



# 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 <sup>2</sup>
<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**

	<b>Zoning</b>	<b>Use</b>
<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**

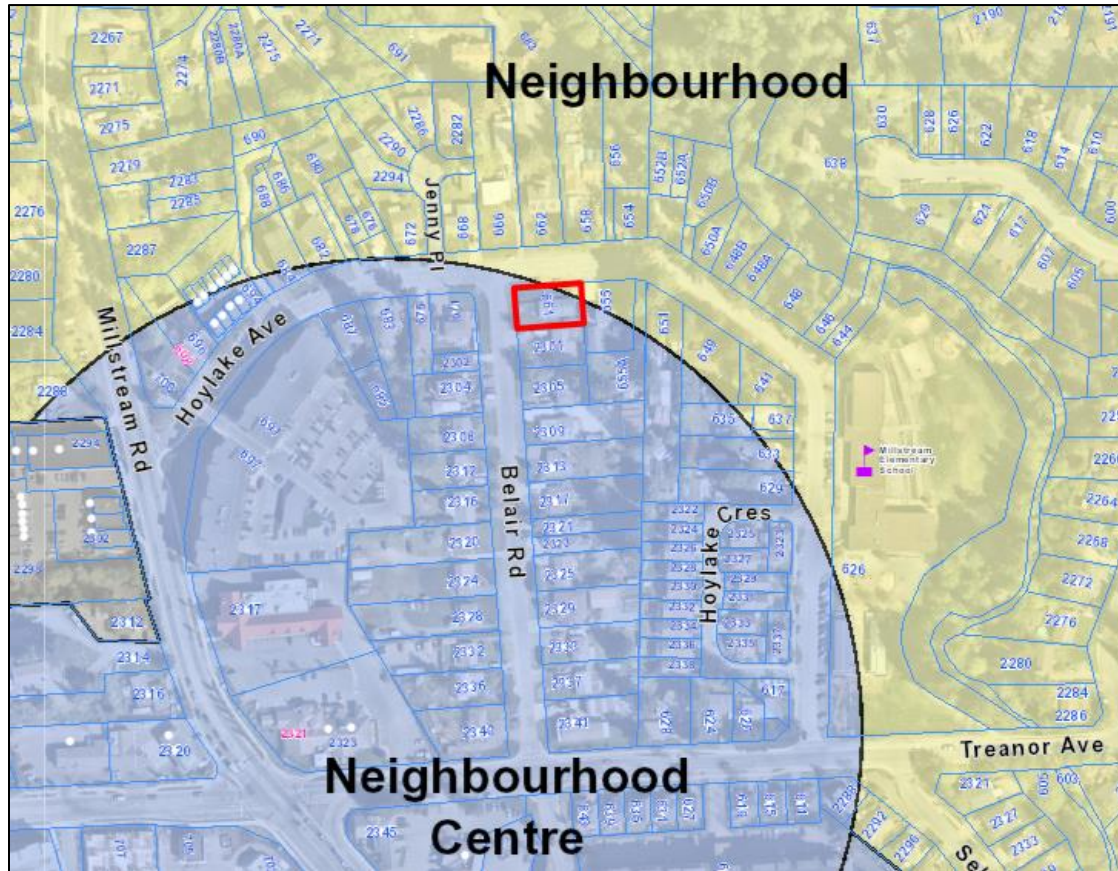


## **COMMENTS**

### **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.

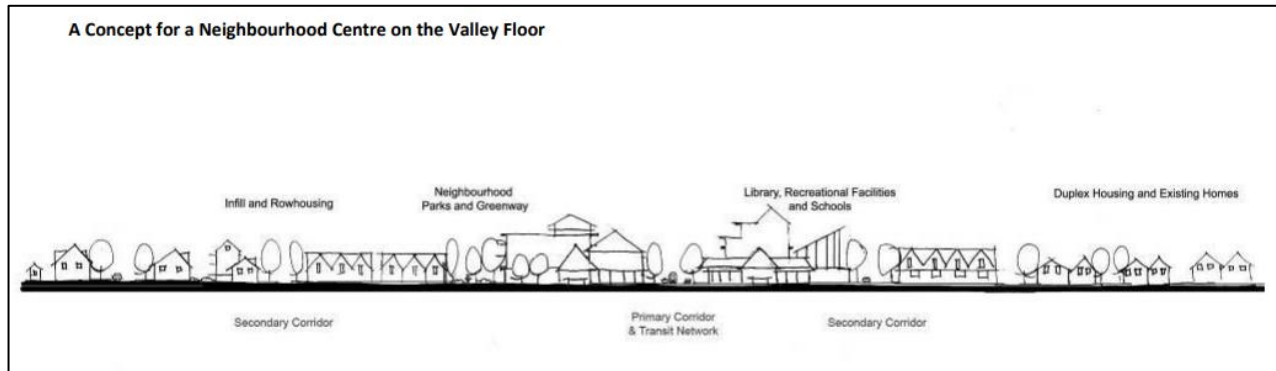
**Figure 2 – Official Community Plan designation**



### **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*





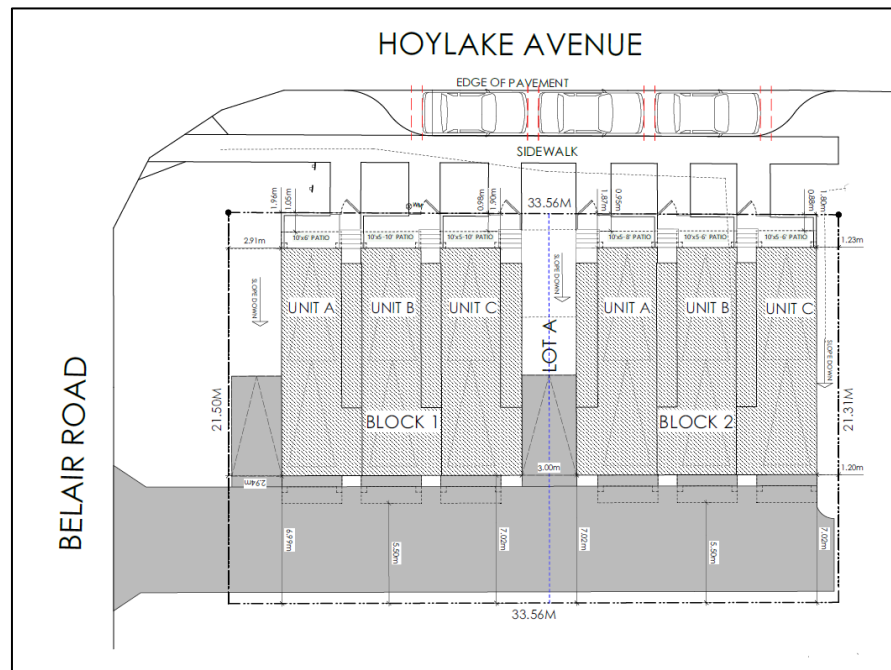
#### DEVELOPMENT PERMIT AREAS

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**

	<b>Current R2 (One- and Two-Family) zoning</b>	<b>Permitted in RT1 (Proposed Zoning)</b>	<b>Proposed by this development</b>
<i>Density (FAR and/or min. lot size)</i>	400m <sup>2</sup>	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***

<b>Amenity Item</b>	<b>Per unit contribution</b>	<b>Total (6 units)</b>
<i>General Amenity Reserve Fund</i>	\$3,660 per unit	\$21,960
<i>Affordable Housing Reserve Fund</i>	\$610 per unit	\$3,660
<b>TOTAL POLICY CONTRIBUTIONS</b>		<b>\$25,620</b>

**Table 5 – Development Cost Charges**

<b>Development Cost Charge</b>	<b>Per unit contribution</b>	<b>Total (6 units)</b>
<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
<b>Subtotal (DCCs paid to City of Langford)</b>		<b>\$43,357.50</b>
<i>CRD Water</i>	\$1,644	\$9,864
<i>School Site Acquisition</i>	\$800	\$4,800
<b>TOTAL (estimate) DCCs</b>		<b>\$58,021.50</b>

**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

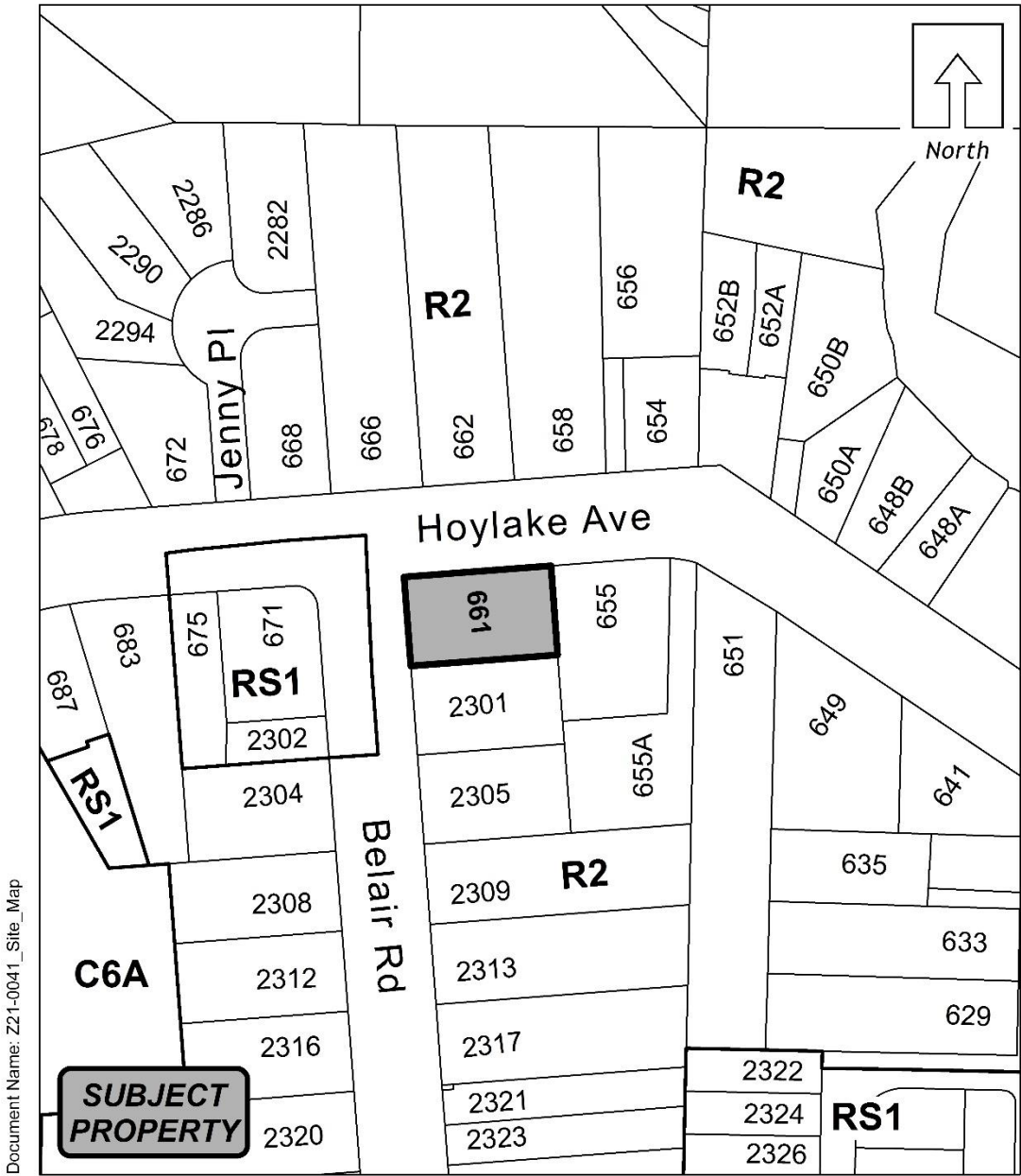
**Concurrence:** Michael Dillabaugh, CPA, CA, Director of Finance

**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**

