councillor R. Wade
C. Brown-Remote
A. Creuzot
A. Ickovich
J. Raappana - Remote
T. Stevens

ABSENT: D. Horner
K. Sheldrake

ATTENDING: M. Baldwin, Director of Planning and Subdivision
M. Mahovich, Director of Engineering and Public
Works-Remote
T. Cruikshank, Land Development Assistant
Kelsey Hutt, Planning Assistant
K. Dube, Manager of Information Technology
T. Corpus, Senior Application Developer/Analyst

**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: BROWN

THAT the Committee approve the agenda as presented.

Motion CARRIED.

4. ADOPTION OF THE MINUTES

4.1 Planning, Zoning and Affordable Housing Committee Meeting - January 17, 2022.

MOVED BY: WADE

SECONDED: ICKOVICH

That the Committee approve the minutes of the Planning, Zoning and Affordable Housing Committee meeting from January 17, 2022.

Motion CARRIED.

5. REPORTS

5.1 Application for a Development Variance Permit to vary the total permitted area of façade sign from 37.78m², previously varied by DVP99-0005, to allow for a total façade sign area of 53.43m² for Staples at 789 McCallum Road.

MOVED BY: ICKOVICH

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 789 McCallum Rd with the following variances:
2. That Section 10(a)(i) of Sign Bylaw No. 1250 be varied to increase the total allowable façade sign area to 53.43m².

Subject to the following terms and conditions:

- i. That the signs must reflect only the information and esthetic in accordance with the plans attached to this report as Appendix A and B, and may only be placed in the locations as shown on the site map in Appendix C;
- ii. That the red background of the building be suitably refinished so that the area that was under the previous signage is no longer of a different colour from the remainder of the façade;
- iii. That the banner sign on the west façade of the building be removed;

Motion CARRIED.

5.2 Application for Development Variance Permit to allow a 1.82 m (6.0 ft) high composite solid board fence to be constructed on a lot line abutting a Highway at 2620 Mica Place.

MOVED BY: STEVENS

SECONDED: BROWN

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 2620 Mica Place with the following variance:
 - a. That Section 3.21.03(3) of Zoning Bylaw No. 300 be varied from the requirement of a maximum 1.2m (3.9 ft) high, wrought iron, picket or similar style fence providing less than complete visual screening to allow a 1.82m (6.0 ft) high solid board fence;

Subject to the following terms and conditions:

- i. That the site is developed in accordance with the plan attached to this report as Appendix B;

Motion CARRIED.

5.3 Application for Development Variance Permit to allow for a setback and height variance at 2936 and 2940 Irwin Road

MOVED BY: STEVENS

SECONDED: ICKOVICH

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

1. Direct staff to provide notice that Council will consider issuing a Development Variance Permit for 2936 and 2940 Irwin Road with the following variances:
 - a. That Section 6.80A.07 of Zoning Bylaw No. 300 be varied to increase the maximum height of a building or structure from 12 m (39.4 ft) to 27.5 m (90 ft); and
 - b. That Section 6.80A.08(1) of Zoning Bylaw No. 300 be varied to reduce the front lot line setback from the required 7.5 m to 0 m;

Motion CARRIED.

6. ADJOURNMENT

MOVED BY: WADE

SECONDED: STEVENS

The Chair adjourned the meeting at 5:50 pm.

Motion CARRIED.

Presiding Council Member

Certified Correct - Corporate Officer



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Sunday, February 14, 2021

DEPARTMENT: Planning

APPLICATION NO.: Z21-0031

SUBJECT: Bylaw No. 2034 – Application to Amend the Text of the CD4 (Comprehensive Development - Olympic View) Zone at 749 Latoria Road, 781 Gwendolynn Drive, and 655 Frederick and an unaddressed parcel off Willing Drive

PURPOSE

GolfBC Holdings Inc. has applied to amend the text of the CD4 (Comprehensive Development – Olympic View) Zone to allow for various zoning changes. The Olympic View lands, as they will be referred to within this report, are made up of four parcels: 749 Latoria Road, 781 Gwendolynn Drive, and 655 Frederick, and an unaddressed parcel that has access off Willing. As the entire zone is being reviewed, it is the appropriate time to look at the introduction of amenity fees and update the Master Development Agreement.

BACKGROUND

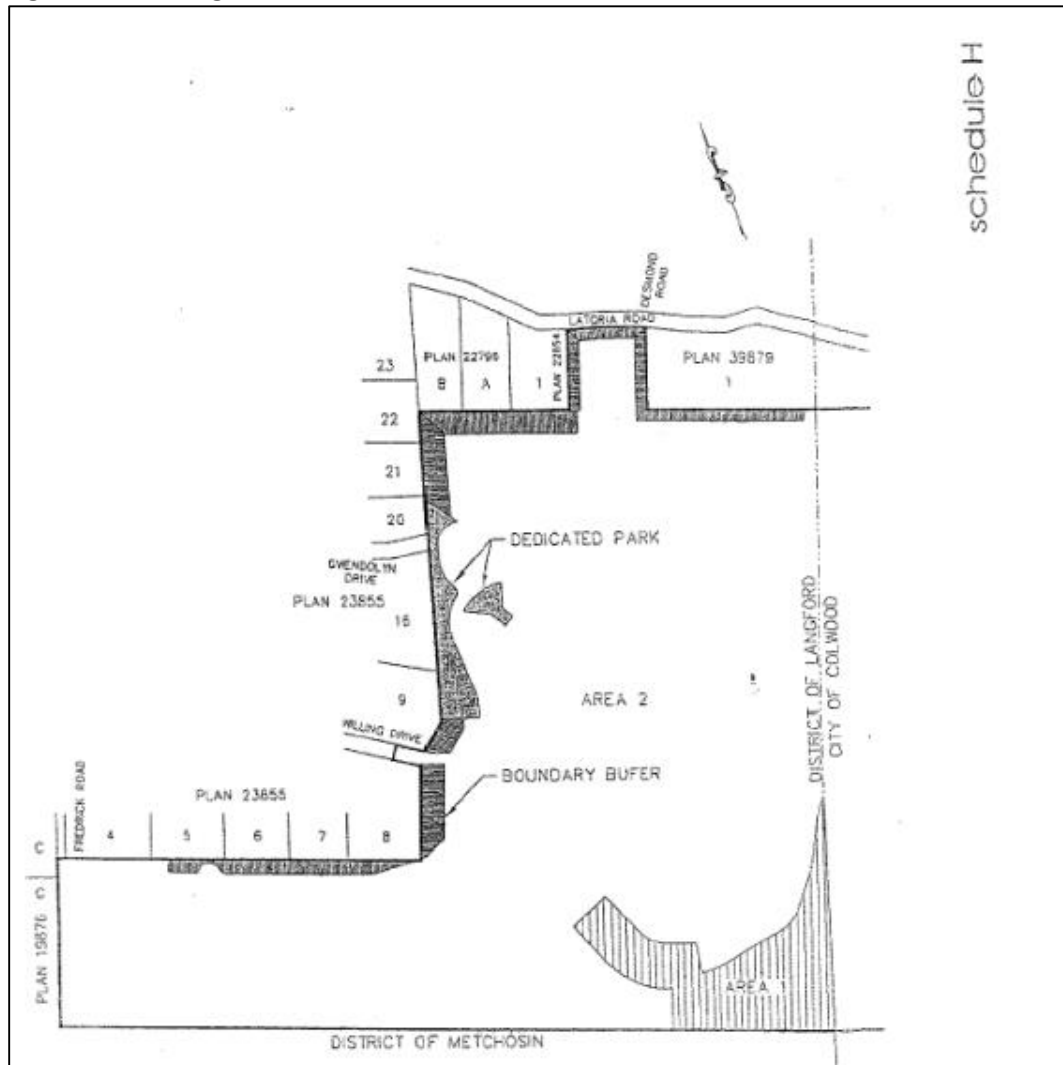
The CD4 - Olympic View lands span the Langford/Colwood municipal border, as well as the Langford/Metchosin municipal border, with approximately 127 acres of land located in the City of Langford.

While the Langford lands are currently used for a golf course and clubhouse, the properties were first zoned to allow 237 residential units in 1997, and further rezoned in June of 2001. The rezoning in 2001 allowed for up to 461 dwelling units in addition to a variety of



commercial uses, including: restaurants, recreation centres, retail stores, offices, among others. This rezoning also split the Olympic View lands on the City of Langford side into two distinct areas – Area 1 for commercial, higher density residential uses, and golf course, and Area 2 for lower density residential uses and golf course. The area breakdown can be seen in Figure 1 below.

Figure 1 – Existing Area Breakdown



Since the area was rezoned in 2001, no development has occurred. An environmental development permit has been issued for land clearing purposes and the applicant has recently started work on-site in accordance with the issued development permit. The scope of the development permit (DP21-0019) allowed for land clearing for access roads and utility construction only, supported by an Environmental Impact Assessment, Riparian Areas Assessment, Wildfire Hazard Assessment, and a Preliminary Landslide Hazard Assessment.

COMMENTS

As noted, the applicant wishes to amend the text of the CD4 (Comprehensive Development – Olympic View) Zone to allow for various zoning changes. The major changes proposed with this amendment are to increase the allowable number of residential units from 461 to 1000 – with a maximum of 500 units as single-family homes, increasing the amount of open space from 15% to 40%, adding some additional commercial uses, increasing the number of allowable hotel rooms from 120 to 200, and removing the Area delineations, thereby allowing the land uses to occur in any portion of the site. These changes, amongst other more minor changes will be discussed in more detail below.

The applicant is seeking to increase the overall allowable number of residential units from 461 to 1000. The current zoning does not specify the makeup of these units, but it is proposed that only 50% of the proposed 1000 units may be single family dwellings. The remainder of the proposed dwelling units would take the form of either apartments, townhouses, or duplexes. These denser housing forms help to concentrate development in a smaller area, allowing more area to remain as open space. As this proposal would result in more density, Council may wish to require that a Traffic Impact Assessment be provided to the satisfaction of the Director of Engineering prior to Public Hearing.

Due to this requested increase in allowable units, the applicant has agreed to providing 40% of the land as open space – an increase of 25% over the current minimum of 15%. In more tangible terms, that is an increase from 19 acres of open space to 50.8 acres. The applicant has provided a conceptual site plan which can be seen on Appendix A of this report. While this plan will be included in the updated Master Development Agreement, Council may wish to note that it is considered a best estimation and is subject to change. Exact locations of green space and development lands will be negotiated and determined through the development permit process. Council may wish to note that the 40% open space can be comprised of land dedicated to the City as park, private covenanted open space, or golf course.

The applicant is seeking to add some additional commercial uses to the CD4 zone including group daycare, preschool, library, senior citizens apartment, assisted living, bed and breakfasts, and schools. Given the increased density proposed for this site, Council may find the newly proposed allowable uses within reason and appropriate for a neighbourhood centre. The applicant is also looking to increase the allowable number of hotel units from 120 to 200 units. While it is unknown if a hotel will be constructed on the lands, if it were, no building for a hotel, apartment, or office use would be permitted to exceed 12 storeys, exclusive of any storey used wholly as parking.

As noted above, the applicant is proposing to remove the area delineations within the Olympic View lands. This would allow commercial and residential uses to occur anywhere within the lands (excluding the 40% open space). The applicant's rationale for this request is to facilitate future alternative land use layouts as dictated by community demands and ground truthing through the development process. As the development will be a phased one, community and market demands will inevitably shift as the morphology of the area unfolds.

Additional minor changes to the subdivision requirements have been requested. They include increasing the minimum lot size for single family lots from 500 m² to 550 m² and increasing the duplex minimum lot sizes from 500 m² to 600 m². The applicant is also proposing to reduce the minimum lot size for commercial uses from 695 m² to 450 m².

The applicant is seeking to increase the height limit for all uses. Council may wish to allow this as it will assist the applicant in achieving more open space by building up rather than out. As the number of allowable residential units would be capped at 1000, it is unlikely that the maximum height for apartments would be utilized in abundance.

Proposed changes to the maximum allowable height:

	Current Zoning Allowance	Proposed Zoning Allowance
<i>Single Family/Duplex</i>	9 m	10 m
<i>Townhouse</i>	9 m	3 storeys
<i>Apartment</i>	3 storeys	12 storeys (excluding parking)
<i>Commercial</i>	2 storeys (office 3 storeys)	12 storeys (excluding parking)
<i>Hotel</i>	6 storeys	12 storeys (excluding parking)

Amenity Contributions

As the applicant is proposing to increase the density on this site from 461 residential units to 1000 residential units, Council may wish to require an additional amenity contribution to make Olympic View comparable to other Comprehensive Development sites. The current Master Development Agreement (MDA) for the Olympic View lands stipulates that \$500 per dwelling unit shall be paid towards the Affordable Housing Reserve Fund. As such, Council may wish to continue to apply this amount to the first 461 residential units but apply a higher rate for additional units that is similar to what the City receives in other Comprehensive Development zones like Bear Mountain or Skirt Mountain. Council may wish to request that should the developer construct more than 461 residential units, they must pay a single family equivalent of \$2,000 per dwelling unit towards the General Amenity Reserve Fund, and \$1,000 per dwelling unit towards the Affordable Housing Reserve Fund. Should Council wish to apply this rate, they could expect the following contributions per unit type:

Housing Type	Single Family Equivalent (SFE)	Contribution per unit
Single Family on lot over 550 m ²	1.0	\$2,000 for General Amenity \$1,000 for Affordable Housing
Duplex	1.32 (0.66 x2)	\$2,640 for General Amenity \$1,320 for Affordable Housing
Multi-Family (townhousing and apartment)	0.61	\$1,220 for General Amenity \$610 for Affordable Housing

Master Development Agreement (MDA)

The existing MDA for the Olympic View lands was registered in 2003 and should be updated prior to bylaw adoption. This will include provisions in relation to the park dedication, trail network, water and sewer services, road improvements, riparian area management, and transit facilities, among other items. Within this MDA, Council may also wish for the developer to provide an acknowledgement that the proximity to agricultural operations and to the South Vancouver Island Rangers (rifle club) has the potential to create conflict and nuisances for residents.

Frontage Improvements

The Director of Engineering has specified certain improvements that will be required along the multiple road frontages of the Olympic View lands. They are as follows and will be secured within the MDA:

Gwendolynn: Frontage on Gwendolynn to include sidewalk or a minimum 3.0 m wide multi-use paved trail on one side, boulevard/trees, and streetlights

Klahanie: Frontage on Klahanie to include a multi-use gravel road edge trail behind split rail fencing

Latoria: Frontage on Latoria to include bike lanes and a flashing pedestrian crossing lined up with Desmond Drive to provide access to the multi-use trail on the north side of Latoria.

New interior roads: All interior roads to have a multi-use trail and/or sidewalks per the Olympic View master plan. New roads will include boulevards and landscaping.

OPTIONS:**Option 1**

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

1. Proceed with consideration of First Reading to Bylaw No. 2034 as drafted, to delete and replace the CD4 (Comprehensive Development – Olympic View) Zone subject to the following:
 - a. That prior to Public Hearing, the applicant shall submit a Traffic Impact Assessment to the satisfaction of the Director of Engineering;
 - b. That prior to bylaw adoption, the updated Master Development Agreement will be secured through a Section 219 Covenant registered in priority of all other charges on title that includes the following:
 - i. That the developer will construct full frontage improvements in accordance with Bylaw No. 1000 to the satisfaction of the Director of Engineering which shall include the following:

1. Sidewalk or a minimum 3.0 m wide multi-use paved trail on one side, boulevard/trees, and streetlights along the Gwendolynn frontage;
 2. A multi-use gravel road edge trail behind split rail fencing along the Klahanie Drive frontage;
 3. Bike lanes and a flashing pedestrian crossing lined up with Desmond Drive to provide access to the multi-use trail on the north side of the road along Latoria;
 4. Multi-use trail and/or sidewalks per the Olympic View master plan in addition to boulevards and landscaping on all new interior roads;
- ii. That the developer provides a stormwater management plan and implement the approved plan, to the satisfaction of the Director of Engineering and in accordance with Bylaw No. 1000, prior to subdivision approval or building permit issuance, whichever is first;
 - iii. That any necessary above or underground infrastructure or servicing upgrades, extensions or other required servicing requirements are to be fulfilled to the standards of Bylaw No. 1000 and the Director of Engineering, and that costs incurred will be the responsibility of the developer;
 - iv. That the applicant agrees to implement the recommendations garnered from the submitted Traffic Impact Assessment;
 - v. Acknowledgment that the proximity to agricultural operations and to the South Vancouver Island Rangers has the potential to create conflict and nuisances for residents;
 - vi. That the developer provides a construction parking management plan, to the satisfaction of the Director of Engineering, prior to any land alteration;
 - vii. That 40% of the land will be used for open space, in general compliance with the Open Space Plan attached as Appendix A;
- c. That prior to bylaw adoption, the current Section 219 Covenant registered on title that contains the existing Master Development Agreement be discharged;

OR Option 2

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

1. Take no action with regards to Bylaw No. 2034 at this time.

SUBMITTED BY: Julia Buckingham, Planner II

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

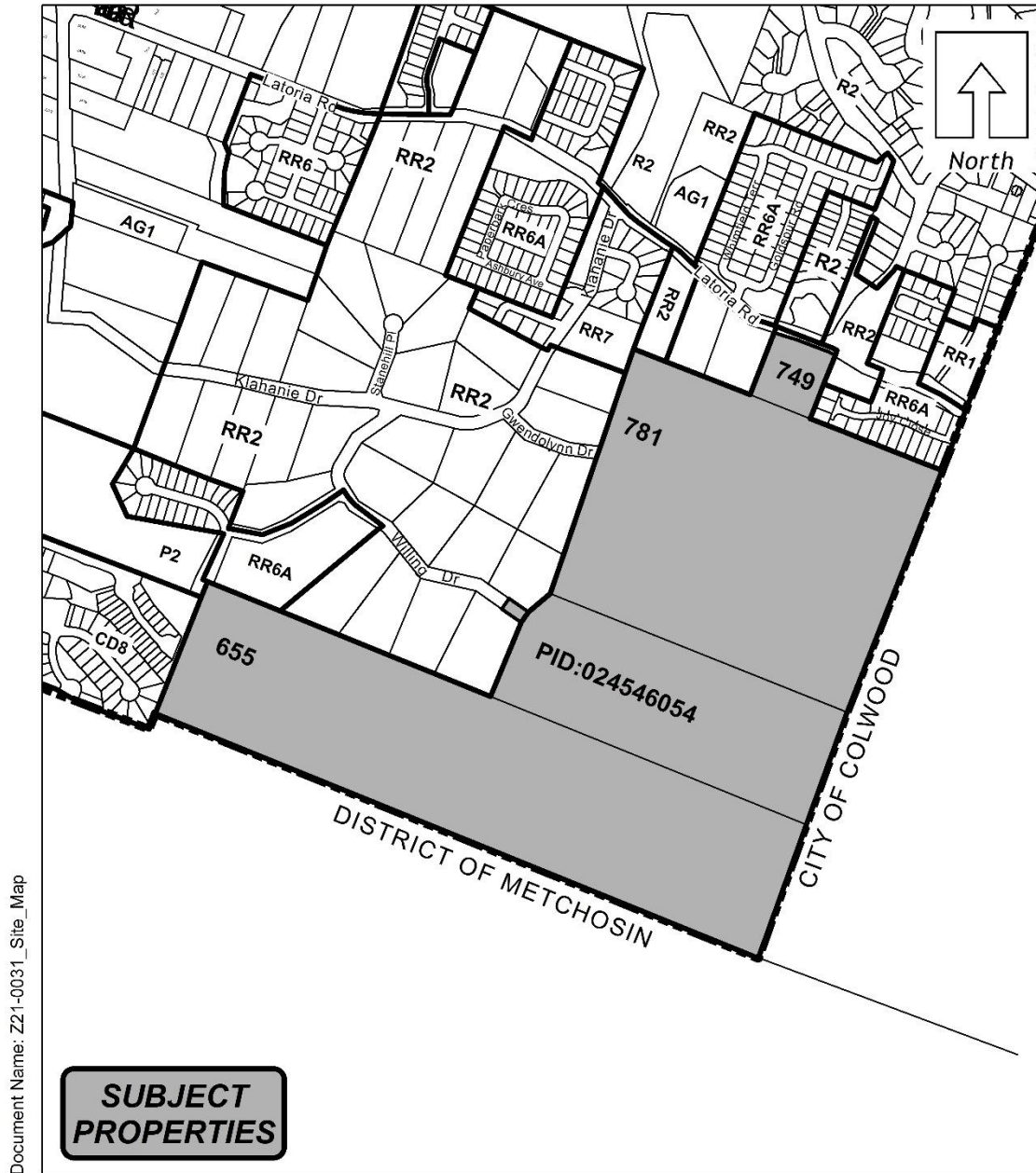
Appendix A – Open Space Concept Map



Appendix B – Site Map

**REZONING BYLAW AMENDMENT
(Z21-0031)**

**749 Latoria Rd, 655 Frederic Rd, 781 Gwendolynn Dr &
PID:024546054**



Scale: N.T.S.

Last Revised: 1/26/2022

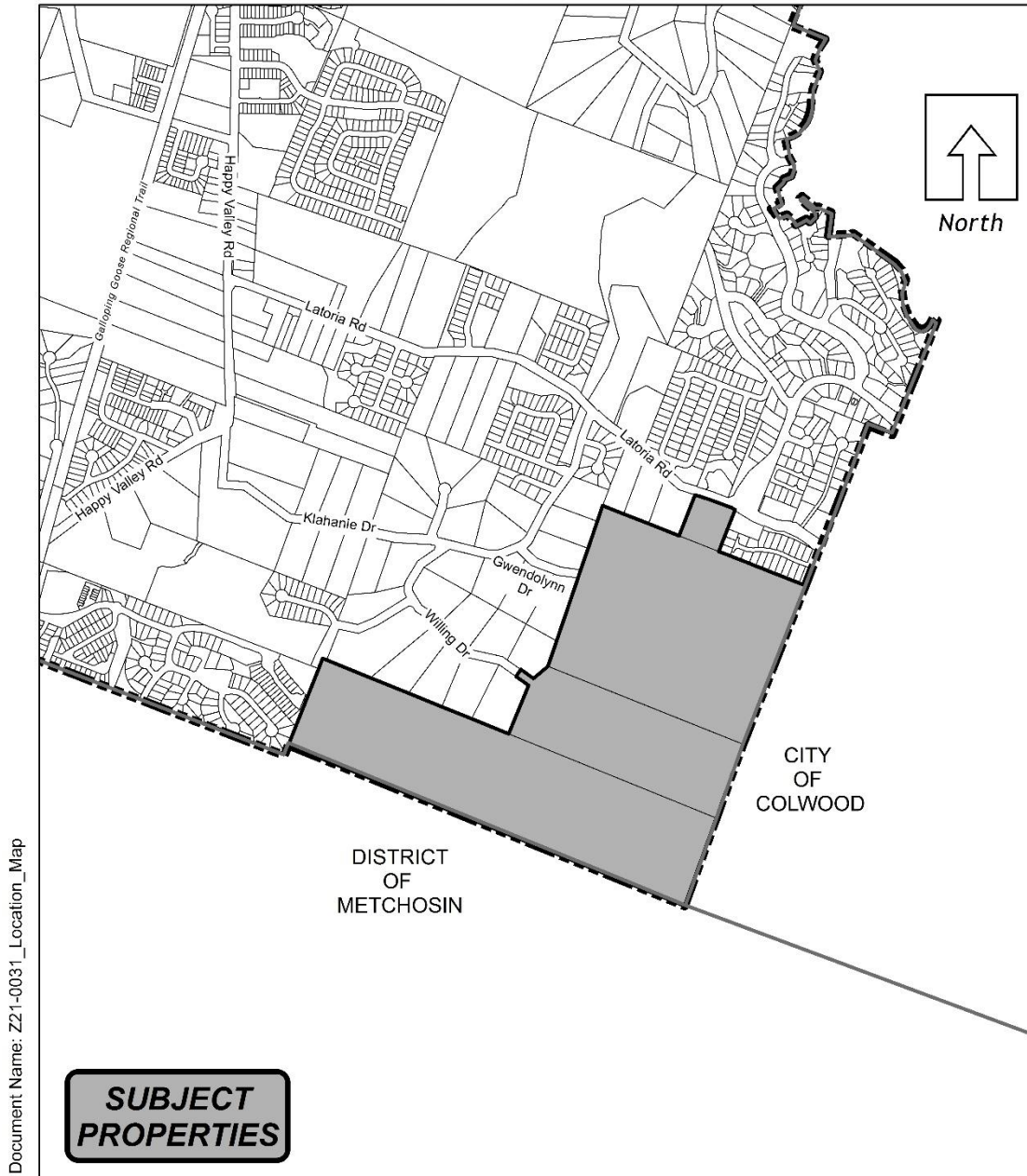
Appendix C – Location Map

REZONING BYLAW AMENDMENT

(Z21-0031)

749 Latoria Rd, 655 Frederic Rd, 781 Gwendolynn Dr &

PID:024546054



Scale: N.T.S.

Last Revised: 1/26/2022

**CITY OF LANGFORD
BYLAW NO. 2034**

**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 Section 6.93 and replacing it with the text attached to this Bylaw as Schedule A;
2. By deleting Schedule H.

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 658, (Olympic View Lands), Bylaw No. 2034, 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

Section 6.93 – Comprehensive Development 4 – Olympic View (CD4) Zone

The intent of the CD4 Zone is to accommodate a mix of residential, commercial, and recreational uses to create a well-rounded community development.

6.93.01 Permitted Uses

The following **uses** and no others are permitted in the CD4 Zone:

- (a) **Accessory buildings and structures**, subject to Section 3.05;
- (b) **Apartment**;
- (c) **Apartment Senior Citizen**;
- (d) **Assisted Living**;
- (e) **Bakery**, not exceeding 200 m² (2,152.8 ft²) in **gross floor area**;
- (f) **Bed and breakfast** in a one-family dwelling subject to Section 3.09;
- (g) **Business support service**;
- (h) **Charitable facility**;
- (i) **Community care facility**;
- (j) **Community garden**;
- (k) **Cultural facility**;
- (l) **Dwelling, one-family**;
- (m) **Dwelling, two-family**, subject to Section 3.07;
- (n) **Golf course**;
- (o) **Golf course, miniature**;
- (p) **Golf driving range**;
- (q) **Group daycare**; subject to Section 3.26;
- (r) **Home occupation**, subject to Section 3.09;
- (s) **Hotel**;
- (t) **Library**;
- (u) **Licensed premises**;
- (v) **Liquor store**;
- (w) **Medical Clinics** and accessory related commercial uses;
- (x) **Office**;
- (y) **Personal service establishment**;
- (z) **Place of worship**;
- (aa) **Preschool**;
- (bb) **Recreation facility, indoor**;
- (cc) **Recreation facility, outdoor**;

- (dd) **Restaurant;**
- (ee) **Retail store;**
- (ff) **School;**
- (gg) **Secondary suite** in a **one-family dwelling**, or a **garden suite** or a **carriage suite** as an accessory use to a one-family dwelling, in accordance with Section 3.08;
- (hh) **Townhouse;**
- (ii) **Uses accessory** to a **principal use** permitted in this Article; and
- (jj) **Uses** permitted by Section 3.01 of this Bylaw.

6.93.02 Subdivision Lot Requirements

- (1) No **lot** having a **lot area** less than 550 m² may be created by subdivision for a **one-family dwelling**;
- (2) No **lot** having a **lot area** less than 600 m² may be created by subdivision for a **two-family dwelling**, **townhouse**, or **apartment** use;
- (3) No **lot** having a **lot area** less than 450 m² may be created by subdivision for a commercial use;
- (4) No **lot** having a **lot width** less than 15 m (49.2 ft) may be created by subdivision;
- (5) No **lot** having a **building envelope** with a width or depth less than 7 m (23 ft) may be created by subdivision

6.93.03 Density of Development

- (1) There may not be more than 5 dwelling units in the CD4 Zone;
- (2) Despite Article 6.93.03(1), there may be more than 5 dwelling units but no more than 461 dwelling units in the CD4 Zone if the owner of the land proposed to be built upon has provided to the City:
 - (a) \$500 per dwelling unit towards the Affordable Housing Reserve Fund; and
 - (b) a covenant charging the land in CD4 Zone, in terms satisfactory to the City, ensuring that land in an amount equal to at least 40% of the land area within the CD4 Zone, in a location satisfactory to the City, and is used as golf course, dedicated as public land, or protected as covenanted open space;
- (3) Despite Articles 6.93.03(1) and (2), land in the CD4 Zone may be developed for more than 461 dwelling units if the owner of the land proposed to be built upon has provided to the City:
 - (a) \$2,000 per dwelling unit towards the General Amenity Reserve Fund; and
 - (b) \$1,000 per dwelling unit towards the Affordable Housing Reserve Fund;
- (4) For the purpose of Article 6.93.03(3):
 - (a) A one-family dwelling on a lot less than 550 m² (5,920.2 ft²) is deemed equivalent to 0.66 dwelling units;
 - (b) A two-family dwelling is deemed to be equivalent to 1.32 dwelling units (2 x 0.66); and
 - (c) A multi-family dwelling unit (townhouse, or apartment) is deemed equivalent to 0.61 dwelling units.
- (5) Under no circumstances may the number of **one-family dwellings** in the CD4 Zone exceed 500, whether or not the dwellings have **secondary suites**, garden suites, or carriages suites;

- (6) Under no circumstances may the total number of **dwelling units** in the CD4 Zone, other than **secondary suites, garden suites, or carriage suites**, exceed 1,000;
- (7) Under no circumstances may the total number of **hotel** rooms exceed 200.
- (8) Provided that all of the requirements of Subsection 6.93.03(2) and (3) have been met, the maximum **floor area ratio** may not exceed:
 - (a) 0.5, to a maximum of 372 m² of **gross floor area**, on a **lot** containing a **one-family dwelling** or **two-family dwelling**;
 - (b) 2.5 on a **lot** containing an **apartment, apartment – senior citizens, assisted living, hotel**, or commercial use;
 - (c) 0.7 on a **lot** containing a **townhouse** use, to a maximum of 223 m² of **gross floor area** per unit;

6.93.04 Lot Coverage

- (1) **Lot coverage** of all buildings and structures on a **lot** containing an **apartment, hotel** or commercial use shall not exceed 80%;
- (2) **Lot coverage** of all **buildings** and **structures** on a **lot** containing a **one-family dwelling** shall not exceed 40% to a maximum total **building footprint** of 250 m²;
- (3) **Lot coverage** of all **buildings** and **structures** on a **lot** containing a **two-family dwelling** shall not exceed 60%;
- (4) **Lot coverage** of all **buildings** and **structures** on a **lot** containing a **townhouse** use shall not exceed 80%;

6.93.05 Height, Location, and Size of Principal Use Buildings

- (1) No **one-family** or **two-family dwelling** may exceed a **height** of 10 m (29.5 ft);
- (2) No **townhouse** building may exceed a **height** of 3 storeys;
- (3) No **principal building** or **structure** for an **office, hotel, or apartment use** shall exceed a **height** of 12 storeys, exclusive of storeys provided wholly as parking.

6.93.06 Setbacks

- (1) No **apartment, hotel** or commercial **building** or **structure** may be located:
 - (a) Within 6 m (19.7 ft) of any **front lot line** or **exterior side lot line**; or
 - (b) Within 3 m (9.8 ft) of any **interior side lot line**; or
 - (c) Within 4.5 m (14.8 ft) of any **rear lot line**.
- (2) No **one-family dwelling** or **two-family dwelling** may be located:
 - (a) Within 3 m (19.7 ft) of any **front lot line**, except that no **garage** or **carport** that faces a **front lot line** may be located within 5.5 m of the **front lot line**;
 - (b) Within 1.5 m (4.9 ft) of any **interior side lot line**;

- (c) Within 4.5 m (14.8 ft) of any **exterior side lot line**, except that no **garage** or **carport** that faces an **exterior side lot line** may be located within 5.5 m (18 ft) of the **exterior side lot line**; or
 - (d) Within 4.5 m (14.8 ft) of any **rear lot line**.
- (3) No **townhouse** may be located:
- (a) Within 3 m (19.7 ft) of any **front lot line**, except that no **garage** or **carport** that faces a **front lot line** may be located within 6 m of the **front lot line**;
 - (b) Within 4.5 m (14.8 ft) of any **rear lot line**; and
 - (c) Within 3 m (9.8 ft) of any **side lot line**, except that no **garage or carport** whose vehicle access crosses an **exterior side lot line** may be located within 5.5 m (18 ft) of the **exterior side lot line**.

6.93.07 Open Space and Landscape Screening

In addition to the regulations contained in Section 3.21 of this Bylaw, the following requirements apply to landscape screening in the CD4 Zone:

- (1) Commercial parking areas shall be screened from any **abutting** residential or multi-family residential **use** by a **landscape and screening area** at least 1 m in width containing a decorative fence not less than 1.8 m (5.9 ft) in **height**;
- (2) All areas of the **lot** not covered by **buildings**, parking or **structures** shall maximize retention of native planting;



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, February 14, 2022

DEPARTMENT: Planning

APPLICATION NO.: OCP21-0006

SUBJECT: Various 2021 Official Community Plan Review Amendments – Climate Action

BACKGROUND:

In 2010, the City of Langford developed the Community Energy and Emissions Reduction Strategy (CEERS). This strategy is comprised of 10-, 20- and 30- year greenhouse gas (GHG) reduction and energy consumption targets adopted by Council. In 2012, the overarching CEERS reduction targets were integrated into the City's Official Community Plan (OCP), outlined in Section 2.0.

The targets provide a baseline to track and monitor GHG reduction policies and ensure the City meets its commitments as a Signatory to the BC Climate Action Charter, and its statutory obligations under Bill 27 (The Local Government Statutes Amendment Act, 2008).

As of 2020, the City of Langford had the lowest per-capita GHG footprint in the CRD, and much of this success can be attributed to the City's robust OCP climate action policies and supporting CEERS strategy.

However, although CEERS informs the strategies for achieving Langford's climate action goals, the strategy is in need of review. Targets can be challenging to monitor, the dataset used to create them is out of date, and they require a costly third-party consultant for updates and maintenance.

Fortunately, recent changes to Regional and Provincial climate action strategies have provided Langford with a roadmap and much-needed opportunity to recalibrate our climate targets, policies and actions (e.g., CleanBC Roadmap 2030¹, CRD Climate Action Strategy 2021², CRD Regional Growth Strategy Indicator Report 2021³, and CRD EV Infrastructure Roadmap 2021⁴, CRD 2020 Energy and Emissions Inventory).

¹ [Clean BC Roadmap 2030](#) Accessed online January 17, 2022

² [CRD Climate Action Strategy 2021](#) Accessed online January 17, 2022

³ [CRD Climate Action Strategy Indicator Report 2021](#) Accessed online January 17, 2022

⁴ [CRD Electric Vehicle Roadmap 2020](#) Accessed online January 17, 2022

These Provincial and Regional documents already align with many of the City's current policies; all that is needed is to adjust targets and supporting actions and policy in light of new data. Doing so will create a more robust GHG inventory to support attainable climate action and help Langford and its regional partners accurately track performance each year.

COMMENTARY:

Considering the above, Council may wish to retire CEERS entirely, adopt the more current targets and strategy work found in the aforementioned Regional and Provincial documents, and embed these in the climate policies and actions of the OCP. Council may also wish to establish a new Development Permit Area for Climate Action. This type of DP authority provides another useful tool for aligning the City's climate action strategies with the Provincial and Regional government's broader action on climate change.

These strategies will help Langford reach the remaining 20-year (2030) and 30-year (2040) climate action targets.

If Council supports these changes, staff will further review the conditions around establishing DP Area boundaries for Climate Action, monitor whether any actions and policies need to be updated in light of more current data, and report back to Council prior to implementation.

Objective 2.4 Climate Action Policy Context**Existing Provisions:**

"In order to implement the objectives of this OCP and fulfill the Climate Action Charter and Bill 27 requirements, the City will develop and maintain a community energy and emissions reduction strategy document (CEERS) that sets out a comprehensive long-term framework to achieve significant reductions in the use of energy at both a community-wide and operations level, and to reduce GHG emissions within the city".

Staff Comments:

The City can maintain its obligations to the Climate Action Charter and Bill 27 by replacing CEERS with a revised set of actions and targets informed by more current data and work already done in Provincial and Regional climate documents, and embed these in the OCP's existing climate actions and policies in Section 2. These policies will support the legislation by measuring and reporting on GHG emissions and setting key indicators.

Proposed Change:

Objective 2.4 is amended by striking out the Existing Provisions (above) and substituting the following:

- a. In order to implement the objectives of this OCP and fulfill the Climate Action Charter and Bill 27 requirements, the City will align long-term emissions reduction targets with Provincial and Regional energy and emissions strategies, in collaboration with local industry and institutions, other levels of government, neighboring municipalities, and First Nations, for the development and execution of climate action and resiliency initiatives.
- b. Set targets for reducing GHGs within the City and track and maintain these targets. Integrate these measures into the decision-making process.

Objective 2.5 “Langford will be a national model of sustainable, resilient and energy secure community”

Existing Provisions:

- 1) Integrate CEERS into all aspects of community planning. Create mechanisms to incorporate energy and emissions considerations into all municipal decision making
- 2) Collaborate with a broad range of stakeholders to implement CEERS.
- 3) Use CEERS as a catalyst for better integration/engagement of the City, B.C Transit, the development industry, local institutions, and neighboring municipalities.

Staff Comments:

As mentioned, Council may wish to replace CEERS with a revised set of policy actions and targets directly embedded in the OCP.

Staff are proposing to align some of these policies directly with Provincial and Regional strategies. This will support regional collaboration, reduce consulting costs, and simplify the entire planning

process by allowing the City to internally adjust actions as needed.

Proposed Change:

Objective 2.5 is amended by striking out 1-3 above and substituting A-B below.

- A.** Align GHG reduction targets with energy and emissions targets set by the Regional and Provincial strategies. Continue to create and maintain mechanisms to incorporate emission reductions and overall climate considerations into municipal decision-making process.
- B.** Collaborate with neighbouring municipalities and other external agencies to implement related GHG reduction targets.

Objective 2.6 Climate Action Targets**Existing provisions***Overarching Targets*

Target	2020	2030	2050
Per capita greenhouse gas emissions change (%/tonnes CO ₂ e)	-48%/2.6	-64%/1.8	-84%/0.8
Total greenhouse gas emissions change	-15%	-25%	-33%
Energy Use Reductions per capita	-34%	-54%	-70%
Total Energy Use Change	-3%	+6.4%	+8.6%
Local Employment for local residents (total # of jobs)	5,000	5,000	13,000
% of total energy supply in new building through clean, local, renewables	5%	10%	20%

Transportation Targets

Target	2020	2030	2050
Biking	8%	12%	20%
Walking	12%	16%	25%
Transit	15%	20%	30%
Driving	65%	52%	25%
Automobile ownership/household (baseline 1.59)	1.2	1.04	0.62

Staff Comments

The data in the table above are the existing targets set in the OCP. These are based on the Provincial government's Community Energy and Emissions Inventory Initiative (CEEI). The 2007 data represents part of the baseline data for Langford's Community Energy Emissions Reduction Strategy (CEERS).

Staff are proposing to revise the targets and associated action and policy to better reflect existing emissions data, capture our existing population growth, employment base, and align targets with those set by the Province and the CRD in 2021. This will simplify the planning process by allowing the City to

internally track GHG emissions and other policy objectives on a community-wide level and an operational level, and adjust actions as needed.

Staff are also proposing to add new targets that have a significant impact on GHG emissions but may not be easily quantified in terms of direct GHG emissions (e.g., increasing walk scores, densifying city centre, providing a diversity of housing types, etc.). Greater efficiency and emissions reduction can be achieved through long-term planning that focuses on connected and efficient land use. These new targets (presented below) are partly based on indicators established by the CRD and Province in 2021. Many of these targets may be achieved through either Zoning or DP Area powers.

Proposed revisions

Objective 2.6 is amended by striking out the targets above and substituting with 1 – 11 below.

Overarching Targets

- 1) Decrease per-capita community GHG emissions from residential energy consumption by 10% below 2020 levels by 2030
- 2) Reach Net-Zero in corporate operations by 2050
- 3) Decrease per-capita community-wide GHG emissions by 61% from 2007 levels by 2038
- 4) Work with BC Transit to increase the proportion of residents within a 5-minute walk to frequent transit stations by 25% by 2030
- 5) Increase the proportion of local jobs to 0.36 jobs per person by 2038. This will reduce personal vehicle driving distances
- 6) All areas of Langford's City Centre will have a walk score of 70 or higher by 2038 (indicating most errands can be accomplished on foot)
- 7) Discourage urban sprawl by supporting residential density in the City Centre with a Floor Area Ratio (FAR) between 3 and 6
- 8) Achieve an active transportation system where 42% of all trips are made by walking, cycling and transit by 2038
- 9) Require 100% of residential parking stalls in new multi-family buildings to be "EV-Ready" for

Level 2 Charging

- 10) Encourage all new buildings and structures to use materials composed of low embodied carbon (e.g mass timber, low carbon concrete)
- 11) Implement policies that support 25% of all vehicles in Langford to be electric by 2030 (between 7,500 and 8,000 vehicles)

Objective 2.7 Implementation Actions**Existing Provisions**

- 1) Monitor and adapt the strategies contained in CEERS over time to ensure the city is on track to meet the GHG and energy use reduction targets and Climate Action Charter commitments.
- 2) Increase public awareness and provide informational material on the City's website and other outlets about the benefits of CEERS

Staff Comments

Use of the best available datasets is fundamental to achievable climate action policy. Council may wish to replace the CEERS targets and policies with revised datasets provided by the CRD and Province in 2021 and a new DP Area for Climate Action.

Staff will report progress annually, and assess whether actions need to be adapted, shifted or updated to reflect changing context or opportunities.

Proposed Revisions and Additions

Objective 2.7 is amended by striking out 1-2 above and substituting A-B below.

- A. Monitor GHG reduction targets and policies annually to ensure the City is on track to meet the GHG and energy use reduction targets and Climate Action Charter commitments.
- B. Increase public awareness and provide informational material on the City's website and other outlets highlighting annual GHG emissions.

Appendix W: Development Permit Area for Climate Action**Staff Comments:**

As a community with a strong development market and a positive working relationship with the development/building sector, Langford is well positioned to adopt a new DP Area for Climate Action.

Much of the work to date around GHG reductions has centred on the siting of buildings, proximity to transit, or equipment and systems external to buildings and other structures (e.g., rainwater collection systems, geothermal systems). The next big step is to focus on a reduction of total embodied carbon in buildings. Embodied carbon in a building context refers to the total GHG emissions created through a building's lifecycle – from material extraction through manufacturing, transportation, construction, maintenance, and end-of-life disposal or reuse.

The Province's CleanBC Roadmap 2030 Strategy makes low embodied carbon a key strategy for 2023 and beyond.

The City is already ahead of the curve through its recently adopted Carbon Mineralization Policy (POL-1067) and the EV-Ready policy. These policies are designed to help the City reach its targets for residential GHG emissions and on-road transportation by 2030 and become net-zero by 2040⁵.

However, the specific powers for DP Areas with respect to climate action is still under legal review. It is not yet clear if carbon mineralization falls under the regulatory powers of DP Areas. Council may wish to support the adoption of a DP Area for Climate Action in principle, subject to a full legal review, and then staff will report back prior to implementation. It is expected the DP Area would apply to the entire City, which will capture all future multi-family buildings as well as other types of buildings as deemed appropriate by Council. Additional climate action strategies could also be added over time.

Proposed Changes:

1) The following applies to those lands identified as being within the Climate Action Development Permit Area:

- I. The use of low embodied carbon building materials in all City-led capital improvement projects and private construction projects, using post-industrial CO₂ mineralization technology, or an equivalent which offers concrete with lower embodied CO₂ than all other competing bids, where use of such materials does not significantly increase costs or delay the project (Subject to a legal review)

⁵ Net-zero in this case refers to operations that remove (sequester) more GHG from the atmosphere than they produce over their lifecycle.

- II. Track total embodied carbon for all new concrete projects, using Type III Environmental Product Declarations, where applicable (Subject to a legal review)
- III. Require 100% of resident parking stalls in new developments containing multi-family residential units to be energized and capable of providing L2 charging in the future.
- IV. Where EV charging is required, the following must be included at the time of building permit application:
 - a. A site plan that shows the location, number and specifications of all energized parking spaces; and
 - b. A memo from an electrical engineer that verifies that the load capacity of the building can provide L2 EV charging to all residential stalls.
- V. Where load sharing is employed, an electrical engineer shall verify that Level 2 charging can achieve at least 12kWh per vehicle over an eight-hour period when all vehicles are charging simultaneously (i.e. allocate at least 8A per vehicle on a 208V or 240V circuit, if all vehicles are sharing power equally.
- VI. No more than 1 vehicle should be able to charge on a 20A circuit and no more than 2 vehicles on a 30A circuit.
- VII. Greater allowable levels of sharing are possible beyond 80A (**See Table 1 below**)
- VIII. Where Environmental Management Systems are employed, the developer shall provide and install all communications equipment, control systems, and other devices required to operate the EVEMS and include a covenant that requires the strata to maintain the EMS in perpetuity
- IX. The developer shall ensure that all necessary permits, authorizations and variances under the Safety Standards Act, SBC 2003, c. 39, and the Electrical Safety Regulation, BC Reg. 50/2017, have been obtained for the installation and operation of the EVEMS, prior to occupancy permit.
- X. Prior to occupancy permit, the owner shall provide a compliance form certified by a registered professional or qualified electrician, confirming that the energized spaces, and equipment meet the requirements of the EV plan.
- XI. Where an EVEMS is implemented (Load Sharing), provisions for management and maintenance should be provided to the building owner, strata and/or dwelling unit owner

XII. Where load sharing is employed, the following table (Table 1) provides the minimum performance standard:

New MURB Developments EV Ready Level 2 Performance Requirements for Langford	
Circuit breaker amperage	Maximum number of EV ready Parking Spaces Energized
20	1
30	2
40	4
50	5
60	6
70	7
80	8
90	10
100	11
125	14
150	17

ADDITIONAL HOUSEKEEPING

Sand and Gravel

In accordance with the *Local Government Act* Section 473(1)(c), an OCP must include statements and map designations for the area covered by the plan respecting sand and gravel deposits.

Considering the above, Council may wish to add the following as section 13.20 to the OCP:

- As a fully urbanized municipality, there are no sand and gravel deposits suitable for sand and gravel extraction in the City of Langford.

FINANCIAL IMPLICATIONS:

There are no financial implications for the above noted amendments. While many of the actions discussed in this report can be accomplished within existing service levels, any increased service adjustments would be vetted through Council prior to implementation.

LEGAL IMPLICATIONS:*Tracking and Reporting GHG emissions*

The City of Langford is bound by the *Local Government Act* (LGA) and its commitments as a Signatory to the BC Climate Action Charter and its statutory obligations under Bill 27 with respect to setting GHG reduction targets and tracking emissions. However, only one target must be defined as the emissions reduction target; others may include targets related to land use, transportation or other planning activities that have an effect on energy use in the community. This is typically expressed as either a percentage reduction, or a number of tonnes reduction.

Bill 27 does not require an inventory to be included within the OCP. It is possible to identify actions in an OCP without having an inventory.

Establishing Development Permit Area for Climate Action

The LGA provides the authority for local governments to designate areas and/or specify circumstances in which development approval information can be required. The DPA authority is intended to apply to specific features or equipment that are exterior to buildings. It's possible that carbon mineralization will not fall under these DP powers as this policy is considered internal to the building. Staff have consulted with the city's legal team and will report back to Council as soon as possible.

OPTIONS**Option 1**

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

Direct staff to prepare a bylaw to amend to the Official Community Plan such that:

- 1) Objective 2.4 is amended by striking out the existing provisions and substituting the following:
 - a. In order to implement the objectives of this OCP and fulfill the Climate Action Charter and Bill 27 requirements, the City will align long-term emissions reduction targets with Provincial and Regional energy and emissions strategies, where appropriate, in collaboration with local industry and institutions, other levels of government, neighboring municipalities, and First Nations, for the development and execution of climate action and resiliency initiatives.
 - b. Set targets for reducing GHGs within the City and track and maintain these targets. Integrate these measures into the decision-making process.
- 2) Objective 2.5 is amended by striking out the existing provisions and substituting the following:

- a. Align GHG reduction targets with energy and emissions targets set by the Regional and Provincial governments, where appropriate. Continue to create and maintain mechanisms to incorporate emission reductions and overall climate considerations into municipal decision-making process.
 - b. Collaborate with neighbouring municipalities and other external agencies to implement related GHG reduction targets.
- 3) The following is added as section 13.20:
- a. As a fully urbanized municipality, there are no sand and gravel deposits suitable for sand and gravel extraction in the City of Langford.
- 4) Objective 2.6 is amended by striking out the OCP overarching targets and substituting with the following:
- a. Decrease per-capita community GHG emissions from residential energy consumption by 10% below 2020 levels by 2030;
 - b. Reach Net-Zero in corporate operations by 2050;
 - c. Decrease per-capita community-wide GHG emissions by 61% from 2007 levels by 2038;
 - d. Work with BC Transit to increase the proportion of residents within a 5-minute walk to frequent transit stations by 25% by 2030;
 - e. Increase the proportion of local jobs to 0.36 jobs per person by 2038. This will reduce personal vehicle driving distances;
 - f. All areas of Langford's City Centre will have a walk score of 70 or higher by 2038 (indicating most errands can be accomplished on foot);
 - g. Discourage urban sprawl by supporting residential density in the City Centre with a Floor Area Ratio (FAR) between 3 and 6;
 - h. Achieve a transportation system that sees 42% of all trips made by walking, cycling and transit by 2038;
 - i. Require 100% of residential parking stalls in new developments containing multi-family residential units to be "EV-Ready";

- j. Implement policies that support 25% of all vehicles in Langford to be electric by 2030 (between 7,500 and 8,000 vehicles);
 - k. Encourage all new building and structures to use materials composed of low embodied carbon (e.g mass timber, low carbon concrete).
- 5) Objective 2.7 is amended by striking out 1-2 above and substituting a-b below.
- a. Monitor GHG reduction targets and policies annually to ensure the City is on track to meet the GHG and energy use reduction targets and Climate Action Charter commitments.
 - b. Increase public awareness and provide informational material on the City's website and other outlets highlighting annual GHG emissions.
- 6) By creating a new Climate Action DP Area designation;

AND Direct staff to prepare a bylaw to amend to the Zoning Bylaw:

- 7) By adding the following as Appendix W – DP Area for Climate Action:
- a. Require the use of low embodied carbon building materials in all City-led capital improvement projects and private construction projects where use of such materials does not significantly delay the project **(this will be subject to legal review)**;
 - b. Track total embodied carbon for all new concrete projects, using Type III Environmental Product Declarations, where applicable **(subject to legal review)**;
 - c. Require 100% of resident parking stalls in new developments containing multi-family residential units to be energized and capable of providing L2 charging in the future;
 - d. Where EV charging is required, the following must be included at the time of building permit application:
 - i. A site plan that shows the location, number and specifications of all energized parking spaces; and
 - ii. A memo from an electrical engineer that verifies that the load capacity of the building can provide L2 EV charging to all residential stalls;

- e. Where load sharing is employed, an electrical engineer to verify that Level 2 charging can achieve at least 12kWh per vehicle over an eight-hour period when all vehicles are charging simultaneously (i.e. allocate at least 8A per vehicle on a 208V or 240V circuit, if all vehicles are sharing power equally;
- f. The developer shall ensure that all necessary permits, authorizations and variances under the Safety Standards Act, SBC 2003, c. 39, and the Electrical Safety Regulation, BC Reg. 50/2017, have been obtained for the installation and operation of the EVEMS, prior to occupancy permit;
- g. Prior to occupancy permit, the owner shall provide a compliance form certified by a registered professional or qualified electrician, confirming that the energized spaces, and equipment meet the requirements of the EV plan;
- h. Where an EVEMS is implemented (Load Sharing), provisions for management and maintenance should be provided to the building owner, strata and/or dwelling unit owner;
- i. No more than 1 vehicle should be able to charge on a 20A circuit and no more than 2 vehicles on a 30A circuit;
- j. Greater allowable levels of sharing are possible beyond 80A (**See Table 1 below**);
- k. Where Environmental Management Systems are employed, the developer shall provide and install all communications equipment, control systems, and other devices required to operate the EVEMS and include a covenant that requires the strata to maintain the EMS in perpetuity;
- l. Where load sharing is employed, the following table (**Table 1**) provides the minimum performance standard:

New MURB Developments EV Ready Level 2 Performance Requirements for Langford	
Circuit breaker amperage	Maximum number of EV ready Parking Spaces Energized
20	1

30	2
40	4
50	5
60	6
70	7
80	8
90	10
100	11
125	14
150	17

OR

Option 2

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

- 1) Do nothing at this time with respect to amending the OCP and establishing a new Development Permit Area for Climate Action.

SUBMITTED BY: David Sametz, MCIP, RPP, Long Range Planner II

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: 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 the Planning, Zoning and Affordable Housing Committee

DATE: Monday, February 14, 2022

DEPARTMENT: Planning

SUBJECT: Planning Department Five-Year Budget Report for 2022-2026

BACKGROUND:

The *Community Charter* requires all municipalities in British Columbia to adopt by bylaw a five-year financial plan that includes all operating and capital expenditures of the municipality. Staff has prepared the attached Development Services (Planning, Subdivision and Land Development) budget for the five-year time frame of this plan.

COMMENTARY:

2021 was one of the busiest years for the Planning and Subdivision Department and Planning-related fees and Subdivision fees exceeded 2021 Budget.

The 2022 budget does not anticipate the need for, or include any, new FT staff, but does include funds for a summer/co-op student. Taking on a summer student or co-op term student allows the City to contribute to the growth and development of individuals who may be hoping to pursue a career in Planning (the next generation), while providing the Department with relief during summer holidays.

The four main costs associated with processing Planning related applications are: staff and municipal overhead, legal, postage and advertising. All of these costs are increasing at a rate equal to, or greater than the cost-of-living index. Council approved a 2.95% increase to application fees in 2021, as well as an increase of 1.9% in 2020, 2.49% in 2019 and 2.45% in 2018. These increases have been kept in line with the general increase in taxation. Council may wish to again increase fees in line with the percent (%) tax increase in order to keep fees in stride with inflation increase.

The total cost of the department's function (all Planning, Subdivision and Land Development services) is split fairly evenly by revenues from fees and general taxation.

FINANCIAL IMPLICATIONS:

The proposed Five-Year Financial Plan for the Development Services (Planning, Subdivision and Land Development) portion of the City of Langford's budget for 2022 is \$1,572,162. This figure includes both the Planning (\$1,183,918) and Subdivision & Land Development (\$388,244) functions. The budget for 2022 includes a general cost of living increase as well as the ongoing funding for the Zoning Bylaw Re-write (which is occurring various chapters at a time) and affordable housing.

LEGAL IMPLICATIONS:

None.

OPTIONS:

That the Planning, Zoning and Affordable Housing Committee recommend:

Option 1

THAT Council

1. Approve in principle the Development Services budget as attached and refer them to the Director of Finance for consideration and inclusion in the 2022-2026 Five Year Financial Plan;

OR Option 2

THAT Council

1. Direct staff to amend, as directed by the Planning Zoning and Affordable Housing Committee

SUBMITTED BY: Matthew Baldwin, MCIP RPP, Director of Planning and Subdivision

Concurrence: Leah Stohmann, MCIP RPP, Deputy 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



City of Langford

Department Proposed 5-yr Plan 2022-2026

	2021 Year To Date (Subject to Change)	2021 Budget		2022	2023	2024	2025	2026
Development Services								
232 - Subdivision & Land Development								
232-472 - Subdiv. & Land Development	651,051	493,356		388,244	397,078	405,019	413,120	421,382
Total 232 - Subdivision & Land Development	651,051	493,356		388,244	397,078	405,019	413,120	421,382
251 - Planning								
251-631 - Planning Administration	1,148,954	1,013,167		1,150,972	1,171,695	1,195,129	1,219,031	1,243,411
251-640 - Planning Fleet	1,301	2,300		2,346	2,393	2,441	2,490	2,539
251-650 - Committees	500	-		-	-	-	-	-
251-658 - Zoning Bylaw Review	-	15,000		15,300	15,606	15,918	16,236	16,561
251-664 - Economic Development	30,231	-		-	-	-	-	-
251-666 - Liquor Licence Processing	252	500		510	520	531	541	-
251-668 - Affordable Housing	4,456	14,500		14,790	15,086	15,388	15,695	16,009
Total 251 - Planning	1,185,695	1,045,467		1,183,918	1,205,300	1,229,406	1,253,993	1,278,521
Total Development Services	1,836,745	1,538,823		1,572,162	1,602,378	1,634,425	1,667,113	1,699,903