



Planning, Zoning, and Affordable Housing Committee Agenda

Monday, March 28, 2022, 5:30 PM

Electronic Meeting

Due to COVID-19 Council Chambers is Open for limited attendance. Please see the City of Langford website for details.

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

	Pages
1. TERRITORIAL ACKNOWLEDGEMENT	
2. CALL TO ORDER	
3. APPROVAL OF THE AGENDA	
4. ADOPTION OF THE MINUTES	3
5. REPORTS	
5.1. Application to amend the Official Community Plan designation of a portion of the properties at 2207, 2213, 2217, 2155 Millstream Road and a portion of land formerly known as Hordon Road from "Business or Light Industrial" and "Neighbourhood" to "Mixed- Use Employment Centre"; AND Bylaw No. 2062: Application to amend the text of a portion of the properties at 2207, 2155, 2217 and 2213 Millstream Road and a portion of land that was formerly Hordon Road to allow for additional permitted uses.	10
5.2. Application to Rezone 1551 Sawyer Road from the Rural Residential 4 (RR4) Zone to Residential Small Lot 1 (RS1) Zone to Allow for a Development of Small Lots and Townhouses	38
5.3. Application to Rezone 825-845 Orono Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to Allow for the Development of a 6-Storey Multi-Residential Building	56

5.4.	Application to Rezone 2615 Sooke Road from One- and Two-Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) to allow approximately 115 units and two commercial units along Sooke Road	82
5.5.	Application to Rezone 528 and 532 Goldstream Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to Allow for the Development of a 6-Storey Multi-Residential Building	112
5.6.	Application to Rezone 2869, 2875, 2885 Leigh Road and 1080 Dunford Avenue From R2 (One- and Two-Family Residential) to CC1 (City Centre) to Allow for a Six-Storey Mixed Use Apartment Building	166

6. ADJOURNMENT



Planning, Zoning, and Affordable Housing Committee Minutes

March 14, 2022, 5:30 PM
Electronic Meeting

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

ABSENT: D. Horner

ATTENDING: M. Baldwin, Director of Planning and
Subdivision
M. Mahovich, Director of Engineering
and Public Works
K. Dube, Manager of Information
Technology
C. Lowe, IT Support Specialist
Kelsey Hutt, Planning Assistant

**Due to COVID-19 Council Chambers is open to limited attendance.
Meeting available by Teleconference.**

- 1. TERRITORIAL ACKNOWLEDGEMENT**
- 2. CALL TO ORDER**

The Chair called the meeting to order at 5:33 pm.

3. APPROVAL OF THE AGENDA

MOVED BY: WADE

SECONDED: BLACKWELL

THAT the Committee approve the agenda with the reordering of Item #5.1 to 5.4.

Motion CARRIED.

4. ADOPTION OF THE MINUTES

MOVED BY: WADE

SECONDED: ICKOVICH

That the Committee approve the minutes of the Planning, Zoning and Affordable Housing Committee meeting held on February 28, 2022.

Motion CARRIED.

5. REPORTS

- 5.1 Z21-0043 - Application to Rezone 936 and 942 Klahanie Drive from the RR2 (Rural Residential 2) Zone to the R2 (One- and Two-Family Residential) Zone to allow 10 Single Family Lots, 2 Duplexes, and a Townhouse site

MOVED BY: ICKOVICH

SECONDED: STEVENS

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 936 and 942 Klahanie Drive from the RR2 (Rural Residential 2) Zone to the R2 (One- and Two-Family Residential) 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 or subdivision approval:
 - 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 the applicant provides, **as a bonus for increased density**, \$447,228 towards the General Amenity Reserve Fund prior to subdivision approval;
 - 4. That **prior to Public Hearing**, the applicant provides a stormwater technical memo from an engineer that verifies stormwater can be adequately managed on-site for the proposed development, to the satisfaction of the Director of Engineering;
 - 5. That **prior to Bylaw Adoption**, the applicant provides a Section 219 covenant registered in priority of all other charges on title that agrees to the following:
 - a. 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:
 - a. Full frontage improvements;
 - b. A storm water management plan;
 - c. A construction parking management plan;
 - d. That the site is in proximity to agricultural uses 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;
 - e. That a replanting plan for the open space shall be provided as part of the environmental development permit, to the satisfaction of the Parks Manager;
 - 6. Amend the R2 Zone to permit townhouses on the subject properties;

Motion CARRIED.

5.2 Z21-0046 - Application to rezone 2621 Sooke Road and 3260 Jacklin Road from the One- and Two-Family Residential (R2) Zone to the Residential Townhouse (RT1) Zone to Allow for the Construction of Approximately 92 Townhouses

MOVED BY: CREUZOT

SECONDED: STEVENS

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

- 1. Proceed with consideration of Bylaw No. 2044 to amend the zoning designation of the properties at 2621 Sooke Road and 3260 Jacklin Road from the One- and Two-Family Residential (R2) to Residential Townhouse 1 (RT1) subject to the following conditions:

- a. That the applicant provides, as a bonus for increased density, the following contributions per unit, **prior to the issuance of a building permit**:
 - i. \$2,074 towards the General Amenity Reserve Fund; and
 - ii. \$610 towards the Affordable Housing Fund
- b. That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Engineering:
 - i. A technical memo from an engineer that verifies stormwater can be adequately managed on-site for the proposed development;
 - ii. A Traffic Impact Assessment (TIA) from a qualified engineer be provided regarding the proposed development; and
 - iii. A road cross section be provided showing all required frontage improvements
- 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 along Sooke Road are provided as per the Sooke Road Corridor Concept Plan and Bylaw No. 1000, to the satisfaction of the Director of Engineering and the Ministry of Transportation and Infrastructure,
 - ii. That a storm water management plan be provided prior to the issuance of a building permit and implemented, as per Bylaw No. 1000, all to the satisfaction of the Director of Engineering; and
 - iii. That a construction parking, traffic management and delivery plan be provided prior to the issuance of a building permit, to the satisfaction of the Director of Engineering
- d. That the applicant provides, **prior to Bylaw Adoption**, a subdivision plan that includes the required road dedication, to the satisfaction of the Director of Engineering.

Motion CARRIED.

5.3 TUP21-0006 - Application for a Temporary Use Permit at 1057 Marwood Avenue to Allow for a Light Industrial Use in a Heavy Industrial (M3) Zone

MOVED BY: WADE

SECONDED: CREUZOT

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

1. Proceed with the consideration of the temporary use permit for light industrial business of HVAC/R fabrication, installation, and service at 1057 Marwood Avenue, subject to the following terms and conditions:
 - i. That the temporary use permit be issued for a period of three years from time of issuance;
 - ii. That the vehicles and materials that do not pertain to the business operation are removed from the property, prior to issuance of a business license;
 - iii. That the unenclosed storage use is completely screened to a height of at least 2.5m (8.2ft) by building or a solid decorative fence located within a landscape and screening area not less than 1.5m (4.9ft) in width or both;
 - iv. That all fire and life safety equipment servicing is up to date to the satisfaction of the Fire Chief prior to issuance of a business license;
 - v. That business operations at the site be restricted to the hours of 7 a.m. to 7 p.m.;
 - vi. That site lightning will be shielded to ensure that light does not shine directly onto or spill onto the neighboring properties.
 - vii. That the applicant apply to rezone the subject property within the term of the TUP;

Motion CARRIED.

J. Raappana, left the meeting at 7:00 p.m. due to a perceived conflict with Item #5.4.

5.4 Z21-0023 - Application to rezone 829, 831, 835, and 839 Hockley Avenue from R2 (One- and Two-Family Residential) Zone and RM3 (Apartment) Zone to CC1 (City Centre) Zone to Allow Two 6-Storey Apartment Buildings

MOVED BY: STEVENS

SECONDED: BROWN

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

1. Direct Staff to prepare a bylaw to amend the zoning designation of the properties located at 829, 831, 835, and 839 Hockley Avenue from R2 (One- and Two-Family Residential) and RM3 (Apartment) 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**, the following:
 - i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of Engineering.
 - ii. A Landscape Plan presented prior to Public Hearing; and
- 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 following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to the issuance of a building permit:
 - 1. Full frontage improvements inclusive of sidewalks, boulevards, and street parking;
 - 2. A storm water management plan; and
 - 3. A construction parking management plan.
 - ii. That the developer will connect and be responsible for any upgrades required to the services and utilities required for the development;
 - iii. That no occupancy permits shall be issued until the roundabout at Peatt Road and Hockley Avenue has been completed and is operational, to the satisfaction of the Director of Engineering;
 - iv. That the building be strata titled into individual residential units prior to the issuance of an occupancy permit, to the satisfaction of the Approving Officer;
 - v. That the developer consolidate the parcels into a minimum of two lots in accordance with the CC1 zone regulations, prior to the issuance of a development permit;

- vi. 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; and
- vii. 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.

Motion CARRIED.

6. ADJOURNMENT

MOVED BY: WADE

SECONDED: CREUZOT

The Chair adjourned the meeting at 7:29 pm.

Motion CARRIED.

Presiding Council Member

Certified Correct - Corporate Officer



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, March 28, 2022

DEPARTMENT: Planning

APPLICATION NO.: OCP21-0005 and Z21-0047

SUBJECT: Bylaw No. 2061: Application to amend the Official Community Plan designation of a portion of the properties at 2207, 2213, 2217, 2155 Millstream Road and a portion of land formerly known as Hordon Road from “Business or Light Industrial” and “Neighbourhood” to “Mixed- Use Employment Centre”; AND Bylaw No. 2062: Application to amend the text of a portion of the properties at 2207, 2155, 2217 and 2213 Millstream Road and a portion of land that was formerly Hordon Road to allow for additional permitted uses.

PURPOSE:

Les Bjola of Turner Lane Development Corporation has applied on behalf of Reid Kaufmann and Marc MacCaull of Langford Heights Development LP to:

- Amend the Official Community Plan designation of a portion of the properties at 2207, 2213, 2217, 2155 Millstream Road and a portion of land formerly known as Hordon Road from “Business or Light Industrial” and “Neighbourhood” to “Mixed- Use Employment Centre”;
- Amend the text of a portion of 2207, 2155, 2217 and 2213 Millstream Road and a portion of land that was formerly Hordon Road to allow for additional permitted uses and density amendments in the shaded area as shown in Appendix B.

BACKGROUND:

PREVIOUS APPLICATIONS

The City issued a Temporary Use Permit (TUP19-0009) in 2019 to allow for a driver testing facility for large trucks and motorcycles. This permit expires in November 2022.

The City issued a Temporary Use Permit (TUP15-0003) in 2015 to allow a daycare and church use. This permit expired on October 15th, 2017. The TUP application was followed by a rezoning application to include a daycare and church into the CR1 (Commercial Recreational) Zone. That zoning was approved in September 2017.

Table 1: Site Data

<i>Applicant</i>	Les Bjola, Turner Lane Development Corporation	
<i>Owner</i>	Reid Kaufmann and Marc MacCaull, Langford Heights Development LP	
<i>Civic Address</i>	2207 Millstream Road	
<i>Legal Description</i>	<p>2207 Millstream Road: Lot A, Sections 2 and 3 Range 3 West, Highland District Plan VIP53467 Except Plans EPP55578, EPP64255, and EPP111153 PID No. 017-612-675;</p> <p>2213 Millstream Road: Lot 9, Section 2, Range 3 West, Highland District, Plan 8693 Except Part in Plan EPP111153, PID No. 000-727-881</p> <p>2217 Millstream Road: Lot 8, Section 2, Range 3 West, Highland District, Plan 8693 Except Part in Plan EPP111153, PID No. 005-418-101</p> <p>2155 Millstream Road: Lot 1, Section 3, Range 3 West, Highland District Plan 16585 Except Plans EPP64255 and EPP111153, PID No. 003-991-059</p> <p>Formerly Hordon Road: Part of Road Dedicated by Plan 8883, Section 2, Range 3 West, Highland District, To Accompany the City of Langford Road Closure Bylaw No. 1591, PID No. 030-085-519</p>	
<i>Size of Property</i>	32.37 ha (81.29 acres)	
<i>DP Areas</i>	200 Year Floodplain, Riparian, Potential Habitat and Biodiversity	
<i>Zoning Designation</i>	Existing: Business Park 9 – Millstream Road Northeast (BP9)	Proposed: Business Park 9 – Millstream Road Northeast (BP9)
<i>OCP Designation</i>	Existing: Business or Light Industrial and Neighbourhood	Proposed: Business or Light Industrial and Mixed-Use Employment Centre

SITE AND SURROUNDING AREA

The subject property is situated on the east side of Millstream Road and is bisected by Millstream Creek (running north to south). The surrounding lands (with the exception of lands to the north) have increasingly densified as residential development over the past 20 years.

The subject property has been heavily altered by mining activity in recent years. The easterly edge of the property has been largely undisturbed and sits on a higher elevation than the majority of the site, sharing a similar elevation to the residential area of the Phelps subdivision to the east.

Figure 1: Subject Property



Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	M2 General Industrial	Industrial
<i>East</i>	Various Residential	Residential, Thetis Lake Regional Park Residential
<i>South</i>	Various Residential	Residential
<i>West</i>	Various Residential and Park	Residential

COUNCIL POLICY

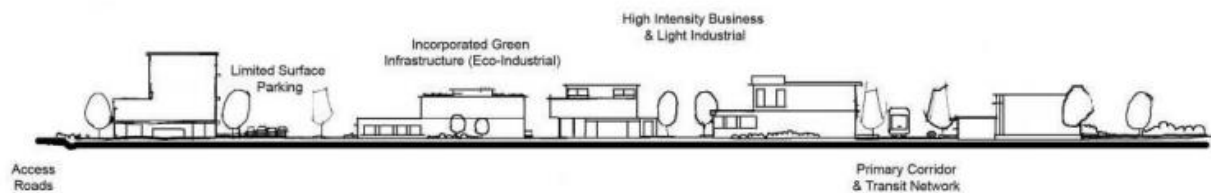
OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) Bylaw No. 1200 designates the subject property as “Business or Light Industrial” and “Neighbourhood”, which is defined by the following text:

Business or Light Industrial

- Predominantly business and light industrial precinct that supports a range of business uses
- Parks, open spaces are integrated throughout the centre where appropriate to serve users and employees and green corridors that connect to other parts of the community where appropriate
- Transit stops are located at centres where appropriate

A Concept for Business or Light Industrial Centre



Neighbourhood

- Predominantly residential precinct that supports a range of low and medium density housing choices including secondary suites
- This area allows for residential and mixed use commercial intensification of streets that connect centres and/or area serviced by transit
- Schools, community facilities and other institutional uses are permitted throughout the area

DEVELOPMENT PERMIT AREAS

The subject properties are bisected (north to south) by Millstream Creek. The applicant will have to engage a registered professional biologist (R.P. Bio.) to undertake preliminary investigations with regards to the associated Riparian Area. The City can expect the R.P. Bio to establish a Streamside Protection Enhancement Area (SPEA) within which no activity, other than stream restoration and enhancement can occur.

A portion of the subject properties are also with the designated 200-year Floodplain. Any alteration of land which might impact the floodplain must be explained to the satisfaction of the City Engineer in a Stormwater Management Plan.

COMMENTARY:

DEVELOPMENT PROPOSAL

The proposal is to amend the Official Community Plan designation of a portion of the properties at 2207, 2213, 2217, 2155 Millstream Road and a portion of land formerly known as Hordon Road from “Business or Light Industrial” and “Neighbourhood” to “Mixed- Use Employment Centre” to allow for residential zoning and will result in a 1.25 parking ratio per unit.

The applicant wishes to amend the text of those portions of 2207, 2155, 2217 and 2213 Millstream Road and land that was formerly Hordon Road, all shaded areas in Appendix B, to allow for additional uses, those being townhouses and apartments.

The remainder of the property at 2207 Millstream Road will remain the same, which would not permit townhouses or apartments.

The applicant has also proposed the density of development permitted in the shaded areas in Appendix B, be limited to 150 residential units, unless a film studio is built elsewhere in the BP9 zone. If a film studio has been issued a building permit above the foundation within the BP9 zone, the density of development will be a maximum floor area ratio (FAR) of 4.0.

As a Hotel is already a permitted use within the BP9 zone and a film studio is proposed to be tied to the residential density, Council may wish to direct staff to eliminate a subsection within the BP9 zone to allow a Hotel without a Film Production Studio existing.

Additionally, the applicant has proposed to provide a minimum of 5% of units constructed in any multi-family residential buildings within the BP9 zone be directed to the Attainable Home Ownership Program. The proposed will consist of a variety of unit types laid out in the Attainable Home Ownership Program, further discussions on unit mix will be determined at a later date.

The ultimate frontage of Millstream Road for this entire property will be completed by Summer 2022. This includes a new roundabout at Bear Mountain Parkway and Millstream Road that will be the main entry to the subject property. Therefore, no additional frontage improvements are triggered by this proposed rezoning.

FINANCIAL IMPLICATIONS:

FINANCIAL IMPLICATIONS

Rezoning the subject properties to permit higher densities will increase the assessed value of the land and eventually increase municipal revenue due to the number of units created. As the developer is responsible to complete all frontage improvements, servicing connections and upgrades necessary to service the site, the direct capital costs to the City associated with this development will be negligible. Development Cost Charges will be paid in accordance with the City’s DCC bylaw. As the number of units have not been

proposed, the amenity contributions will be captured at the Building Permit process. All units created for the Attainable Home Ownership Program are not required to contribute to the Affordable Housing Contribution Policy.

OPTIONS:

Option 1

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

1. Proceed with consideration of Bylaw No. 2061 to amend the Official Community Plan designation of a portion of the properties at 2207, 2213, 2217, 2155 Millstream Road and a portion of land formerly known as Hordon Road from “Business or Light Industrial” and “Neighbourhood” to “Mixed- Use Employment Centre.
2. Proceed with consideration of Bylaw No. 2062 to amend the text of a portion of the properties at 2207, 2155, 2213, 2217 Millstream Road and a portion of land formerly known as Hordon Road within “Business Park 9 – Millstream Road Northeast” (BP9) Zone to allow for townhouses and apartments as permitted uses, allow for a maximum height limit of 12 storeys within the shaded areas shown in Appendix B and eliminate section 6.69C.02(3) from the BP9 zone.
3. Require a minimum 5% of units constructed in any multi-family residential buildings be directed towards the Attainable Home Ownership Program, to be secured prior to issuance of a building permit and provide a variety of unit types and, restrict the density within the shaded areas shown in Appendix B to 150 residential units unless a film studio is built elsewhere within the BP9 zone, after which the maximum density is a floor area ratio of 4.0.

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. 2061 and Bylaw 2062.

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

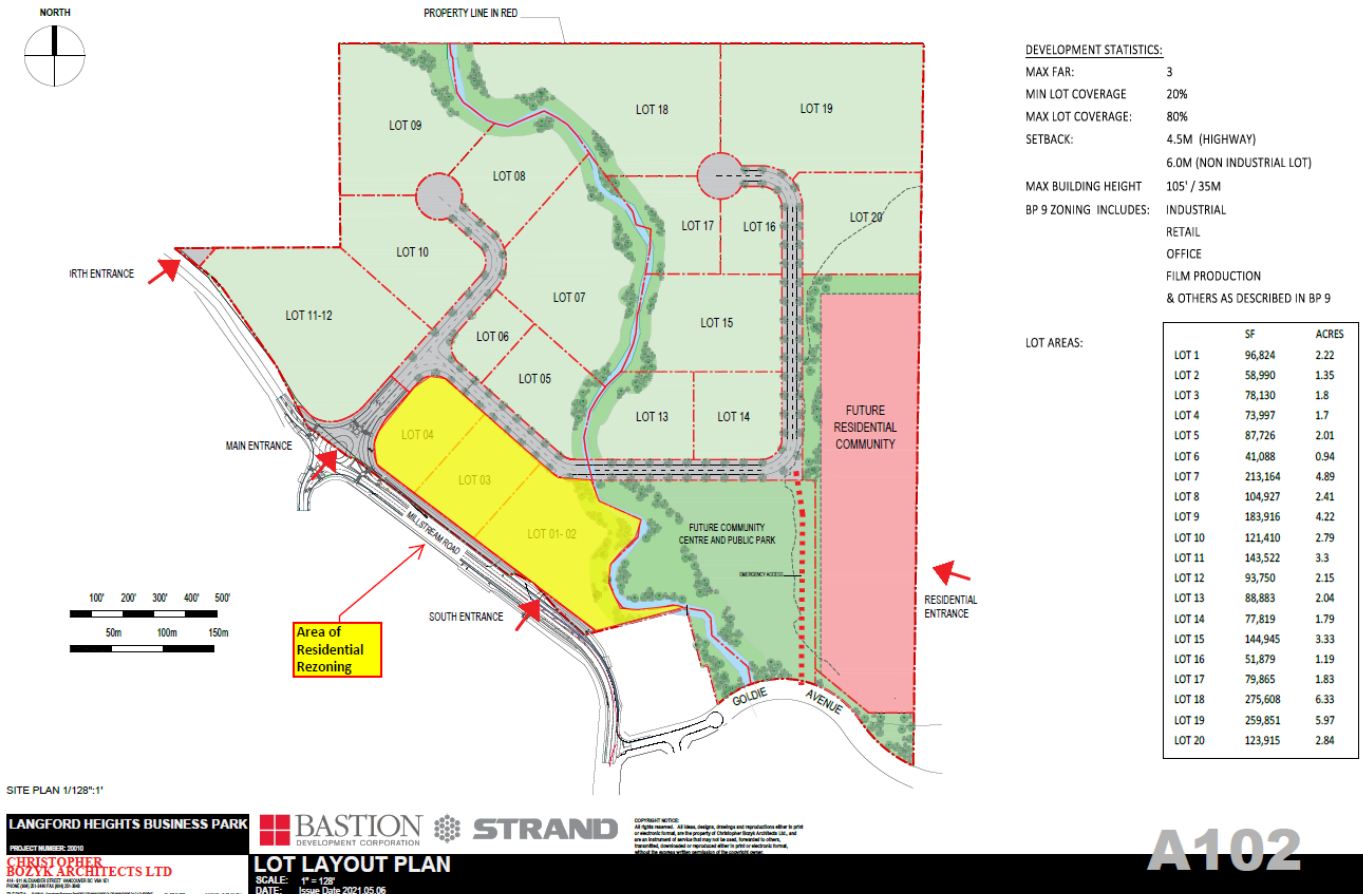
Concurrence: Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering and Public Works

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

Concurrence: Marie Watmough, Acting Director of Corporate Services

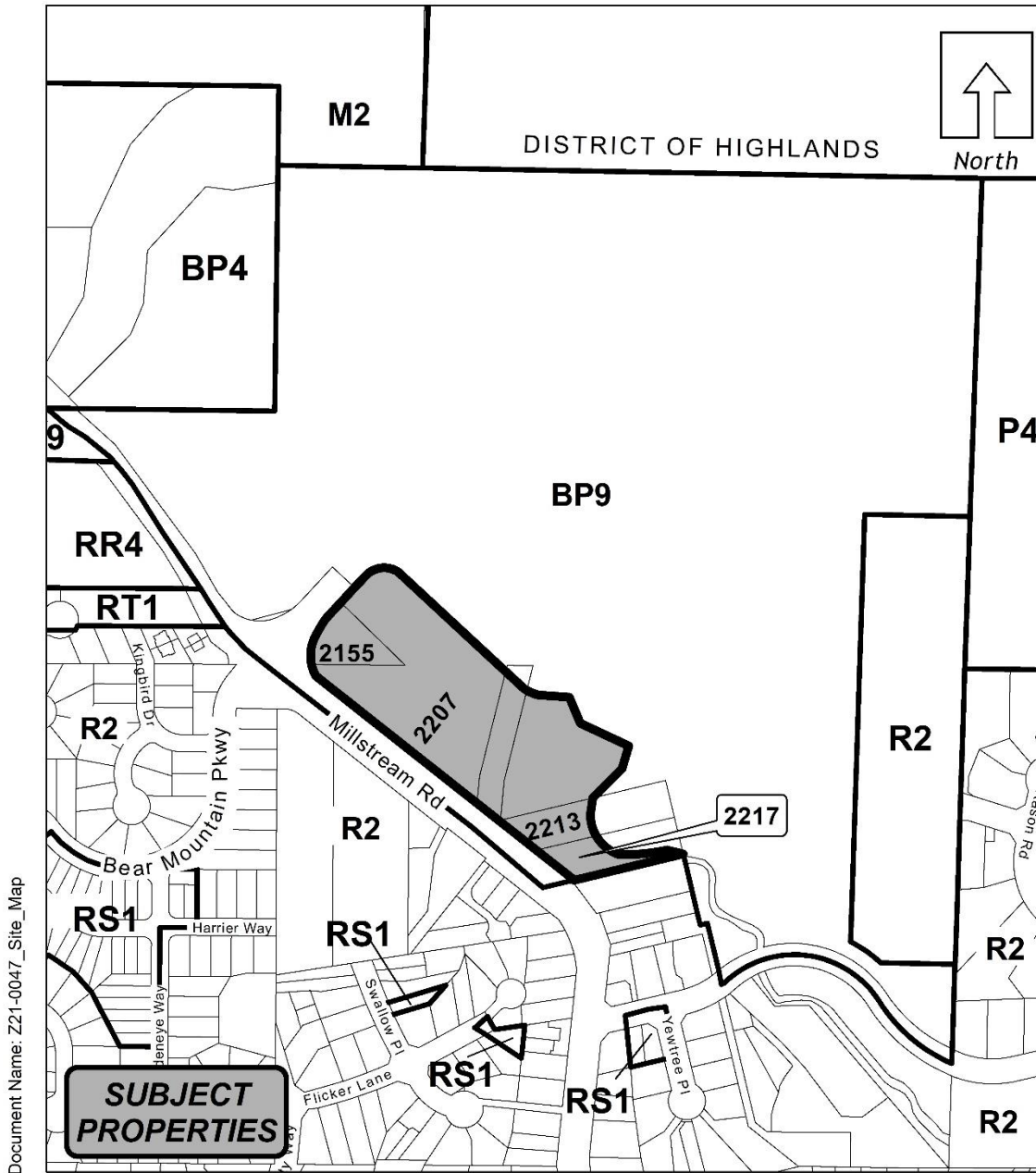
Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A – Site Plan



Appendix B – Site Map

**REZONING BYLAW AMENDMENT
(Z21-0047)
2155, 2207, 2213 & 2217 Millstream Rd**



Scale: N.T.S.

Last Revised: 2022-03-14

Appendix C – Location Map

REZONING BYLAW AMENDMENT

(Z21-0047)

2155, 2207, 2213 & 2217 Millstream Rd



Scale: N.T.S.

Last Revised: 2022-03-14

**CITY OF LANGFORD
BYLAW NO. 2061**

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

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

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

1. By deleting from the “Business or Light Industrial” designation and adding to the “Mixed-Use Employment Centre” designation a portion of the properties legally described as Lot A, Sections 2 and 3 Range 3 West, Highland District Plan VIP53467 Except Plans EPP55578, EPP64255, and EPP111153, PID No. 017-612-675 **(2207 Millstream Road)**; and Lot 1, Section 3, Range 3 West, Highland District Plan 16585 Except Plans EPP64255 and EPP111153, PID No. 003-991-059 **(2155 Millstream Road)**, and;
2. By deleting from the “Neighbourhood” designation and adding to the “Mixed-Use Employment Centre” designation a portion of the properties legally described as: Lot 8, Section 2, Range 3 West, Highland District, Plan 8693 Except Part in Plan EPP111153, PID No: 005-418-101 **(2217 Millstream Road)**; Lot 9, Section 2, Range 3 West, Highland District, Plan 8693 Except Part in Plan EPP111153, PID No. 000-727-881 **(2213 Millstream Road)**; and Reference Plan of Part of Road Dedication by Plan 8883, Section 2, Range 3 West, Highland District, To Accompany the City of Langford Road Closure Bylaw No. 1591, PID No: 030-085-519 **(formerly Hordon Road)**; as shown shaded on the attached Schedule A, forming part of this Bylaw.

B. This Bylaw may be cited for all purposes as “Langford Official Community Plan Bylaw, Amendment No. 47, (2207 Millstream Road), Bylaw No. 2061, 2022”.

READ A FIRST TIME this day of, 2022.

PUBLIC HEARING held this day of , 2022.

READ A SECOND TIME this day of , 2022.

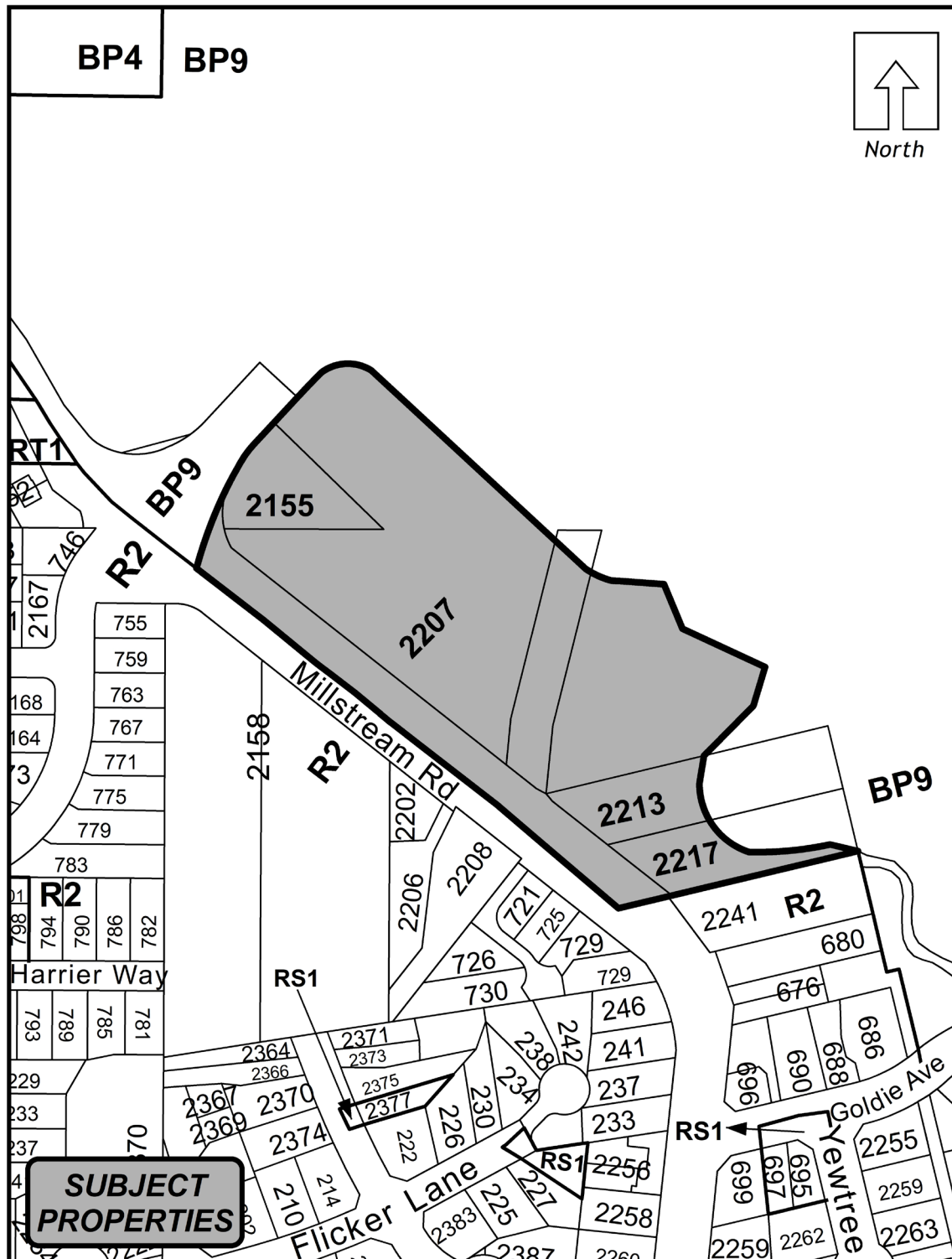
READ A THIRD TIME this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



CITY OF LANGFORD BYLAW NO. 2062

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 adding the following to subsection 6.69C.01 and renumbering subsequent subsections accordingly:
 - (4) **Apartments**, only permitted on lands within the shaded sections of Schedule "U"; and
 - (40) **Townhouse**, only permitted on lands within the shaded sections of Schedule "U".
 2. By adding the following to subsection 6.69C.06 and renumbering subsequent subsections accordingly:
 - (2) No **structure** may exceed a **height** of 12 storeys, only permitted on lands within the shaded sections of Schedule "U"
 3. By deleting subsection 6.69C.02(3).
 4. By adding the following as subsection 6.69C.03(4) and renumbering subsequent subsections accordingly:
 - (4) The number of residential units on the lands shaded shown within Schedule "U" may not exceed **150 residential units** unless a **Film Production Studio** has been issued a building permit above the foundation in the BP9 zone, in which case the **floor area ratio** may not exceed 4.0, on lands within the shaded sections of Schedule "U"
 5. By adding Schedule "U" with the map attached as Schedule A.
- B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 670, (2207 Millstream Road), Bylaw No. 2062, 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.

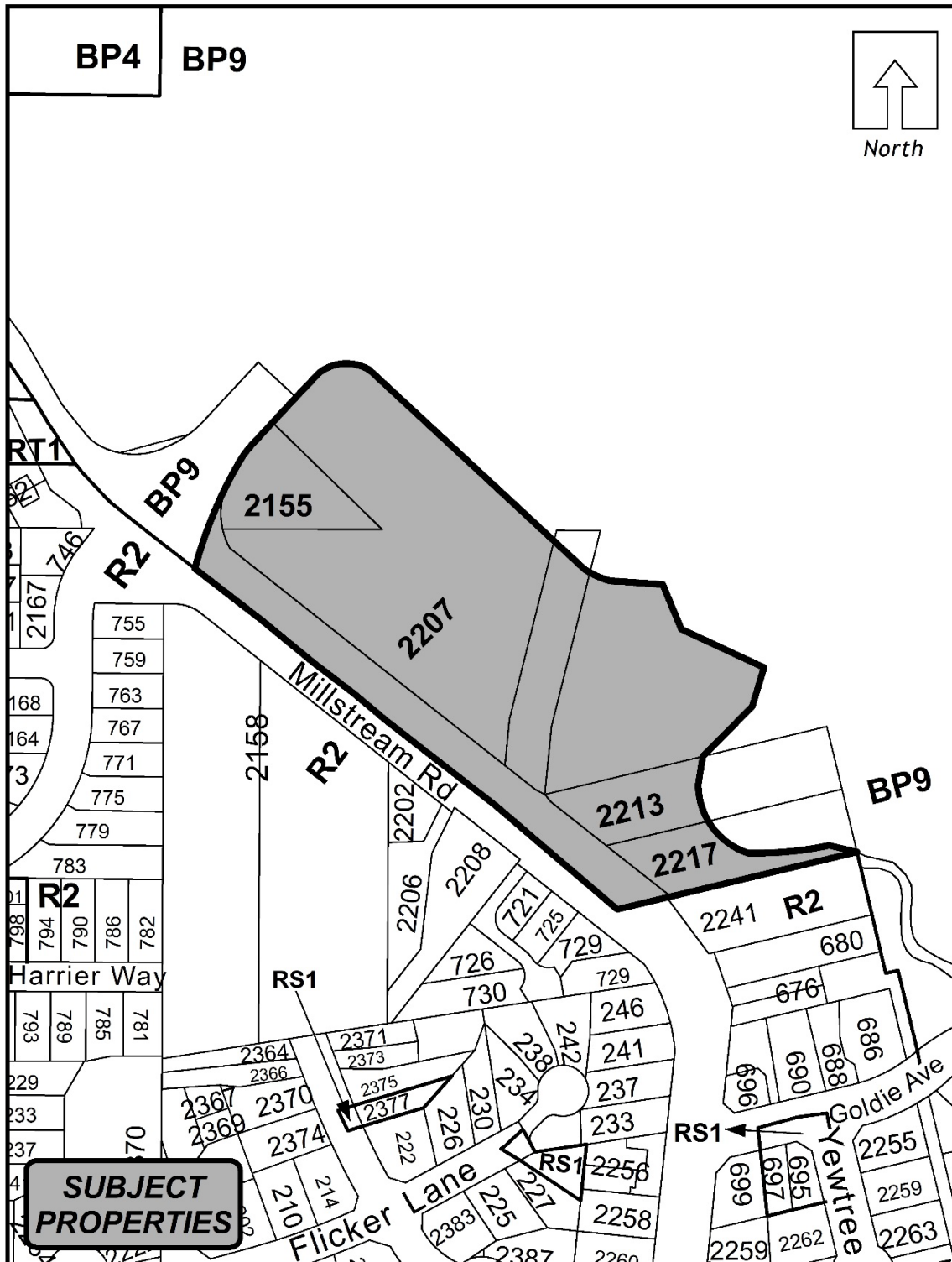
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



Langford Heights

APPLICANT PRESENTATION

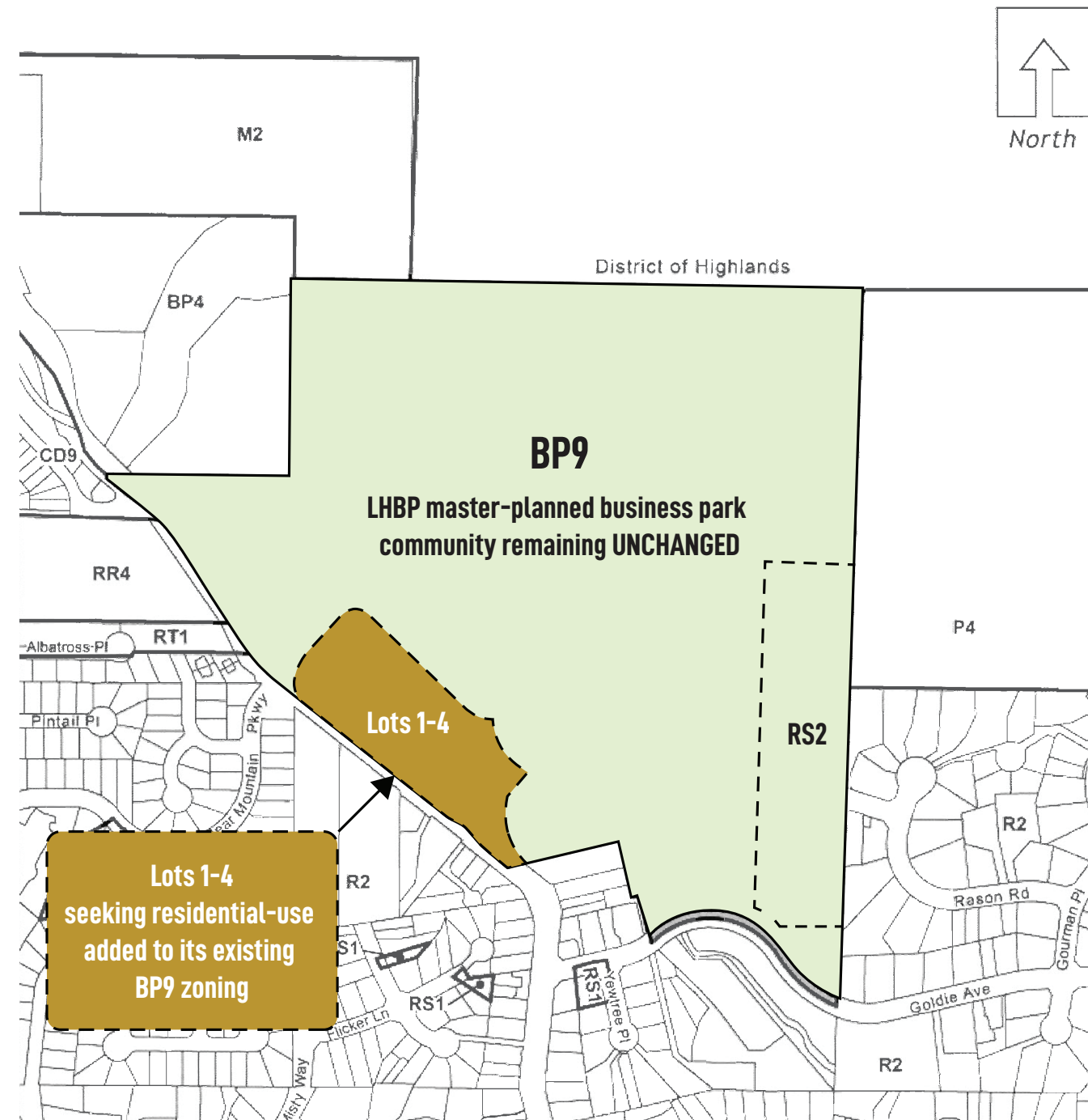
*CITY OF LANGFORD - Planning, Zoning & Affordable Housing Committee Meeting
March 28th, 2022*

Table of Contents

<u>SITE CONTEXT & PROPOSAL</u>	<u>3</u>
<u>PROPOSAL RATIONALE</u>	<u>4</u>
<u>CURRENT SITE PHOTOS</u>	<u>7</u>
<u>SUPPORTING POLICY</u>	<u>9</u>
<u>APPLICANT NEXT STEPS</u>	<u>13</u>

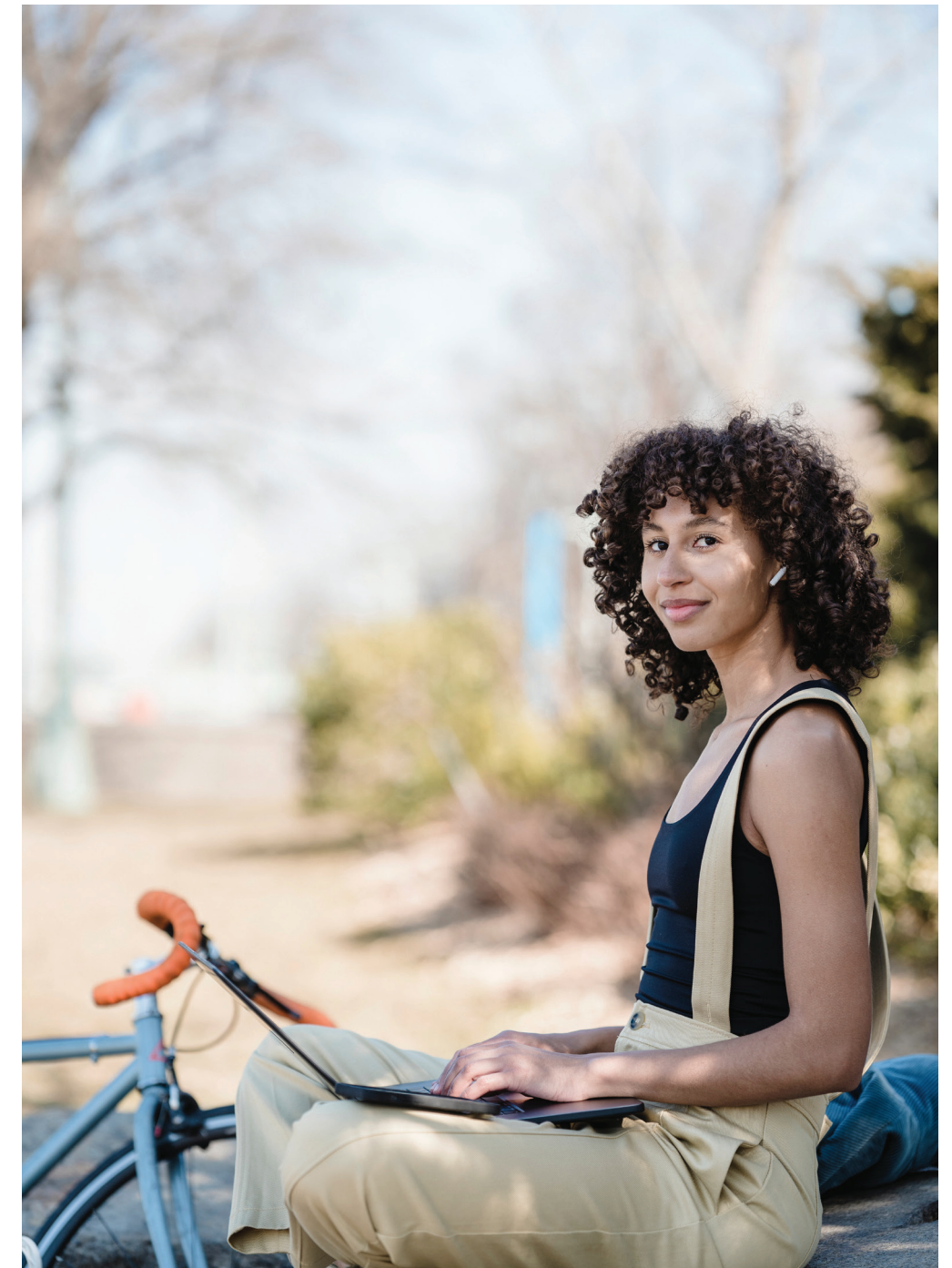
Site Context & Proposal

- Langford Heights Business Park (LHBP) is a master-planned business park development that completed its original rezoning on May 10, 2021.
- This proposal is seeking to add residential uses to Lots 1-4 only (highlighted in dark yellow).
- The remainder of the business park lots and Trudie residential lots will remain unchanged.



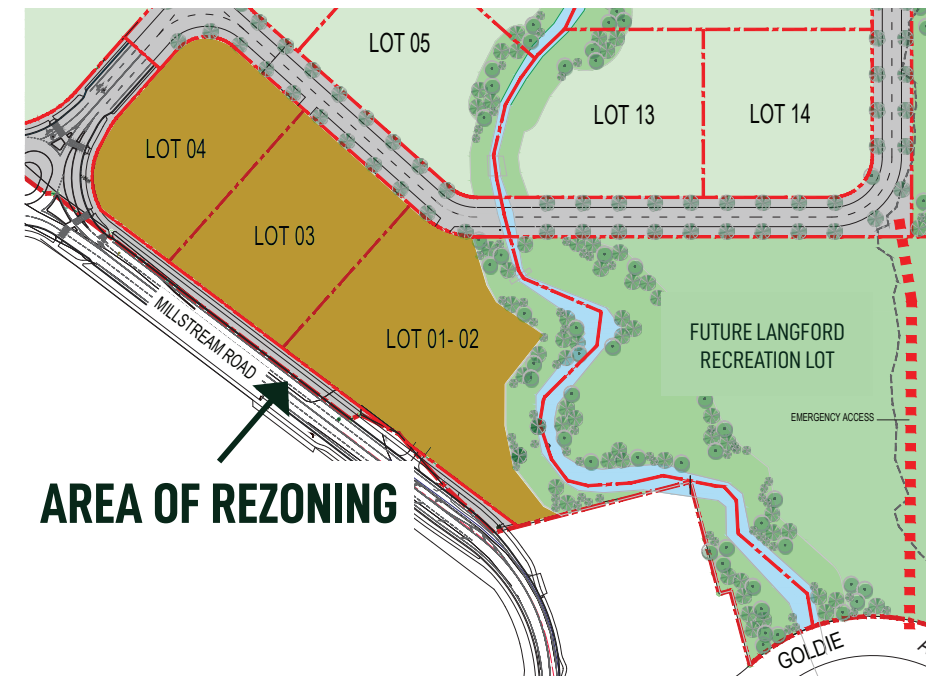
Proposal Rationale

- LHBP is aiming to deliver approximately 1,000,000 sf of new commercial work space to the community and has unique access to pedestrian, bicycle, and transit routes.
- There is a strong desire to increase opportunities for people to live in close proximity to their work, and providing Lots 1-4 of LHBP with residential density encourages a more complete community that is less reliant on automobile commuting.



Proposal Rationale

- LHBP provides incredible access to nature with Millstream Creek running through the site and a future eight acre recreational area planned for the southeast area of the development.
- This proposal seeks to embrace planning best practices of overlaid uses/zonings with people having access to housing, work, and recreation that interplay symbiotically rather than segregating these areas.



Proposal Rationale

- Work with City staff to pursue a film studio use in the business park.
- Film users are an economic driver for communities, and they require high levels of employees per square foot of employment. Many of these employees want to live in close proximity to their work.



Current Site Photos



Current Site Photos



Supporting Policy

Planning Goals

“ Create complete, compact, healthy neighbourhoods.
City of Langford OCP, p.9

“ OCP Strategy: Create dense, compact, and complete centres that are walkable at all scales.
City of Langford OCP, p.55

Supporting Policy

Planning Goals

“ Objective 5.4 Encourage the growth of business activities in all parts of the community as a mixed-use urban design objective.

City of Langford OCP, p.56

“ Combined with the emphasis placed on mixing commercial and residential space, the goal would be to allow as many residents as possible to simply walk or bike for the vast majority of their day to day life, brining benefits to the fight against climate change.

Dr. Avi Friedman

Supporting Policy

Reduction of Travel Time Between
Work and Home

“ ...mixed-use nodes will provide an opportunity for those who live there to reduce travel and go about their daily lives withing one self contained centre.

City of Langford OCP, p.79

“ Land use decisions will drive the need for transportation infrastructure as people will have to travel to work, shop and play. High density mixed use nodes will provide an opportunity for those who live there to reduce travel and go about their daily lives within one self contained centre. High density mixed use nodes can be more effectively served with good frequent transit service including conventional buses, rapid transit and light rail.

City of Langford OCP, p.79

Supporting Policy

Housing

“ “ Langford remains defined by predominantly single family homes. Greater housing diversity allows for aging in place and tenureship choice (own, rent, etc.) and creates economic, racial and family diversity that contributes to a vibrant community.

City of Langford OCP, p.73

“ “ Policy 7.9.1 Ensure the needs of our aging population are met by increasing the diversity of housing options in all parts of the community, with emphasis on integrating housing variety in existing and new centres.

City of Langford OCP, p.77

Applicant Next Steps

- Completion of a traffic study for the proposed rezoning.
- Enhanced public engagement.
- Coordination with City Staff and Councillors to identify community wins that can generated from this rezoning.

On behalf of our team,
thank you for your consideration.



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, March 28, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z22-0001

SUBJECT: Application to Rezone 1551 and 1559 Sawyer Road from the Rural Residential 4 (RR4) Zone to Residential Small Lot 1 (RS1) Zone to Allow for a Development of Small Lots and Townhouses

BACKGROUND

Dave Smith and Dale Douglas of McElhanney Ltd. have applied on behalf of 683177 BC Ltd. and Marlene Orchard to rezone 1551 and 1559 Sawyer Road from the Rural Residential 4 (RR4) Zone to the Residential Small Lot 1 (RS1) Zone to allow for the development of single-family lots and/or townhouses.

PREVIOUS APPLICATIONS

In 2001, the City received a subdivision application, which created the smaller lot of 1559 Sawyer Road, as well as a statutory right of way to establish access to that lot.

Table 1: Site Data

<i>Applicant</i>	McElhanney Ltd., Dave Smith and Dale Douglas	
<i>Owners</i>	683177 BC Ltd. and Marlene Orchard	
<i>Civic Addresses</i>	1551 and 1559 Sawyer Road	
<i>Legal Descriptions</i>	Parcel C (DD 138112I) of Section 4, Goldstream District, Except that Part in Plan VIP76369 Lot A, Section 4, Goldstream District, Plan VIP76369	
<i>Size of Properties</i>	6.0 hectares (14.7 acres)	
<i>DP Areas</i>	Fire Hazard, Potential Wildlife Habitat and Biodiversity	
<i>Zoning Designation</i>	Existing: Rural Residential 4 (RR4)	Proposed: Residential Small Lot 1 (RS1)
<i>OCP Designation</i>	Existing: Neighbourhood	Proposed: Neighbourhood

SITE AND SURROUNDING AREA

The property has several single-family dwellings located on it and is primarily treed. The north side of the property is cleared of trees and bushes as there is a statutory right of way for BC Hydro and Fortis Gas. To the immediate north of the property is the E&N Rail and single-family dwellings beyond that. To the south and west are CRD lands, which contain the Humpback Reservoir. To the east across Humpback Road is land that Westhills owns but has not developed yet.

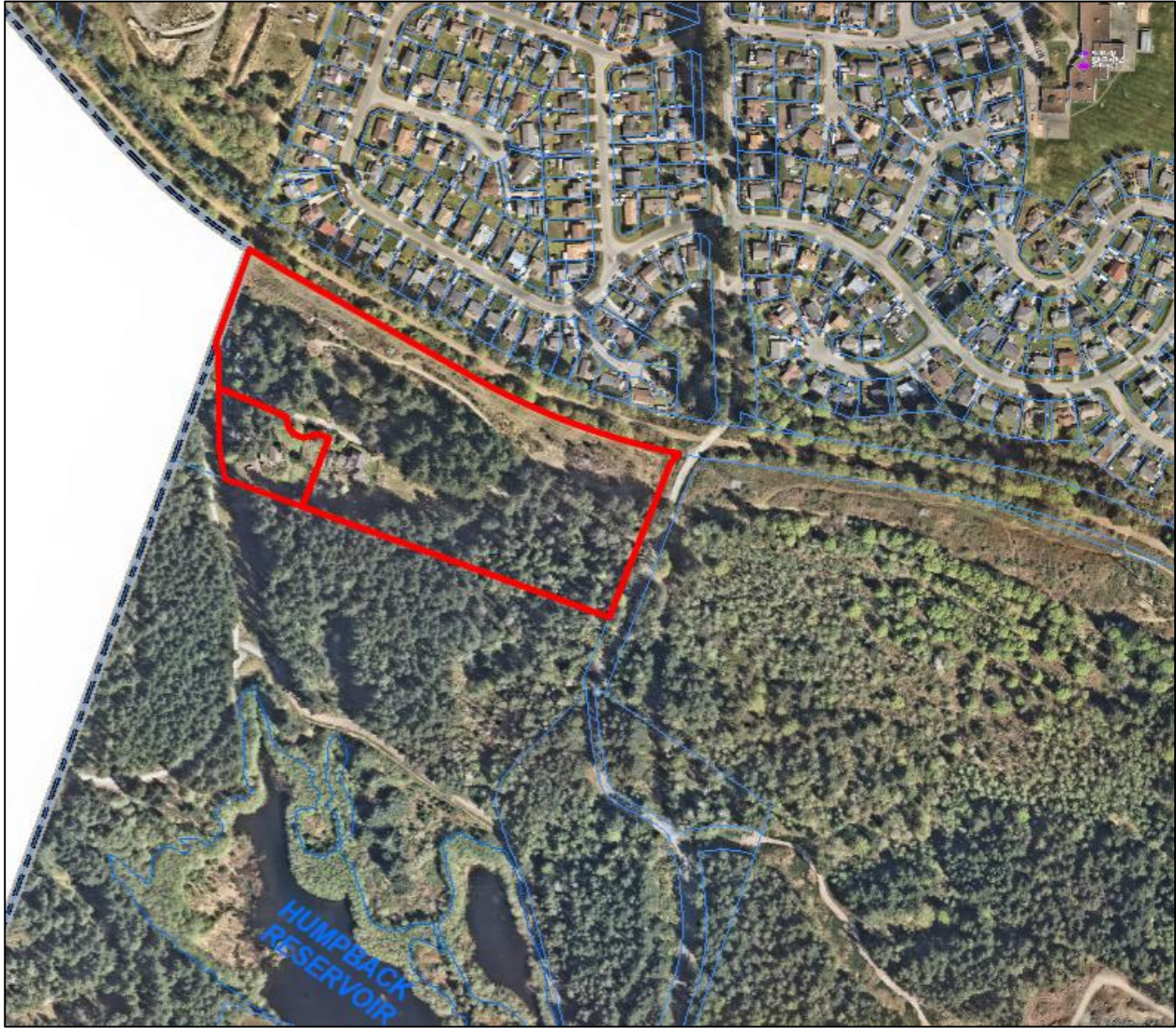
Figure 1: Current Condition of Subject Property



Table 2: Surrounding Land Uses

	<i>Zoning</i>	<i>Use</i>
<i>North</i>	One- and Two-Family Residential (R2)	Single-Family Residential
<i>East</i>	Comprehensive Development 3 (CD3)	Vacant
<i>South</i>	Park and Open Space (P4)	Park
<i>West</i>	Greenbelt 2 (GB2) (Juan de Fuca)	Park

Figure 2: Subject Properties



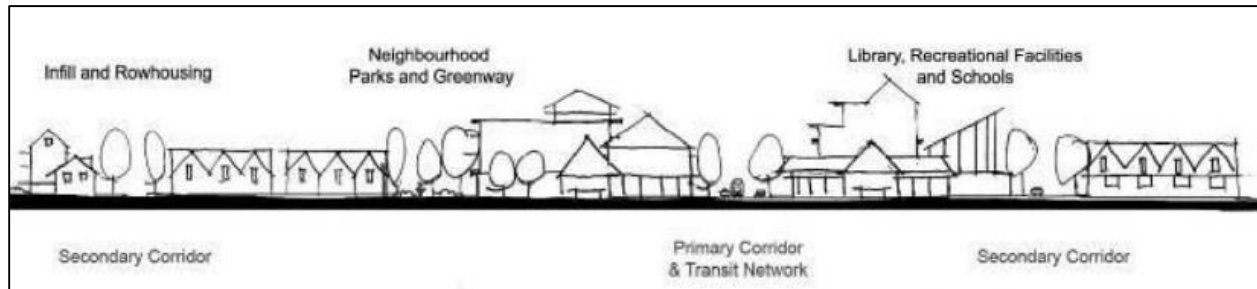
OFFICIAL COMMUNITY PLAN

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

- Predominantly residential precinct that supports a range of low and medium density housing choices including secondary suites
- This area allows for residential and mixed-use commercial intensification of streets that connect centres and/or are serviced by transit
- Schools, community facilities and other institutional uses are permitted throughout the area

- Retail serving local residents is encouraged along transportation corridors
- Parks, open spaces, and recreational facilities are integrated throughout the area
- This area allows for Neighbourhood Centres to emerge in the form of medium density mixed-use nodes at key intersections.

Figure 3: Concept for 'Neighbourhood'



DEVELOPMENT PERMIT AREAS

The subject property is located within High Fire Hazard and the Habitat and Biodiversity Development Permit Areas. A development permit that addresses these two DP Areas would be required prior to any work occurring on the property. Additionally, a development permit for Form & Character would be needed prior to issuance of any building permit to ensure the designs are consistent with the City's Design Guidelines.

DEVELOPMENT PROPOSAL

The applicant has not provided any site plans at this point. However, the developable area of the property might allow for approximately 120 small lots, or if developed entirely of townhouses there may be approximately 195 townhouse units.

It should be noted that part of the reasoning behind the request to rezone this property to Residential Small Lot 1 is the fact that the applicant is proposing to provide the City with 30% of the subject property as Park. This is anticipated to be the lands along the northern boundary line that are encumbered with the Hydro and Fortis Gas statutory right of way, which could then be used as a park with no infrastructure, such as a dog park.

The neighbouring property owner (CRD Parks) has expressed their concern about damage to their Park with the removal of trees from this development site as well as future trespassing from new residents living next to the Park. A solution to protect the CRD Park from wind-throw and root damage as well as future trespassing would be two-fold. A non-disturbance strip along the southern and western boundary lines would prevent wind-throw and root damage, while a fence would prevent trespassing. If Council

is supportive of the request from CRD, they may wish to require the applicant to register a 3.0m (9.8 ft) non-disturbance covenant along the boundaries that are shared with the CRD, and to install a (fire resistant) fence on the same boundary lines.

Table 3: Proposed Data:

	Permitted by RR4 (Current Zone)	Permitted by RS1 (Proposed Zone)
<i>Permitted Uses</i>	<ul style="list-style-type: none"> • Dwelling, one- or two-family • Group Day Care • Home Occupation 	<ul style="list-style-type: none"> • Dwelling, one-family • Townhouse
<i>Density</i>	n/a	n/a
<i>Height</i>	10.5 m (34.4 ft)	9.0 m (29.5 ft)
<i>Site Coverage</i>	30% max	50% (family dwelling) 60% (townhouse)
<i>Front Yard Setback</i>	7.5 m (24.6 ft)	3.0 m (9.8 ft)
<i>Interior Side Yard Setback</i>	3.0 m (9.8 ft)	1.5 m (4.9 ft)
<i>Exterior Side Yard Setback</i>	5.5 m (18 ft)	3.5 m (11.5 ft)
<i>Rear Yard Setback</i>	10.0 m (32.8 ft)	5.5 m (18.0 ft)
<i>Parking</i>	2 per unit + 1 per suite	2 per lot (family dwelling) 2 per unit (townhouse)

FRONTAGE IMPROVEMENTS

Sawyer Road

The applicant will be required to dedicate a 15m wide municipal road and provide full frontage improvements along Sawyer Road in accordance with Bylaw 1000, prior to subdivision, or issuance of a building permit, whichever comes first. This road will likely see many improvements required as per Bylaw 1000 since this road is currently just wide enough for one-way traffic. Improvements would include a sidewalk on one side, road edge parking, streetlighting, and boulevard treatment.

Humpback Road

The applicant will be required to provide road improvements along Humpback Road to accommodate additional traffic generated from this development, prior to subdivision or issuance of a building permit, whichever come first. Council may wish to retain a 10m wide undisturbed buffer along this frontage,

with the exception of the installation of a pedestrian trail that would meander through this buffer. If Council is supportive of this buffer design, they may wish to require it be secured within a covenant on title.

TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) for this development is required prior to public hearing. Any additional requirements needed to the regional road network due to this development would be determined by the Director of Engineer and based upon the TIA.

SEWERS

A sewer main does not currently exist within Humpback Road frontage this site. An extension of the necessary sewer main would be required prior to subdivision or issuance of a building permit. 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. Council may wish to require that sewers be available to service the site prior to issuance of any Development Permit.

WATER

A water main does exist within Humpback Road fronting this site, but it would require to be upsized in order to comply with CRD Bylaw requirements. There is also a covenant registered on title that allowed for a reduced water flow as long as every building constructed on the lands is equipped with an internal fire suppression system.

DRAINAGE AND STORMWATER MANAGEMENT

This site is located within an area where stormwater detention is required, as per Bylaw 1000. As a condition of rezoning, Council may wish to request the applicant to examine how stormwater can be managed through on-site detention 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 and is based on 150 residential units at a rate of 0.61 equivalent units for simplicity's sake.

At this point, Council may wish to apply the existing contribution rate for a single-family dwelling with a secondary suite to the new lot size that allows for suites. Previously, a lot had to be 550m² before it could have a secondary suite, but now a lot may have a secondary suite if it is 400m² in size.

Table 4: Amenity Contributions per Council Policy

Amenity Item	Per Unit Contribution Rates*	Total
<i>Affordable Housing Reserve Fund</i>	\$610	\$91,500.00
<i>General Amenity Reserve Fund</i>	\$3,660	\$549,000.00

*** 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 150 residential units for simplicity's sake.

Table 5 - Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
<i>Roads</i>	\$3,985.00	\$597,750.00
<i>Park Improvement</i>	\$1,890.00	\$283,500.00
<i>Park Acquisition</i>	\$1,100.00	\$165,000.00
<i>ISIF Fees</i>	\$371.25	\$55,687.50
Subtotal (DCC's to Langford)		\$1,101,937.50
<i>CRD Water</i>	\$2,557.00	\$383,550.00
<i>School Site Acquisition</i>	\$900.00	\$135,000.00
TOTAL DCC's (estimated)		\$1,620,487.50

OPTIONS:

Option 1

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

1. Proceed with consideration of 1st reading of Bylaw No. 2059 to amend the zoning designation of the property located at 1551 and 1559 Sawyer Road from the 'Rural Residential 4 (RR4)' Zone to the 'Residential Small Lot 1 (RS1)' 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. \$1000 towards the Affordable Housing Fund; and
 - ii. \$6,000 towards the General Amenity Reserve Fund.subject to reductions in accordance with the Affordable Housing and Amenity Contribution Policy based on a 400m² lot single-family equivalency.
 - b) That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Engineering:
 - i. A technical memo from a qualified engineer that verifies stormwater can be adequately managed on-site for the proposed development; and
 - ii. A Traffic Impact Assessment, 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 a minimum of 30% of the lands are dedicated to the City as Park prior to subdivision or issuance of a building permit, whichever occurs first;
 - ii. That a continuous fire resistant/non-combustible fence be provided along the southern and western sides of the existing property prior to subdivision or issuance of a building permit, whichever occurs first;
 - iii. That a 3.0m wide non-disturbance area along the southern and western sides of the existing site be protected through a separate covenant on title, prior to subdivision or issuance of a building permit, whichever occurs first;
 - iv. That the applicant retain a 10m wide treed buffer along the eastern boundary line along Humpback Road, and that a pedestrian trail be provided within this buffer, to the satisfaction of the Director of Engineering;
 - v. That no development permit be issued for this development until the site have been serviced with municipal sewer;

- vi. That the following are implemented to Bylaw 1000 standards to the satisfaction of the Director of Engineering prior to subdivision or issuance of a building permit, whichever occurs first:
1. Full frontage improvements and any recommendations stemming from the Traffic Impact Assessment;
 2. A storm water management plan; and
 3. A construction parking management plan

OR Option 2

THAT the Planning, Zoning and Affordable Housing Committee recommend that Council take no action at this time with respect to this application to rezone 1551 and 1559 Sawyer Road under Bylaw 2059.

SUBMITTED BY: Robert Dykstra, MCIP, RPP Senior Planner

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

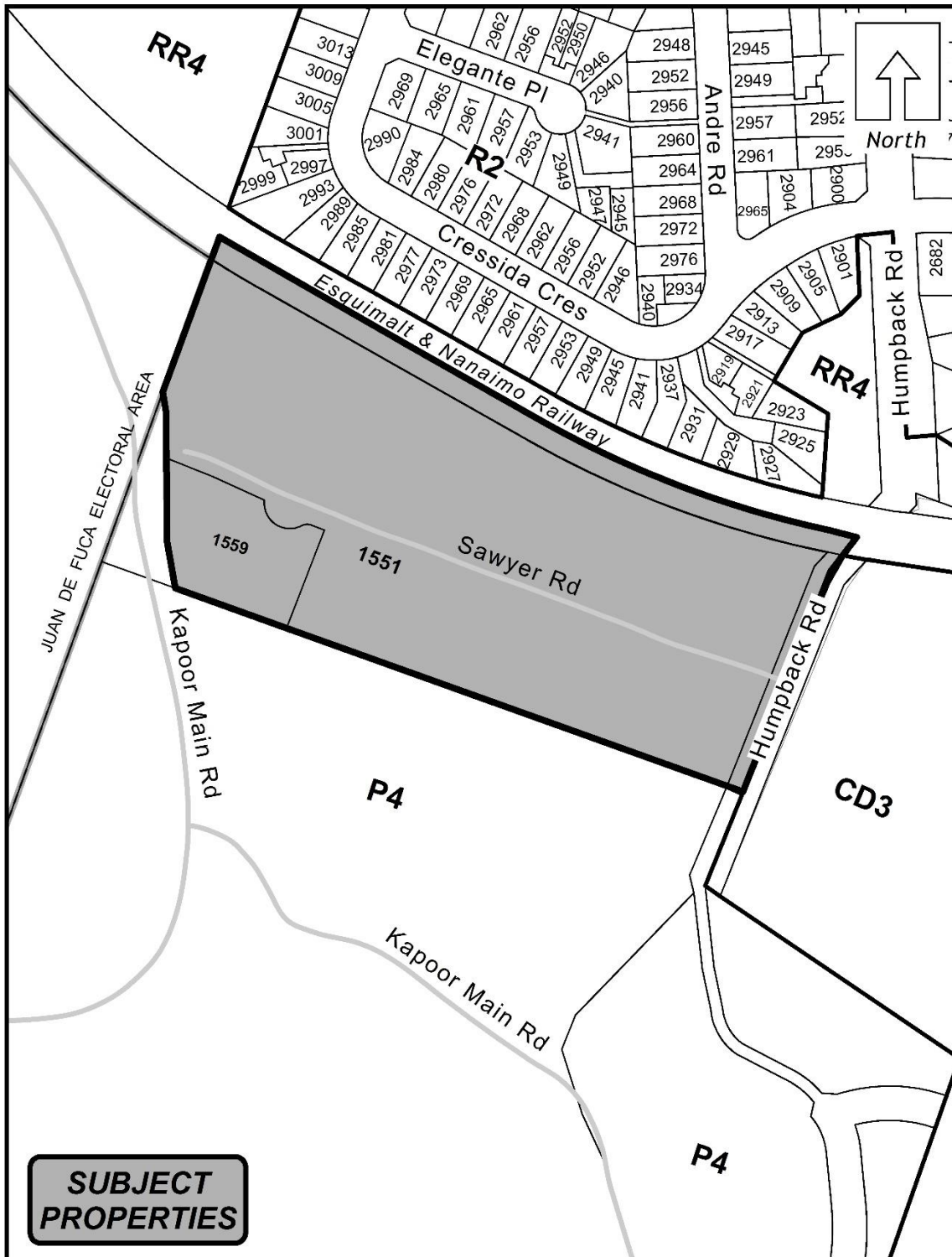
Concurrence: Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering and Public Works

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

Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A
SUBJECT PROPERTY MAP



**CITY OF LANGFORD
BYLAW NO. 2059**

**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 (RR4) Zone and adding to the Residential Small Lot 1 (RS1) Zone the properties legally described as:

- Parcel C (DD 138112I) of Section 4, Goldstream District, Except that Part in Plan VIP76369, PID No. 009-831-983 (1551 Sawyer Road); and
- Lot A, Section 4, Goldstream District, Plan VIP76369

as shown shaded on the attached Schedule A 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	2059	Parcel C (DD 138112I) of Section 4, Goldstream District, Except that Part in Plan VIP76369, PID No. 009-831-983 (1551 Sawyer Road); and Lot A, Section 4, Goldstream District, Plan VIP76369.	a) \$6,000 per new lot 400m ² or greater toward the General Amenity Reserve Fund; and b) \$3,960 per new lot less than 400m ² toward the General Amenity Reserve Fund; and c) \$1,000 per new lot 400m ² or greater toward the Affordable Housing Fund; and d) \$660 per new lot less than 400m ² toward the Affordable Housing Fund; and e) \$3,660 per new townhouse unit created towards the General Amenity Reserve Fund; and f) \$610 per new townhouse unit created towards the Affordable Housing Fund.	No

3. By adding the following to Section 6.20.01(9):

- PID No. 009-831-983 (1551 Sawyer Road), PID No. 025-843-192 (1559 Sawyer Road)

4. By adding the following to Section 6.20.05:

- (3) Despite subsection 6.20.05(1) any townhouse structure or a principal building on the property legally described as PID No. 009-831-983 (1551 Sawyer Road) and PID No. 025-843-192 (1559 Sawyer Road) may exceed a height of 9.0m (29.5 ft), but may not exceed a height of three storeys.

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 668, (1551 and 1559 Sawyer Road), Bylaw No. 2059, 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.

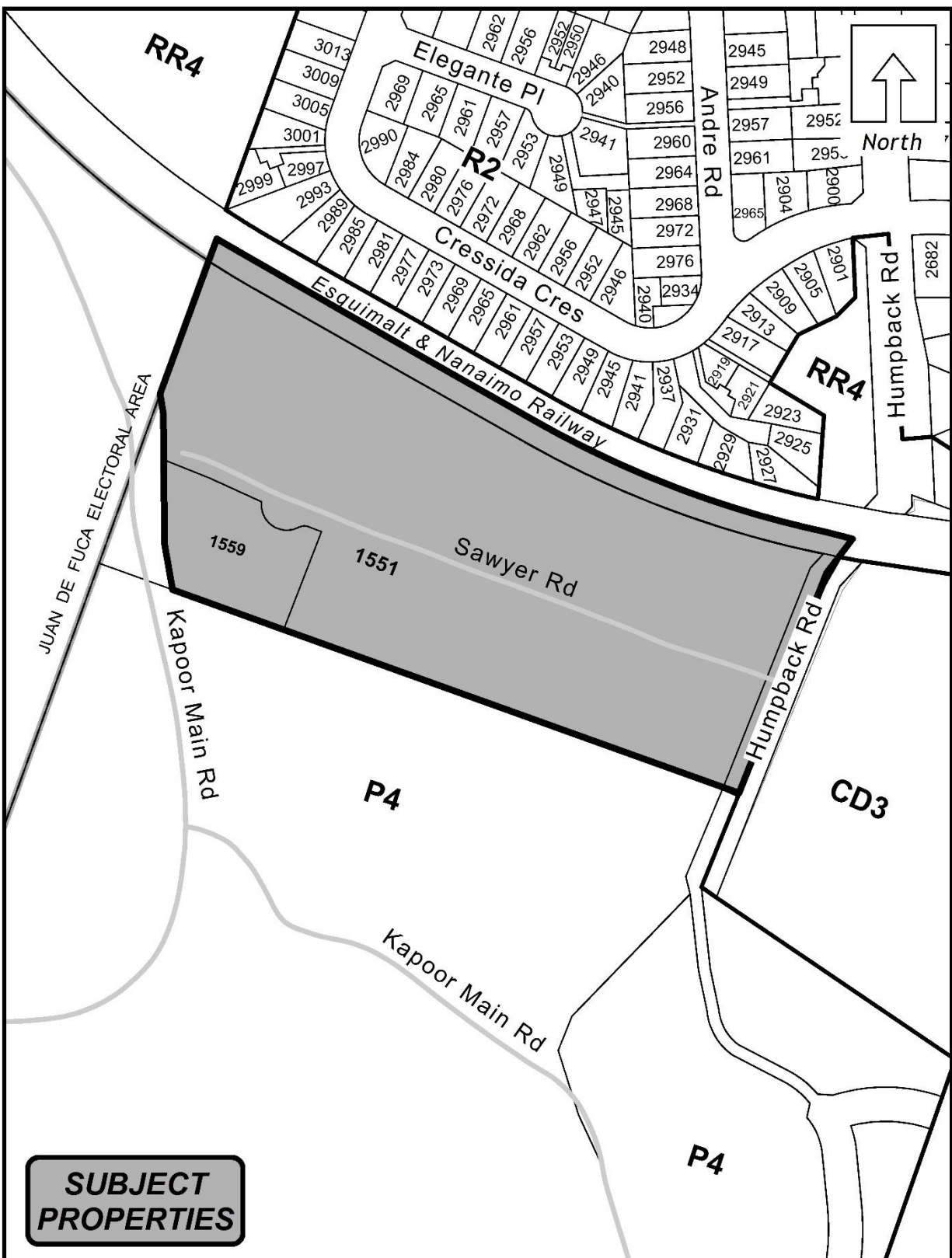
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A





1551 & 1559 Sawyer Road

- Introductions
- Project Information
- Process to Date
- Land Use
- Amenities

Thank You



A map of the Juan de Fuca Electoral Area. The map shows a network of roads including Sooke Lake Rd, Amy Rd, Trans Canada Hwy, West Shore Pkwy, and Humpback Rd. There are several green areas representing parks or undeveloped land, and a blue area representing a lake. A red outline highlights a specific area in the lower-left quadrant. The map also shows residential developments with yellow and orange buildings.

Juan de
Fuca
Electoral Area

Humpback Reservoir

Trans Canada Hwy

Amy Rd

Humpback Rd

West Shore Pkwy

Langford Lake



Neighbourhood

Mixed Use Employment Centre

Juan de
Fuca
Electoral Area

Open Space





Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, March 28, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z22-0007

SUBJECT: Application to Rezone 825-845 Orono Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to Allow for the Development of a 6-Storey Multi-Residential Building

PURPOSE

Paul Heron of Gordon 'n' Gordon Builders Ltd. has applied on behalf of Gordon 'n' Gordon Interiors Ltd. to rezone 825, 829, 833, and 845 Orono Avenue from the One and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to allow for the development of a 6-storey residential building. The building would consist of approximately 106 residential units.

PREVIOUS APPLICATIONS

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

Table 1: Site Data

<i>Applicant</i>	Gordon 'n' Gordon Builders Ltd.	
<i>Owner</i>	Gordon 'n' Gordon Interiors Ltd.	
<i>Civic Addresses</i>	825, 829, 833, and 845 Orono Avenue	
<i>Legal Descriptions</i>	Lots 20, 21, 22, and 23, Section 5, Esquimalt District, Plan 12186	
<i>Size of Properties</i>	3,000m ² (0.7 acres)	
<i>DP Areas</i>	City Centre	
<i>Zoning Designation</i>	Existing: One- and Two-Family Residential (R2)	Proposed: City Centre 1 (CC1)
<i>OCP Designation</i>	Existing: City Centre	Proposed: City Centre

SITE AND SURROUNDING AREA

Each property contains a single-family dwelling and has some trees throughout. To the north across Orono are one- and two-family dwellings, while to the south and west are commercial businesses. There is a one-family dwelling on the property to the east, but this lot is anticipated to be the access point to the property immediately south of it, if and when it develops.

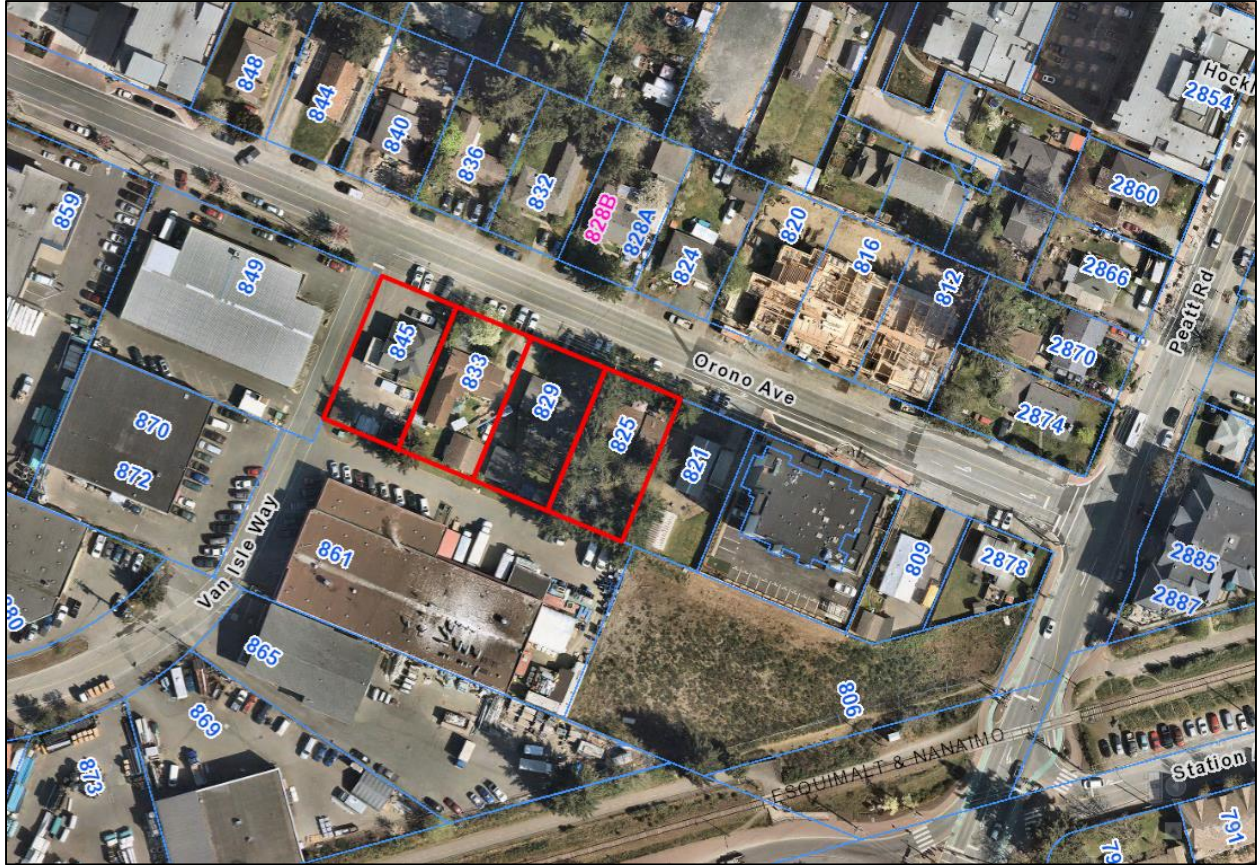
Figure 1: Current Condition of Subject Properties



Table 2: Surrounding Land Uses

	<i>Zoning</i>	<i>Use</i>
<i>North</i>	One- and Two-Family Residential (R2)	Residential
<i>East</i>	One- and Two-Family Residential (R2)	Residential
<i>South</i>	General Industrial (M2)	Commercial
<i>West</i>	General Industrial (M2)	Industrial

Figure 2: Subject Properties

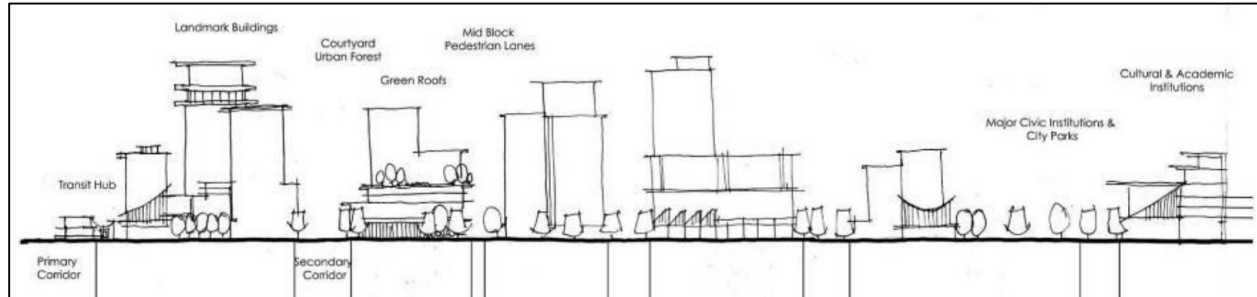


OFFICIAL COMMUNITY PLAN

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 supports 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 City Centre



DEVELOPMENT PERMIT AREAS

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

DESIGN GUIDELINES

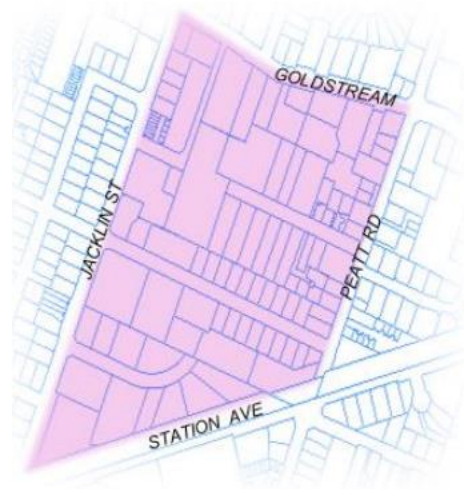
The subject properties are located within the 'S2 City Hall' of the City Centre Neighbourhoods in the Design Guidelines as outlined in Figure 4. For this region of the City Centre, the design intent is as follows:

The City Hall neighbourhood has a wide variety of uses from light industrial to mixed-use and residential. This neighbourhood, due to the variety of uses and central location in the City Centre, serves as a representation for the remainder of the City.

Development within this neighbourhood shall include medium- and high-density residential as well as mixed-use buildings along Goldstream Avenue, Peatt Road and Jacklin Road.

Buildings not used for residential purposes, shall incorporate and blend design to maximize consistency. Emphasis within the City Hall neighbourhood shall be to create a walkable, pedestrian-oriented neighbourhood.

Figure 4: S2 City Hall



Further to these Neighborhood Guidelines, the subject properties were identified as being appropriate for consideration of the City Centre 1 (CC1) Zone on the City Centre Concept Map recently added to the design guidelines.

DEVELOPMENT PROPOSAL

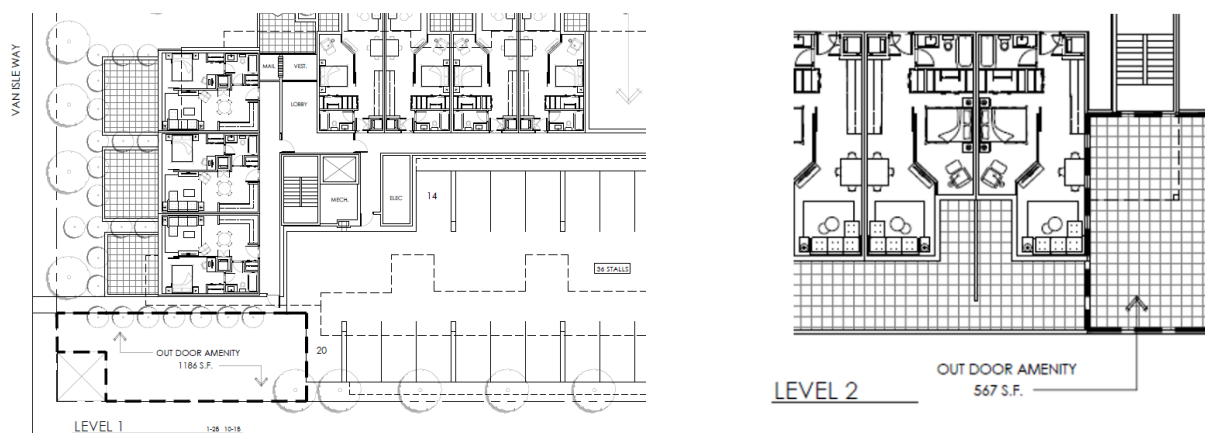
As previously noted, the applicant is proposing to rezone the subject properties to CC1 (City Centre 1) in order to construct a 6-storey residential building with approximately 106 units. Appendix A provides a rendering of what the building is intended to look like when viewing it from Orono Avenue. The design includes two driveways for vehicles; one to access the surface parking and the other to access the underground parkade.

The four properties associated with this development proposal would be consolidated into one parcel, but not at this moment. To ensure these 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 between the surface parking and one level of underground parking. Ground floor units will have patios and direct pedestrian access to Orono. The units facing Van Isle Way would not have direct access to Van Isle Way as this is not a dedicated road but a statutory right of way on private property. Due to the ground level units with patios and connecting paths to Orono Avenue, the building would comply with the 80% active frontage requirement. Appendix B provides an illustration of the proposed ground floor level of the development.

The design of this building also includes the required common outdoor amenity space, which is proposed to be split between space provided for on the ground level and space within an outdoor patio located on second storey level. Figure 5 provides an outline of where these two spaces would be located.

Figure 5: Outdoor Amenity Spaces



With respect to attainable housing, Council has been requesting that multi-family developments participate in Langford’s Attainable Housing Program. However, the owner of this project will be renting out these units to his employees at below market rates, which would assist a larger number of individuals, and ones that are not prepared to purchase a dwelling unit at this point in time. Council may view this initiative as equally beneficial as entering into the Attainable Housing Program and not ask the owner to participate in this program on top of his own initiative.

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

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

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

Table 3: Proposed Data

	Permitted by R2 (Current Zone)	Permitted by CC1 (Proposed Zone)
<i>Permitted Uses</i>	<ul style="list-style-type: none"> • One or Two-Family Dwelling • Group Day Care • Home Occupation 	<ul style="list-style-type: none"> • Apartment • Office • Restaurant • Retail Store
<i>Density</i>	n/a	5.0 FAR
<i>Height</i>	9m (30 ft)	6-storeys

<i>Site Coverage</i>	35% max	n/a
<i>Front Yard Setback</i>	6.0 m (20 ft)	2.0m (6.6 ft) 1-2 storeys 4.0m (13 ft) 3+ storeys
<i>Interior Side Yard Setback</i>	1.5m (5.0 ft)	3.0 (9.8 ft)
<i>Exterior Side Yard Setback</i>	4.5m (15 ft)	2.0m (6.6 ft) 1-2 storeys 4.0m (13 ft) 3+ storeys
<i>Rear Yard Setback</i>	6.0m (20 ft)	3.0 (9.8 ft)
<i>Parking</i>	2 per unit + 1 per suite	1.25 per 0-2 bedrooms 2.25 per 3 + bedrooms

FRONTAGE IMPROVEMENTS

Orono Avenue

The applicant will be required to provide full frontage improvements along Orono Avenue in accordance with Bylaw 1000, prior to issuance of a building permit. Improvements are anticipated to include boulevard landscaping with irrigation, street lighting, and a red brick paver sidewalk. To ensure no road dedication is required in order to accommodate the frontage improvements, Council may wish to require a frontage design be submitted prior to Public Hearing, to the satisfaction of the Director of Engineering.

Van Isle Way

This access route is located on private property with a statutory right of way registered on it that allows vehicle and pedestrian access over it. Given how Van Isle Way has been constructed, there is no additional room to request improvements along this access route with this development. Any improvements to Van Isle Way would occur at a future date with the development of the properties along the west side of this access route.

TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment for this development is not required.

SEWERS

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

DRAINAGE AND STORMWATER MANAGEMENT

This site is located within an area where stormwater infiltration is required as per Bylaw 1000. As a condition of rezoning, Council may wish to request the applicant to examine how stormwater can be managed on-site through infiltration and have a technical memo from a qualified engineer be provided in this regard to the satisfaction of the Director of Engineering prior to public hearing. A full stormwater management plan will be required prior to issuance of a building permit.

FINANCIAL CONTRIBUTIONS

Rezoning the subject property 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 106 residential units.

Table 4 - Amenity Contributions per Council Policy

Amenity Item	Per Unit Contribution Rates*	Total
<i>Affordable Housing Reserve Fund</i>	\$750.00	\$79,500.00
<i>General Amenity Reserve Fund</i>	\$2,850.00	\$302,100.00

*** 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.

Table 5 - Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
<i>Roads</i>	\$3,092.39	\$327,793.34
<i>Park Improvement</i>	\$1,890.00	\$200,340.00
<i>Park Acquisition</i>	\$1,100.00	\$116,600.00
<i>ISIF Fees</i>	\$331.65	\$35,154.90
Subtotal (DCC's to Langford)		\$679,888.24

<i>CRD Water</i>	\$1,644.00	\$174,264.00
<i>School Site Acquisition</i>	\$600.00	\$63,600.00
TOTAL DCC's (estimated)		\$917,752.24

OPTIONS:

Option 1

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

1. Proceed with consideration of 1st reading of Bylaw No. 2060 to amend the zoning designation of the properties located at 825, 829, 833, and 845 Orono 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.subject to reductions in accordance with the Affordable Housing and Amenity Contribution Policy depending on use and height.
 - b) That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Engineering:
 - i. A technical memo from a qualified engineer that verifies stormwater can be adequately managed on-site for the proposed development; and
 - ii. An offsite civil plan that includes all frontage improvements to determine whether or not road dedication is required.
 - 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 four 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. Full 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 825, 829, 833, and 845 Orono Avenue under Bylaw 2060.

SUBMITTED BY: Robert Dykstra, MCIP, RPP Senior Planner

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

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

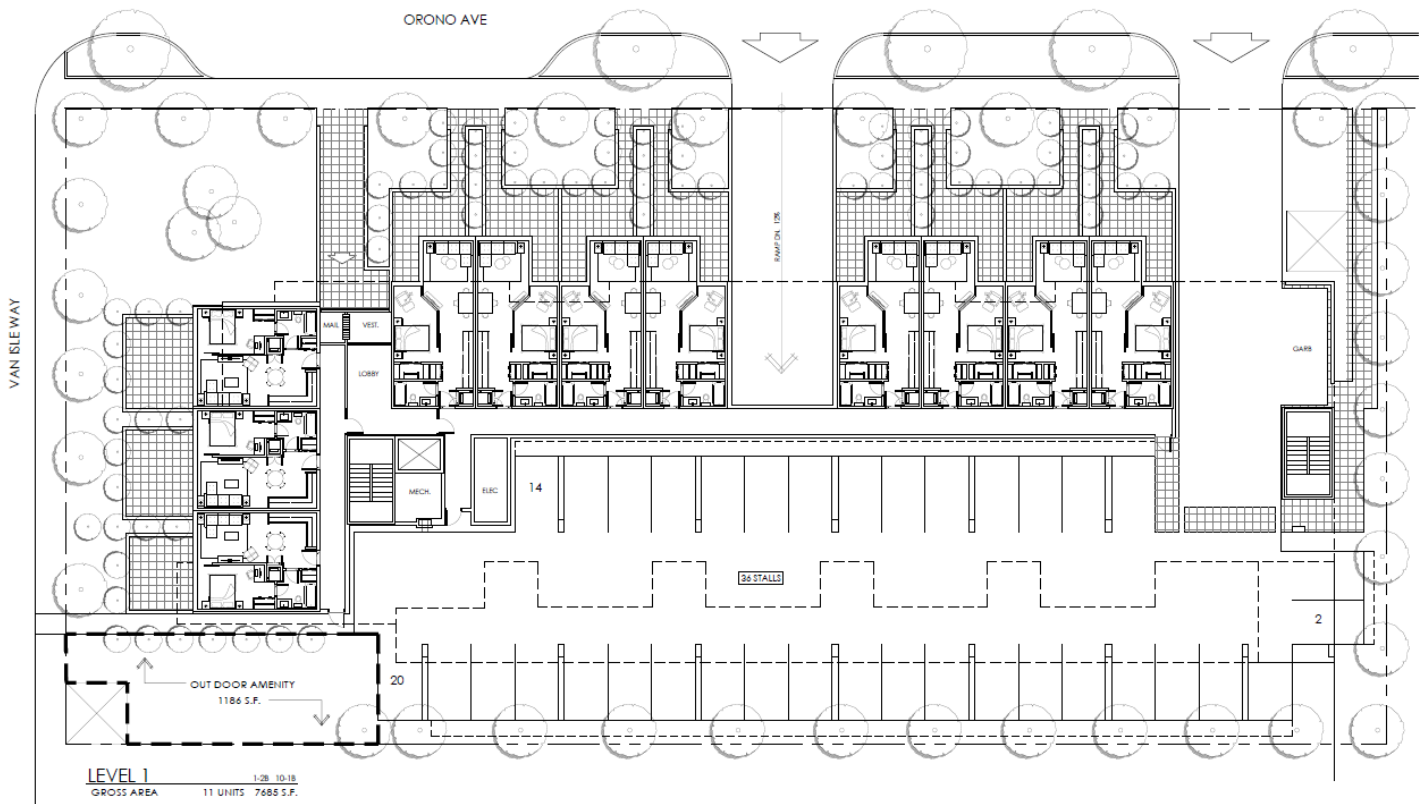
Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A
Rendering

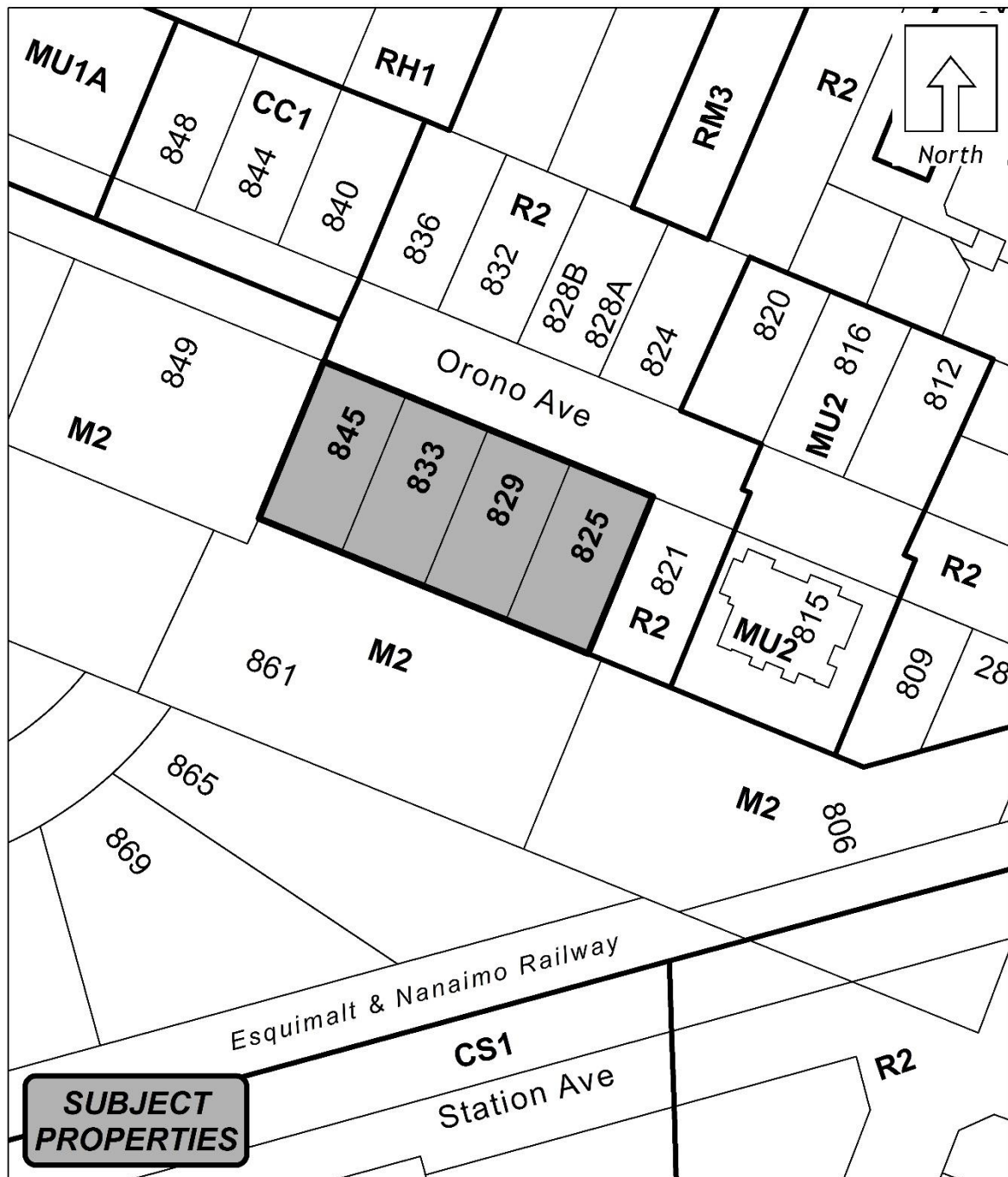


Appendix B
Ground Level Site Plan



Appendix C
 Site Map

REZONING BYLAW AMENDMENT
(Z22-0007)
825, 829, 833 & 845 Orono Ave



Document Name: Z22-0007_Site_Map

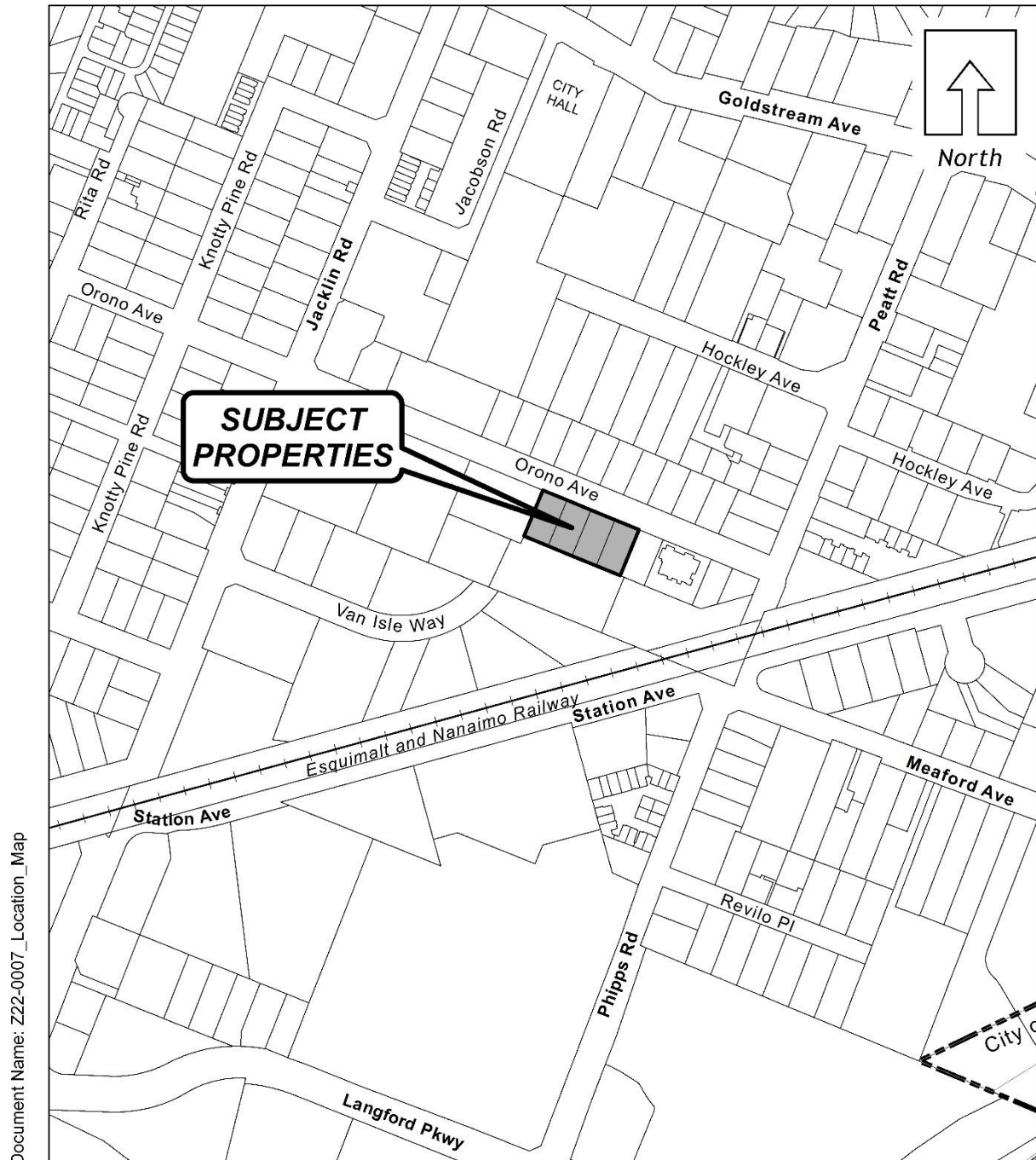
Scale: N.T.S.

Last Revised: 3/8/2022

Langford
 where it all happens.

Appendix D
Location Map

REZONING BYLAW AMENDMENT
(Z22-0007)
825, 829, 833 & 845 Orono Ave



Scale: N.T.S.

Last Revised: 3/8/2022

Langford
where it all happens.

CITY OF LANGFORD BYLAW NO. 2060

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 the City Centre (CC1) Zone the properties legally described as:

- Lot 20, Section 5, Esquimalt District, Plan 12186, PID No. 004-981-740 (825 Orono Avenue);
- Lot 21, Section 5, Esquimalt District, Plan 12186, PID No. 000-130-222 (829 Orono Avenue);
- Lot 22, Section 5, Esquimalt District, Plan 12186, PID No. 002-419-033 (833 Orono Avenue);
- and
- Lot 23, Section 5, Esquimalt District, Plan 12186, PID No. 004-981-758 (845 Orono Avenue);

as shown shaded on the attached Schedule A, 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	2060	<ul style="list-style-type: none"> · Lot 20, Section 5, Esquimalt District, Plan 12186, PID No. 004-981-740 (825 Orono Avenue); · Lot 21, Section 5, Esquimalt District, Plan 12186, PID No. 000-130-222 (829 Orono Avenue); · Lot 22, Section 5, Esquimalt District, Plan 12186, PID No. 002-419-033 (833 Orono Avenue); and · Lot 23, Section 5, Esquimalt District, Plan 12186, PID No. 004-981-758 (845 Orono Avenue); 	<ul style="list-style-type: none"> a) \$2,850 per new residential unit created on the 1st to 4th storeys of the building towards the General Amenity Reserve Fund; and b) \$1,425 per new residential unit created on the 5th and 6th storeys of the building towards the General Amenity Reserve Fund; and c) \$750 per new residential unit created on the 1st to 4th storeys of the building towards the Affordable Housing Reserve Fund; and d) \$375 per new residential unit created on the 5th and 6th storeys of the building towards the Affordable Housing Reserve Fund. 	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 669, (825, 829, 833, 845 Orono Avenue), Bylaw No. 2060, 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.

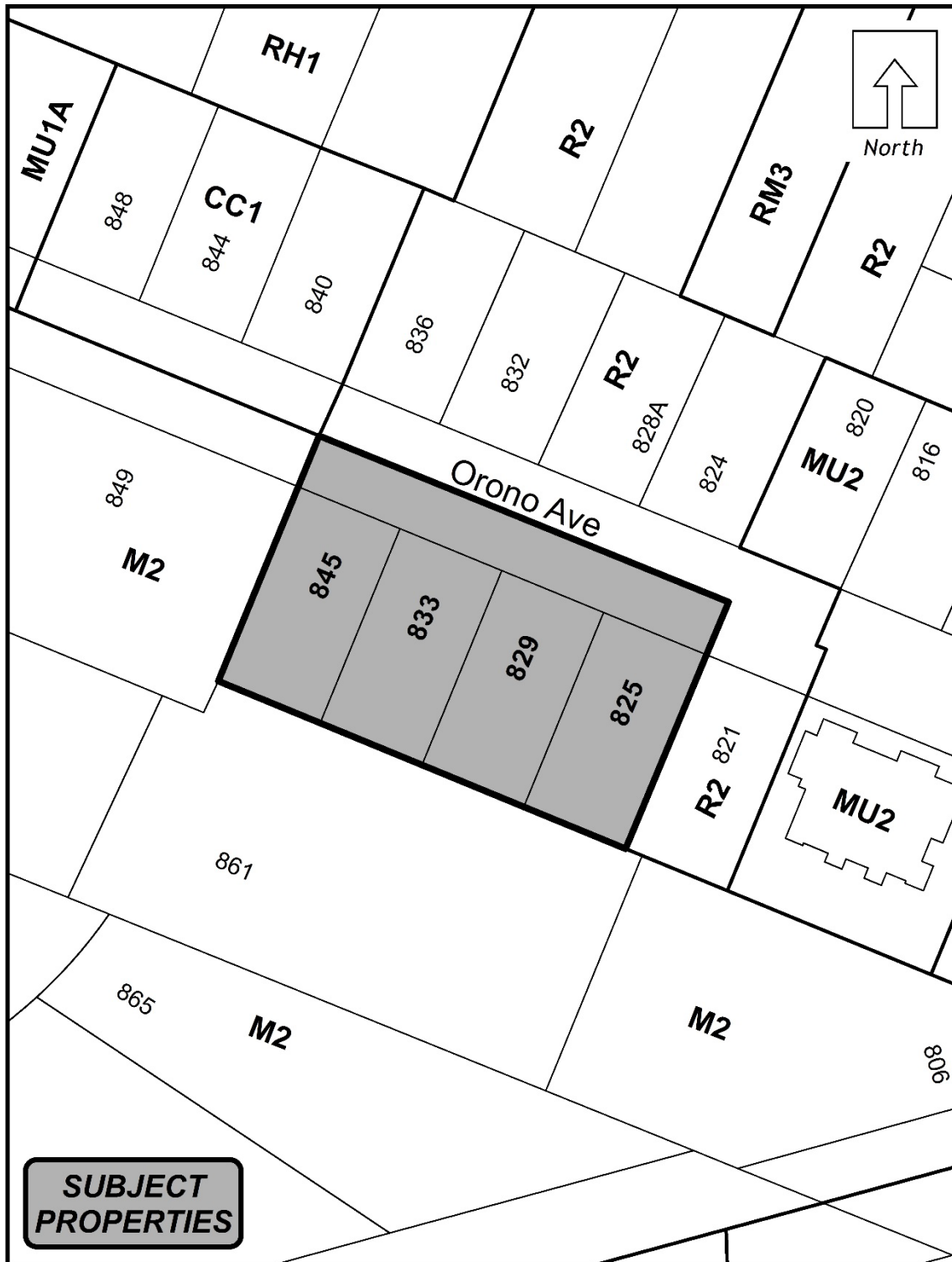
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



825-845 ORONO AVE

REZONING PLAN FROM R1 TO CC1



BUILDERS LTD

A DIVISION OF GORDON'N'GORDON

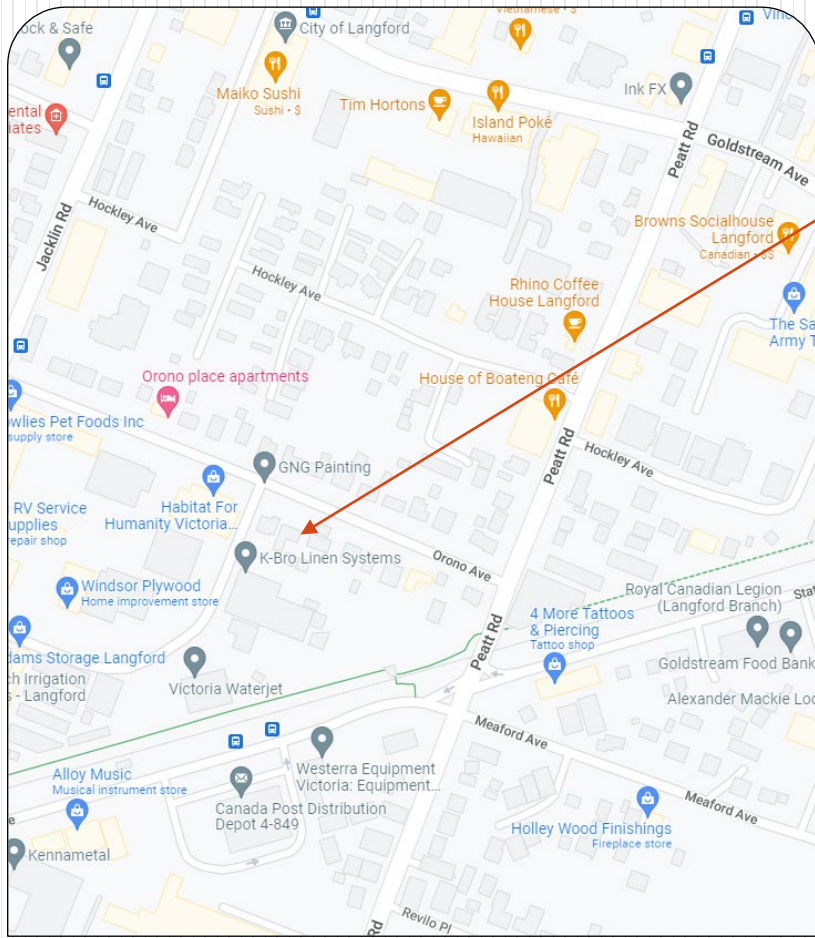


THE DESIGN

106 Unit apartment building with one underground parkade level and surface level parking in back of building.

- 1.25 parking spots per unit plus 115 bike stalls. EV charging capable at every resident parking stall.
- Utilizes natural looking stone and wood at exterior.
- Mix of one and two bedroom rental units to fill shortage in rental market.





- Walk score of 79 (Very walkable) and a bike score of 94
- Less than 5 minute walk to shops on Goldstream Ave or Walmart
- Fits in the Langford OCP and vision to densify the downtown core

THE LOCATION

Accessibility to downtown Langford a very important aspect of this project

- Aims to create affordable housing within the downtown core of Langford which densifies the area.



EXISTING PROPERTIES

Current houses all rented to tenants currently employed with GNG. Will be relocated to other rentals.

- Houses all at the end of their life cycle.
- 845 Orono currently used as an office.
- All tenants, including office, already have agreed relocation plan in place.



825 and 829 ORONO AVE

Both houses built in 1950's.

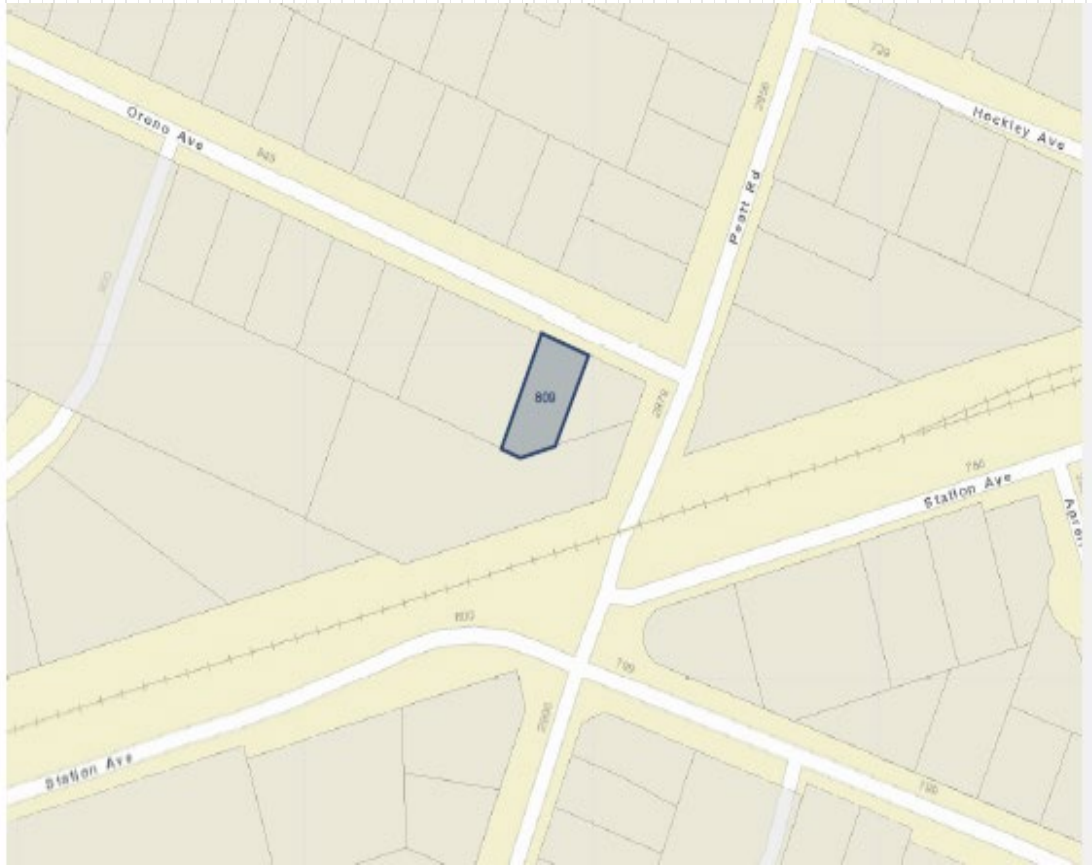
- Both 3 bedroom, 1 bathroom homes built for small families which are willing to relocate to larger homes.
- Both houses are at the end of their useful life without extensive renovations.



833 and 845 ORONO AVE

Built in 1950's and 60's

- 833 Orono currently occupied by one tenant (GNG employee). Yard is used as storage.
- Residence and shop are at the end of their useful life.
- 845 Orono used as an office and construction storage yard.



TRAFFIC/PARKING MITIGATION DURING CONSTRUCTION

809 Orono Ave has been purchased in order to mitigate congestion issues during construction

- To be used as a truck staging area in order to mitigate one-way traffic on Orono
- Designated as a trade parking lot during construction

THANK YOU FOR YOUR TIME

With 30 years experience developing in Langford we look forward to continuing our strong relationship with Council and the public to make this a successful project for our community.





Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, March 28, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z21-0052

SUBJECT: Application to Rezone 2615 Sooke Road from One- and Two-Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) to allow approximately 115 units and two commercial units along Sooke Road

PURPOSE:

Rachael Sansom of Grayland Consulting Ltd. has applied on behalf of 1080581 BC Ltd. to rezone 2615 Sooke Road from One- and Two-Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) to allow for the construction of an apartment building with approximately 115-units and two ground level commercial units that face Sooke Road.

BACKGROUND:

PREVIOUS APPLICATIONS

Z10-0004 – An application to rezone the subject property from R1 to MU1A to allow a multi-family residential development was received in 2010. The application was reviewed by the Planning, Zoning and Affordable Housing Committee and Council but closed due to inactivity prior to Public Hearing.

TUP19-0008 – Similarly, an application for a Temporary Use Permit was received in 2019 but was withdrawn prior to review by the Committee or Council.

Table 1: Site Data

<i>Applicant</i>	Rachael Sansom, Grayland Consulting Ltd.
<i>Owner</i>	1080581 BC Ltd.
<i>Civic Address</i>	2615 Sooke Road
<i>Legal Description</i>	Lot A, Section 83, Esquimalt District, Plan VIP56369
<i>Size of Property</i>	3,043 m ² (0.75 acres)

<i>DP Areas</i>	Sooke Road Commercial Revitalization Development Permit Area	
<i>Zoning Designation</i>	Existing: One- and Two-Family Residential (R2)	Proposed: Community Town Centre Pedestrian 9 (C9)
<i>OCP Designation</i>	Existing: Neighbourhood Centre	Proposed: Neighbourhood Centre

SITE AND SURROUNDING AREA

The subject property is treed along Sooke Rd and the rear portion of the site, with an existing house and detached garage located on the north side of the property near Sooke Road. The properties immediately surrounding the site contain a range of uses including: single-family homes, multi-family buildings, multi-use buildings, as well as a group day care, church and office building. This general area of Sooke Road has experienced redevelopment to multi-family residential and mixed-use buildings, similar to this proposal, in recent years.

Figure 1: Subject Property



Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	R2 (One- and Two-Family Residential) C3 (District Commercial) P2 (Community Institutional)	Single-Family Residential Office Church
<i>East</i>	R2 (One- and Two-Family Residential) CD7 (Comprehensive Development – Sooke/Jacklin)	Single-Family Residential Mixed-Use/Multi-Family Residential
<i>South</i>	R2 (One- and Two-Family Residential) CD7 (Comprehensive Development – Sooke/Jacklin)	Single-Family Residential Multi-Family Residential
<i>West</i>	R2 (One- and Two-Family Residential)	Single-Family Residential Group Day Care

COUNCIL POLICY

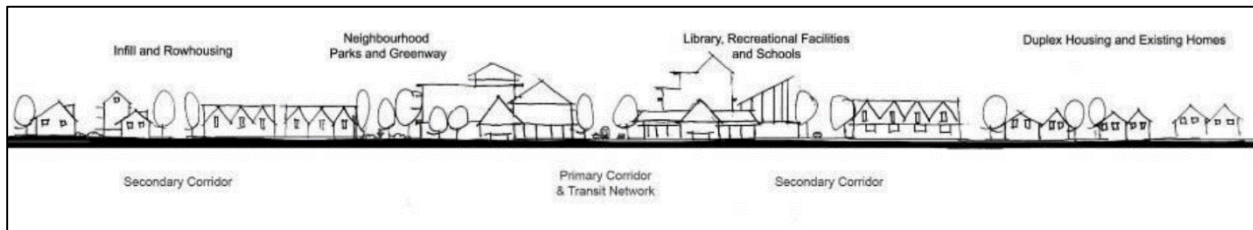
OFFICIAL COMMUNITY PLAN

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

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.

Figure 2: A Concept for Neighbourhood Centre



DEVELOPMENT PERMIT AREAS

The subject property is located within the Sooke Road Commercial Revitalization Development Permit Area. This designation is considered similar to the City Centre designation for which the OCP states, *‘the form and character of development in these areas is of particular importance to the City’s image. The City has particular objectives to encourage revitalization of older commercial premises to ensure that new development incorporates pedestrian-oriented site planning, articulated and attractive building design, site amenities, and high-quality public and private realm landscaping’*. This DP Area also anticipates creating opportunities for a comprehensive mix of pedestrian-oriented commercial and multi-family uses, particularly along Sooke Rd.

Additionally, Council designates any multi-family development as requiring a Form and Character Development Permit pursuant to the Multi-Family Residential Development Permit Area Guidelines. As such, the design will be further assessed in relation to both of these Development Permit Area Guidelines as part of the Development Permit process, prior to alteration of any land.

COMMENTS

DEVELOPMENT PROPOSAL

The proposal is to rezone the subject property to C9 (Community Town Centre Pedestrian 9), which would allow for the construction of an apartment building with approximately 115 units, as illustrated in Appendix A. To remain consistent with the OCP and design guidelines as noted above, two commercial units are being proposed at the ground level facing Sooke Road. Four parking stalls would be allocated for these units, which would double as visitor parking for the apartment building as permitted by the zoning bylaw. Access to the site would be right in-right out movements from Sooke Rd, which is subject to the approval and requirements of the Ministry of Transportation and Infrastructure.

Additionally, the applicant has proposed that Covenant EG47572 be discharged. The covenant was registered on title on March 17th, 1993 to ensure that the necessary road dedicated can be provided in the future. As the Ministry of Transportation and Infrastructure is required to sign any bylaw to rezone the subject property and the applicant has proposed to provide road dedication prior to Bylaw Adoption, Council may wish to allow 1080581 BC Ltd. to prepare for registration all documentation to allow for the discharge of Covenant EG47572.

Table 1: Proposal Data

	Permitted by R2 (Current Zone)	Permitted by C9 (Proposed Zone)
<i>Density (min. lot size)</i>	n/a	6.0 FAR
<i>Height</i>	9 m (29.5 ft)	n/a
<i>Site Coverage</i>	40%	90%
<i>Front Yard Setback</i>	3.0 m (9.8 ft), or 5.5m (18 ft) for the garage portion	2.0 m (6.5 ft)

<i>Interior Side Yard Setback</i>	1.5 m (4.9 ft)	2.0 m (6.5 ft)
<i>Exterior Side Yard Setback</i>	3.0 m (9.8 ft), or 5.5m (18 ft) for the garage portion	2.0 m (6.5 ft)
<i>Rear Yard Setback</i>	5.5 m (18 ft)	2.0 m (6.5 ft)
<i>Parking Requirement</i>	2 per dwelling unit + 1 per suite	Per Bylaw: 2.75 per 0-2 bedrooms* 3.75 per 3+ bedrooms* Proposed 1.25 per 0-2 bedrooms* 2.25 per 3+ bedrooms*

***Variance Required**

VARIANCE

Given that this area is intended to be similar to the City Centre, the applicant has requested to vary the onsite parking requirement to be similar to that of the City Centre. This parking ratio would be consistent with the parking standard applied to the recent rezoning of the lands across the road (the Glen Lake Inn and surrounding lands) and 2627 Sooke Rd which were also rezoned to C9. At that time, Council considered the City Centre parking ratio to be appropriate as that site is intended to contain a mix of both multi-family and commercial uses and, in accordance with the OCP, this portion of Sooke Road is intended to be a pedestrian-oriented corridor similar to Goldstream Avenue. As the applicant of the subject application has included a pedestrian oriented commercial unit along Sooke Road to facilitate that pedestrian interaction, and redevelopment of this site will further the revitalization objectives for this Sooke Road corridor, Council may view this variance as appropriate.

There are bus stops along this stretch of Sooke Road and the Galloping Goose is nearby, both of which facilitate pedestrian interaction. While to date, this area has tended to see professional offices, personal service establishments and similar uses, the range of business will improve as additional commercial space is developed. Furthermore, a wide variety of businesses that can help residents meet their daily needs, such as retail, restaurants and grocery stores, are located within a 5-10 minute walk at Belmont Market.

If Council has no objection to the requested variance, they may wish to authorize the Director of Planning to issue it within the Form and Character Development Permit that is required for this site. As Council has authorized this variance on several occasions in recent years, if they feel that the City Centre parking ratio is an appropriate standard for the Sooke Road Revitalization DP Area, they may wish to direct staff to amend the Zoning Bylaw accordingly.

Conversely, if they do not support this variance, they may wish to direct the applicant to redesign the project to comply with current parking requirements.

INFRASTRUCTURE

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 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.

Council may furthermore 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.

FRONTAGE IMPROVEMENTS

Sooke Road at this location is owned and maintained by the Ministry of Highways and Infrastructure (MOTI). Council may wish for the applicant to provide a road cross section showing all required frontage improvements prior to Public Hearing. This road cross section shall accommodate the ultimate laning configuration of Sooke Rd and include frontage improvements to the Sooke Road Corridor Concept Plan, which include, but are not limited to, separated sidewalks, street lights, boulevard trees, plantings and irrigation.

The applicant has anticipated that a 6m wide portion of land along Sooke Road will be dedicated as road in order to accommodate the required frontage improvements; however, the exact amount of road dedication along Sooke Road will be determined as part of the road cross section design approval noted above. Council may wish to require that the road dedication plan be registered prior to bylaw adoption.

SEWER

A sewer main exists within Sooke Road fronting this site. The developer will be required to connect the new development to the main in Sooke Road, through approved civil engineering drawings. Any sewer works within dedicated road right of ways will be constructed by Wester Shore Environmental Services at the applicant's expense.

STORMWATER MANAGEMENT

The applicant will be required to provide a stormwater management plan to the satisfaction of the Director of Engineering prior to the issuance of a building permit. 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 IMPLICATIONS:

FINANCIAL IMPLICATIONS

Rezoning the subject properties to permit higher densities will increase the assessed value of the land and eventually increase municipal revenue due to the number of units created. As the developer is responsible to complete all frontage improvements, servicing connections and upgrades necessary to service the site, the direct capital costs to the City associated with this development will be negligible.

A summary of Amenity Contributions and Development Cost Charges that the developer will be expected to pay, is outlined in Tables 4 and 5 below.

Table 4: Amenity Contributions per Council Policy

Amenity Item	Contribution Rates	Total (Approx.)
<i>General Amenity Reserve Fund</i>	\$2,074 per unit (residential) 1 st – 4 th floors	\$143,106
	\$1,037 per unit (residential) 5 th – 6 th floors	\$47,702
<i>Affordable Housing Reserve Fund</i>	\$610 per unit (residential) 1 st – 4 th floors	\$42,090
	\$305 per unit (residential) 5 th – 6 th floors	\$14,030
TOTAL POLICY CONTRIBUTIONS		\$246,928

Table 5: Estimated Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total (Approx.)
<i>Roads</i>	\$3,092.39 (residential)	\$355,624.85
	\$54.12 per m ² (commercial)	\$7,154.66
<i>Storm Drainage</i>	\$606 (residential)	\$69,690
	\$5.20 per m ² (commercial)	\$687.44
<i>Park Improvement</i>	\$1,890 (residential)	\$217,350
<i>Park Acquisition</i>	\$1,100 (residential)	\$126,500
<i>Incremental Storage Improvement Fees</i>	\$331.65 (residential)	\$38,139.75
	\$140 per 1000 ft ² (commercial)	\$199.22
Subtotal (DCCs paid to City of Langford)		\$815,345.92

<i>CRD Water</i>	\$1,644 (residential)	\$189,060
	\$10.74 m ² (commercial)	\$1,419.82
<i>School Site Acquisition</i>	\$600 (residential)	\$69,000
TOTAL DCC's (estimated)		\$1,074,825.74

OPTIONS:

Option 1

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

1. Proceed with consideration of Bylaw No. 2045 to amend the zoning designation of the property at 2615 Sooke Road from One- and Two-Family Residential (R2) to Community Town Centre Pedestrian 9 (C9) subject to the following terms and conditions:
 - a. That the applicant provides, as a bonus for increased density, the following contributions per unit, **prior to the issuance of a building permit**:
 - i. \$2,074 towards the General Amenity Reserve Fund; and
 - ii. \$610 towards the Affordable Housing 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**, the following to the satisfaction of the Director of Engineering:
 - i. A technical memo from an engineer that verifies stormwater can be adequately managed on-site for the proposed development; and
 - ii. A road cross section showing all required frontage improvements and associated road dedication;
 - c. That the applicant provides, **prior to Public Hearing**, a Traffic Impact Assessment to the satisfaction of the Ministry of Transportation and Infrastructure, if required.
 - d. That the applicant provides, **prior to Bylaw Adoption**, a section 219 covenant registered in priority of all other charges on title, that agrees to the following:

- i. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to the issuance of a building permit:
 - 1. A storm water management plan; and
 - 2. A construction parking management plan.
 - ii. That all frontage improvements along Sooke Road are provided as per the Sooke Road Corridor Concept Plan and Bylaw No. 1000, to the satisfaction of the Director of Engineering and the Ministry of Transportation and Infrastructure, prior to issuance of a building permit;
 - iii. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building that ensures parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;
 - iv. That no occupancy permit be issued for the proposed building 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 high to the parking space, and that:
 - 1. Energized outlets shall be labelled for the use of electric vehicle charging;
 - 2. Where an electric vehicle 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.
 - e. That the applicant registers, **prior to Bylaw Adoption**, a road dedication plan to the satisfaction of the Director of Engineering and Ministry of Transportation and Infrastructure;
2. Authorize the Director of Planning to issue the following variance in the Form and Character Development Permit for 2615 Sooke Road:
- i. That Table 1 of Section 4.01.01 be varied to reduce the minimum parking requirement from the required 2.75 spaces per dwelling unit with two bedrooms or less and 3.75 spaces per dwelling unit with more than two bedrooms to 1.25 spaces per dwelling unit with two bedrooms or less and 2.75 spaces per dwelling unit with more than two bedrooms.
3. Direct staff to prepare a bylaw to amend Table 1 of Section 4.01.01 to add Apartments in the Sooke Road Revitalization DP Area to the Apartment in the City Centre and Mixed-Use Employment Centre

parking ratio;

4. Allow 1080581 BC Ltd. to prepare for registration all documentation to allow for the discharge of Covenant EG47572 from the title of the subject property, and authorize the Mayor and Corporate Officer to sign such documentation as required.

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. 2045.

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

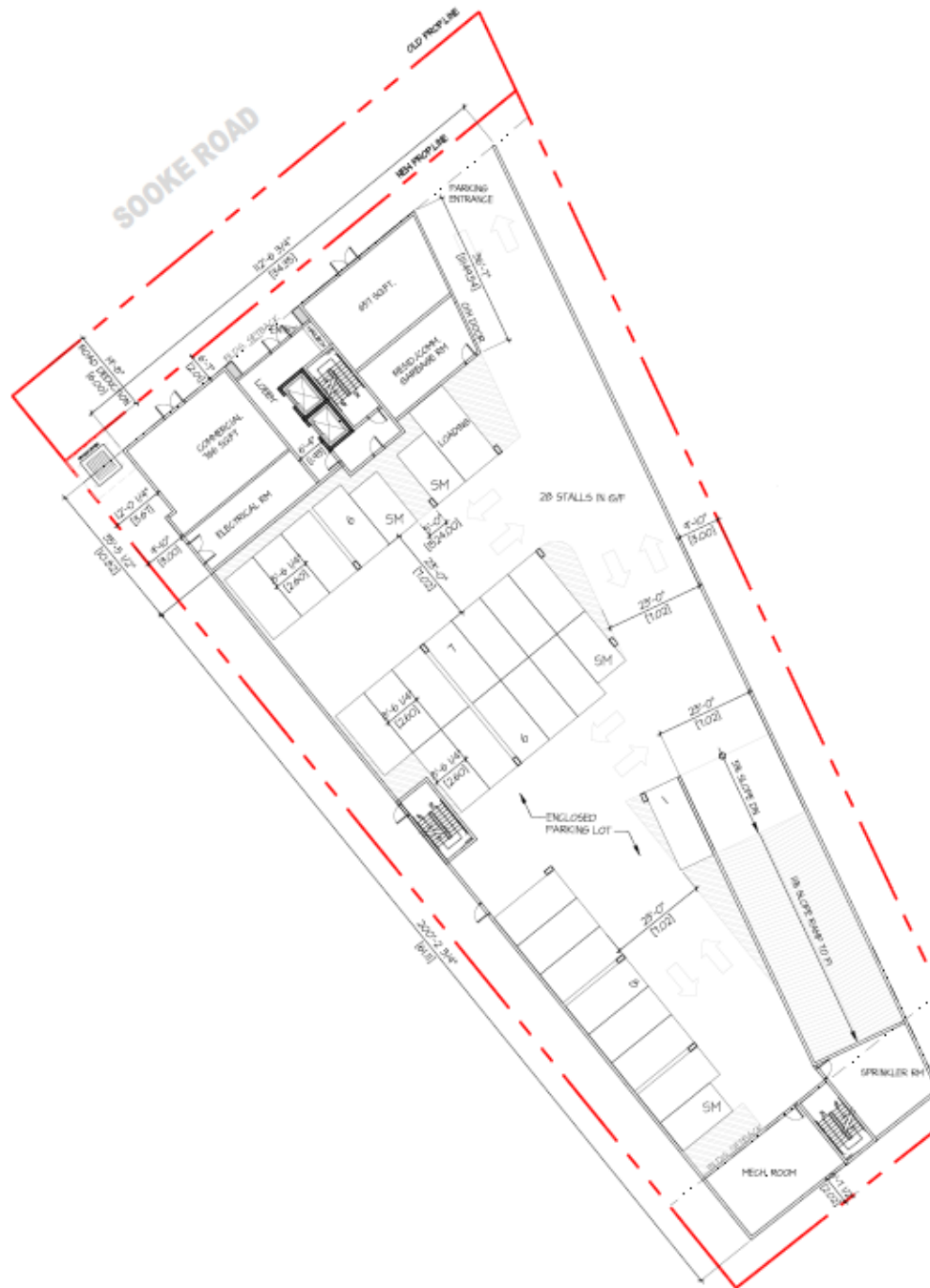
Concurrence: Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering and Public Works

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

Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A – Site Plan

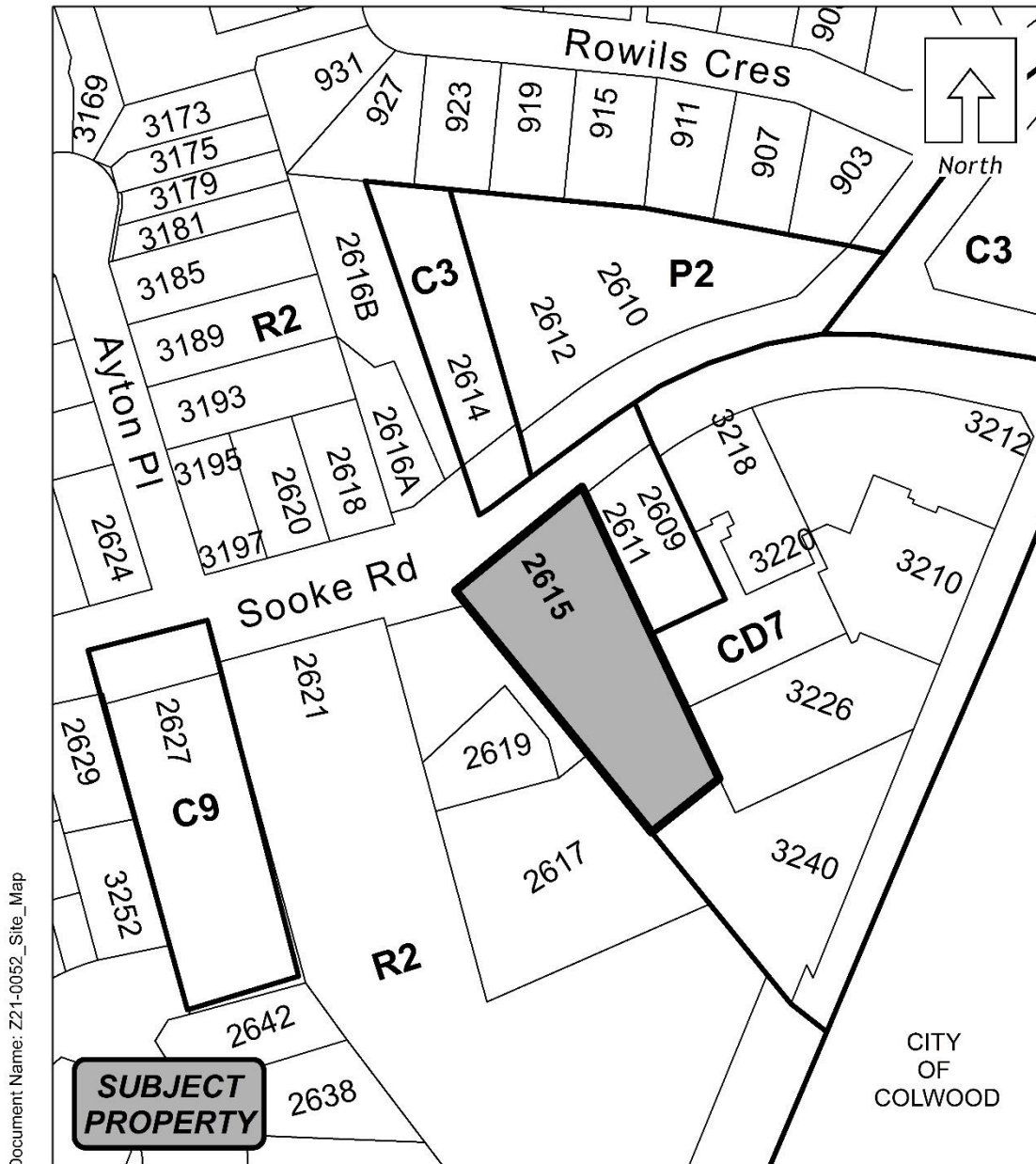


Appendix B – Rendering



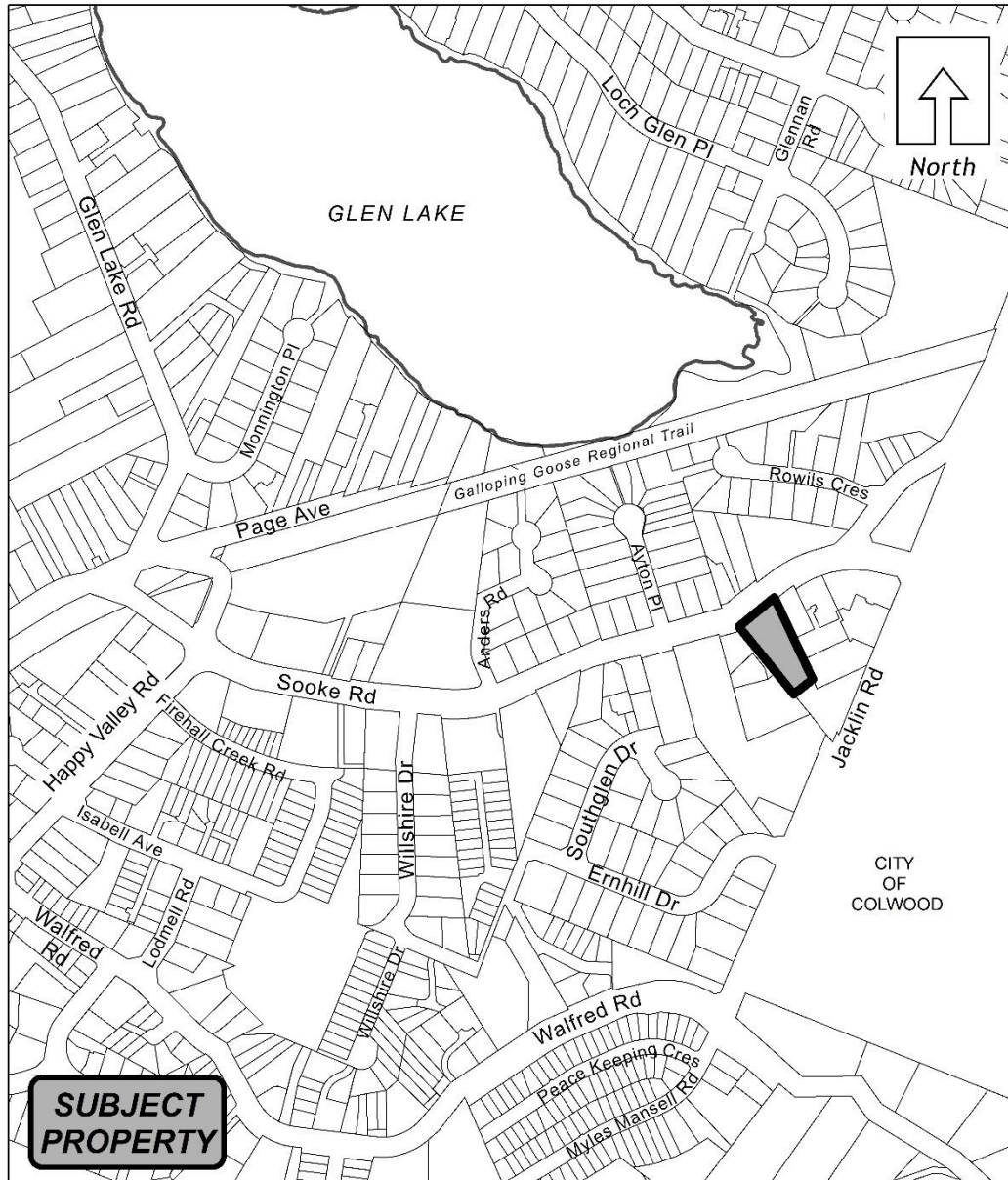
Appendix C – Subject Property Map

**REZONING BYLAW AMENDMENT
(Z21-0052)
2615 Sooke Rd**



Appendix D – Location Map

**REZONING BYLAW AMENDMENT
(Z21-0052)
2615 Sooke Rd**



Document Name: Z21-0052_Location_Map

Scale: N.T.S.

Last Revised: 1/27/2022

CITY OF LANGFORD

BYLAW NO. 2045

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 Community Town Centre Pedestrian (C9) Zone the properties legally described as Lot A, Section 83, Esquimalt District, Plan VIP56369, PID No. 018-233-376 (2615 Sooke 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)
C9	2045	Lot A, Section 83, Esquimalt District, Plan VIP56369, PID No. 018-233-376 (2615 Sooke Road)	<ol style="list-style-type: none">a) \$2,074 per new residential unit created on the 1st to 4th storeys of the building towards the General Amenity Reserve Fund;b) \$1,037 per new residential unit created on the 5th and 6th storeys of the building towards the General Amenity Reserve Fund;c) \$610 per new residential unit created on the 1st to 4th storeys of the building towards the Affordable Housing Reserve Fund;d) \$305 per new residential unit created on the 5th and 6th storeys of the building towards the Affordable Housing Reserve Fund;	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 662, (2615 Sooke Road), Bylaw No. 2045, 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.

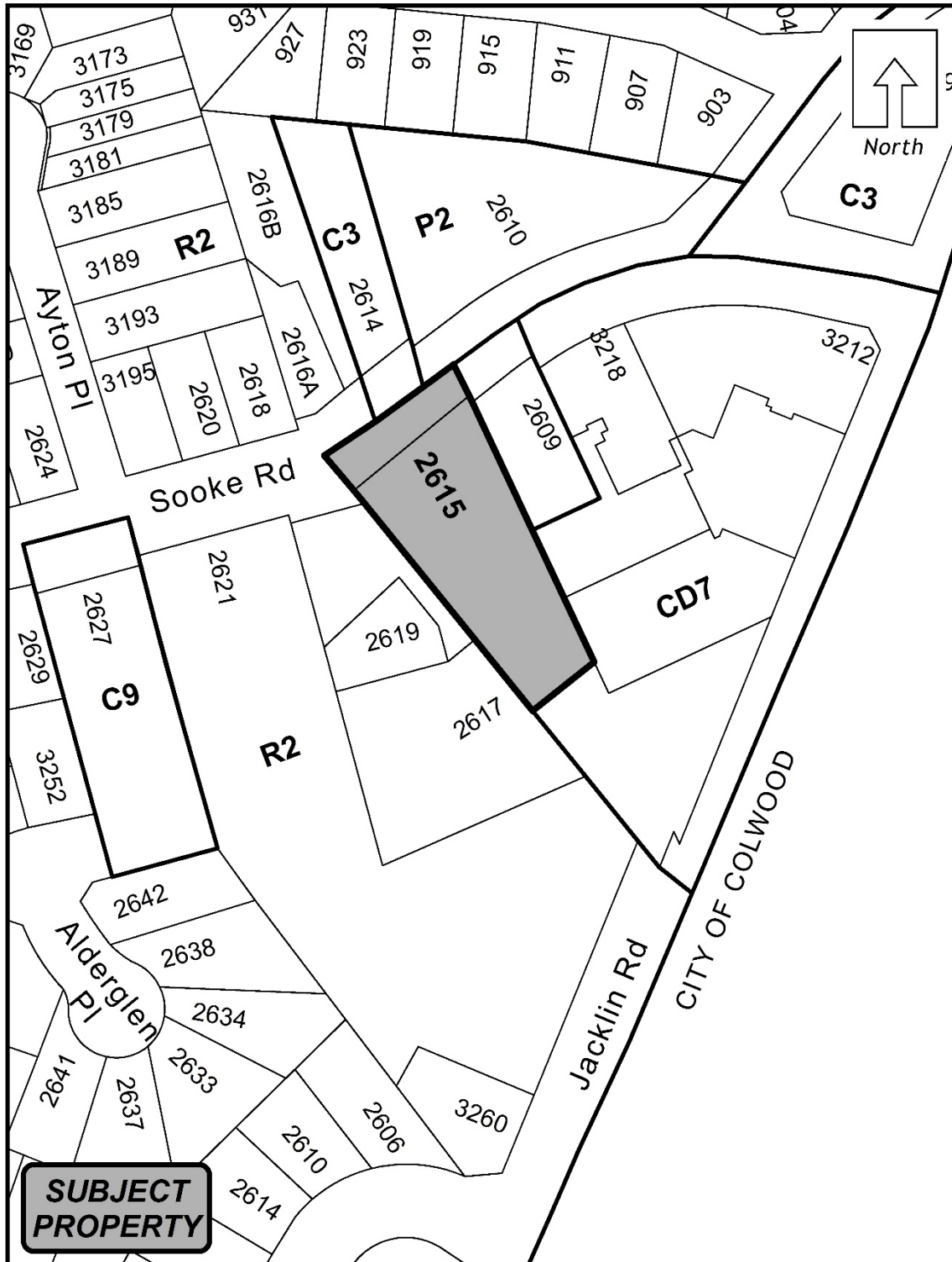
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

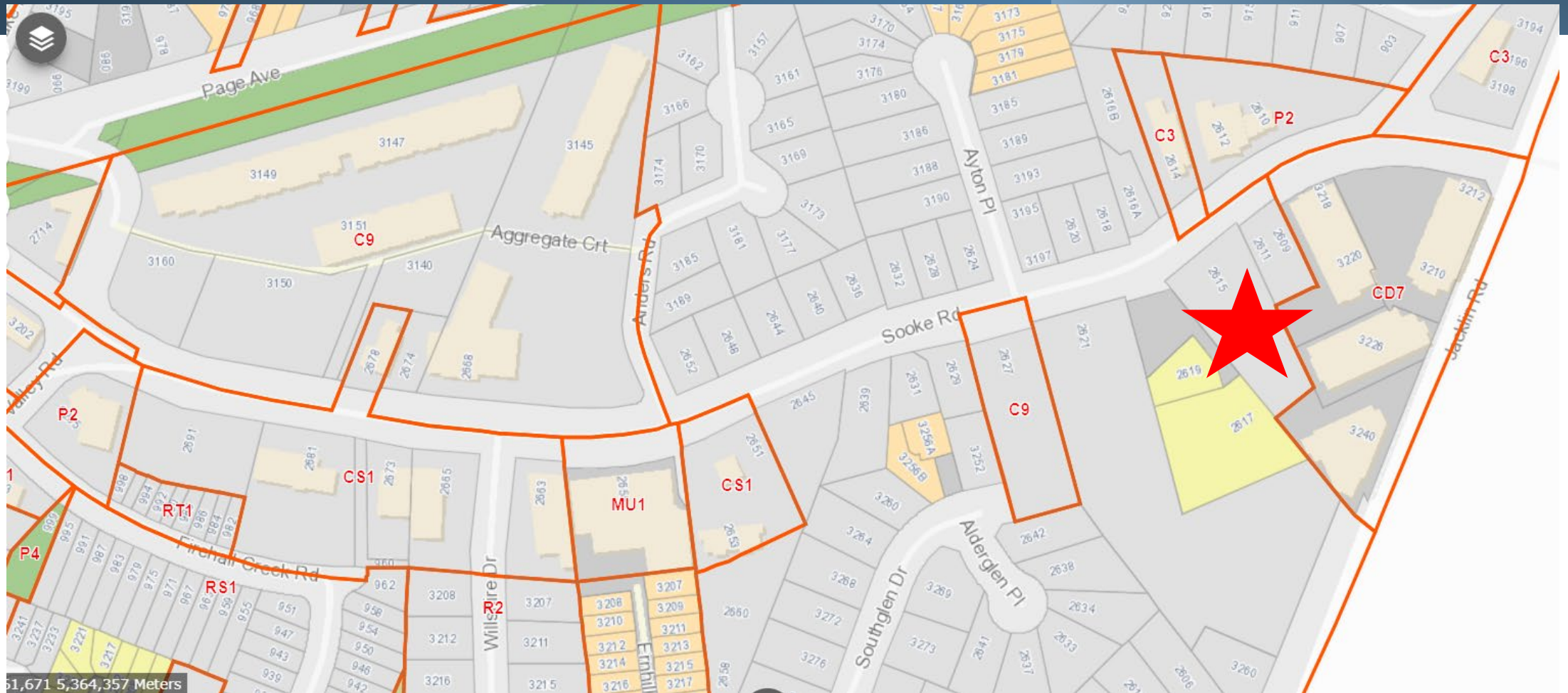
Schedule A



Z21-0052 – 2615 Sooke Road

Proposal for a Residential Condominium with Commercial uses in the MU1A, Mixed Use Zone

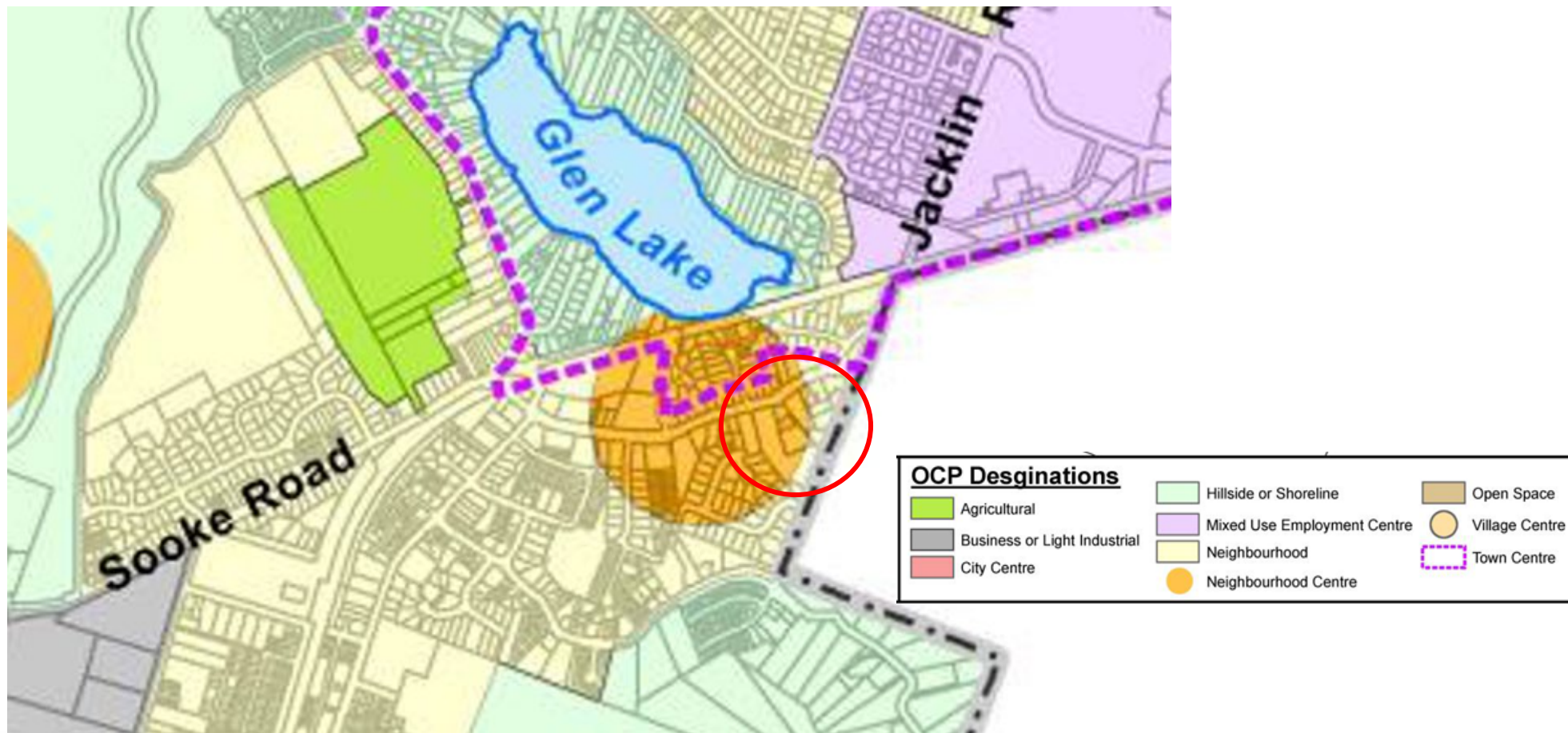
Location Plan



Location Plan



Official Community Plan – Neighbourhood Centre



Neighbourhood Centre

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

Mixed Use MU1A (summary)

- Apartments, Assisted Living, a range of commercial uses, offices, restaurants and retail, townhouses and education facilities (among others).
- Maximum height 7 storeys – 6 storeys proposed
- Maximum Floor Space Ratio is 2.25-4.0 if parking is underground. 3.31 proposed
- Parking Variance requested at, 1:25 spaces per units in accordance with recently approved developments in this area.

Existing Use



The Proposal

- 115 market condominiums
 - 15 Studio
 - 75 one bedroom
 - 25 2 bedroom
- 144 underground parking spaces
- 115 bicycle parking spaces
- Access is right is-right out on Sooke Road



Support for Parking Variance

On Bus Route 61
Sooke/Langford/Downto
wn

A 5 minute walk to the
Galloping Goose Trail

A 10 minute walk to
Belmont Market shops
and services



Nearby Parks and Open Space

New Ernhill Park

Glen Lake

Ed Fisher Park and Fields

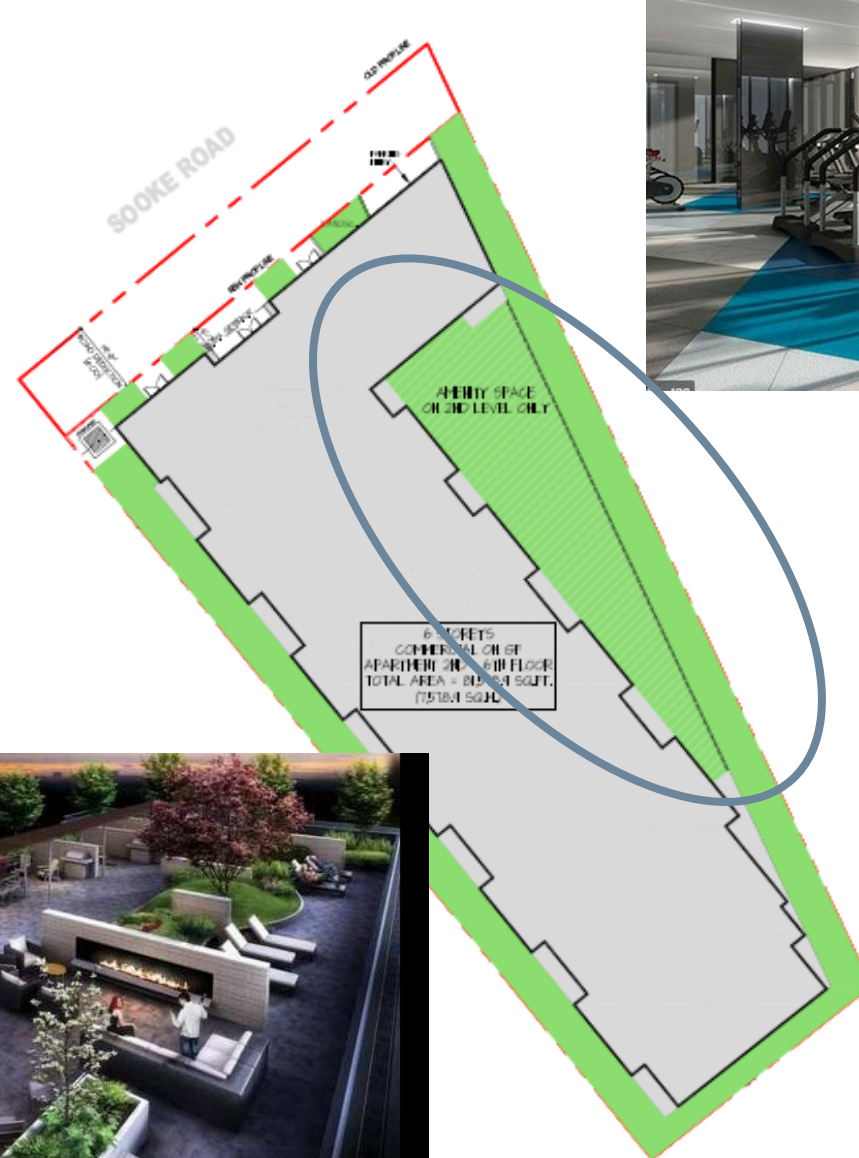
Colwood Creek Park



Amenity Spaces

Private space for residents exceeds the required 5% site area.

Interior amenity room and a 3200 sq ft rooftop gathering space on the second floor.



Neighbourhood Consultation

Notices were sent to the two adjacent condominium stratas at Sooke and Jacklin Roads as well as the immediate neighbours, with contact information should anyone wish to meet to review the project.

One resident responded with an enquiry as to the tenure of the building and if any units would be available for the attainable housing program.

Z21-0052 – 2615 Sooke Road

We welcome your questions and comments. Thank you!



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, March 28, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z21-0045

SUBJECT: Application to Rezone 528 and 532 Goldstream Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to Allow for the Development of a 6-Storey Multi-Residential Building

PURPOSE

Rachael Sansom of Grayland Consulting Ltd. has applied on behalf of Goldstream Residences Corp. to rezone 528 and 532 Goldstream Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre 1 (CC1) Zone to allow for the development of a 6-storey residential building. The building would consist of approximately 77 residential units and include two levels of underground parking.

PREVIOUS APPLICATIONS

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

Table 1: Site Data

<i>Applicant</i>	Rachael Sansom	
<i>Owner</i>	Goldstream Residences Corp.	
<i>Civic Addresses</i>	528 and 532 Goldstream Avenue	
<i>Legal Descriptions</i>	Lot 1, Section 1, Esquimalt District, Plan 35979 Lot 2, Section 1, Esquimalt District, Plan 35979	
<i>Size of Properties</i>	2,070m ² (0.5 acres)	
<i>DP Areas</i>	City Centre	
<i>Zoning Designation</i>	Existing: One- and Two-Family Residential (R2)	Proposed: City Centre 1 (CC1)
<i>OCP Designation</i>	Existing: City Centre	Proposed: City Centre

SITE AND SURROUNDING AREA

Each property contains a single-family dwelling and vegetation including grass, bushes and a few mature trees. To the north and east are other single-family dwellings, while to the west is a townhouse site. South of the property is the Royal Colwood Golf Club, which is both in the City of Colwood and designated as Agriculture Land Reserve (ALR).

Figure 1: Current Condition of Subject Properties



Table 2: Surrounding Land Uses

	<i>Zoning</i>	<i>Use</i>
<i>North</i>	One- and Two-Family Residential (R2)	Single-Residential
<i>East</i>	One- and Two-Family Residential (R2)	Single-Residential
<i>South</i>	Agricultural 1 (AG1) – City of Colwood	Recreational
<i>West</i>	Attached Housing (RM2)	Multi-Residential

Figure 2: Subject Properties

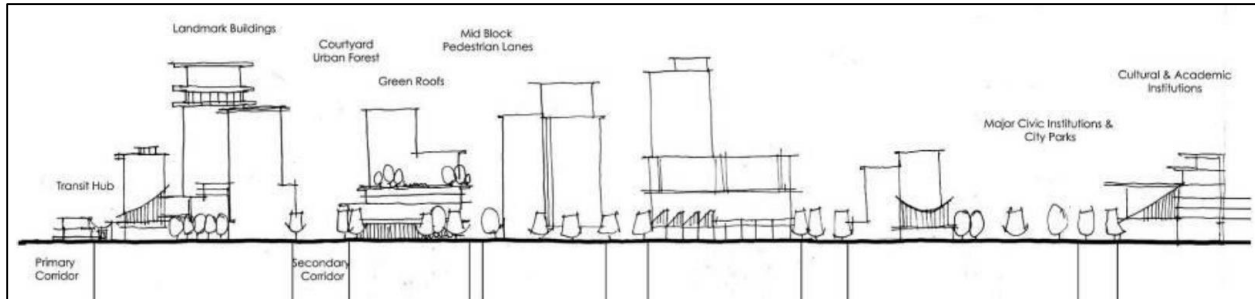


OFFICIAL COMMUNITY PLAN

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 supports 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 multi-family development, a Development Permit for Form and Character will be required. This Development Permit is required prior to issuance of a building permit to ensure the design is consistent with the City's Design Guidelines.

DESIGN GUIDELINES

The subject properties are located within 'S6 Goldstream East' 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:

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

Figure 4: S6 Goldstream East



Development shall focus on medium-density residential buildings, with mixed-use building encouraged along Goldstream Avenue, particularly towards the Goldstream Avenue and Veterans Memorial Parkway Intersection. A development emphasis should incorporate pedestrian access between cul-de-sac roads in the east as well as creating a family orientation near the school with green and open space.

Further to these Neighborhood Guidelines, the subject properties were identified as being appropriate for consideration of the City Centre 1 (CC1) Zone on the City Centre Concept Map recently added to the design guidelines.

DEVELOPMENT PROPOSAL

As previously noted, the applicant is proposing to rezone the subject properties to CC1 (City Centre 1) in order to construct a 6-storey residential building with approximately 77 units. Appendix A provides a rendering of what the building is intended to look like when standing at the corner of Goldstream and Vantilburg. There would be one driveway for vehicles to enter and exit the site, which would be located at the northern portion of the Vantilburg frontage, as far from Goldstream as possible.

The two properties associated with this development proposal would be consolidated into one parcel, but not at this moment. To ensure these 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 within two levels of an underground parkade. Ground floor units will have patios and direct pedestrian access to the fronting roads, and as such the building would comply with the 80% active frontage requirement. Appendix B provides an illustration of the proposed ground floor level of the site.

The design of this building proposes to include the required common outdoor amenity space on the rooftop. This amenity space is intended to be used as a passive recreational space and proposes to include barbeques, an outdoor table with chairs, open green space, as well as benches.

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

To remain consistent with other multi-family developments that have recently been rezoned, Council may wish to require that 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. In addition to the infrastructure necessary for EV charging, Council may also wish to have the applicant provided the necessary conduit to allow EV charging to be provided in whole, or in part, by roof mounted solar panels.

Table 3: Proposed Data

	Permitted by R2 (Current Zone)	Permitted by CC1 (Proposed Zone)
<i>Permitted Uses</i>	<ul style="list-style-type: none"> • One or Two-Family Dwelling • Group Day Care • Home Occupation 	<ul style="list-style-type: none"> • Apartment • Office • Restaurant • Retail Store
<i>Density</i>	n/a	5.0 FAR
<i>Height</i>	9m (30 ft)	6-storeys
<i>Site Coverage</i>	35% max	n/a
<i>Front Yard Setback</i>	6.0 m (20 ft)	2.0m (6.6 ft) 1-2 storeys 4.0m (13 ft) 3+ storeys
<i>Interior Side Yard Setback</i>	1.5m (5.0 ft)	3.0 (9.8 ft)
<i>Exterior Side Yard Setback</i>	4.5m (15 ft)	2.0m (6.6 ft) 1-2 storeys 4.0m (13 ft) 3+ storeys
<i>Rear Yard Setback</i>	6.0m (20 ft)	3.0 (9.8 ft)
<i>Parking</i>	2 per unit + 1 per suite	1.25 per 0-2 bedrooms 2.25 per 3 + bedrooms

FRONTAGE IMPROVEMENTS

Goldstream Avenue

The applicant will be required to provide full frontage improvements along Goldstream Avenue in accordance with Bylaw 1000, prior to issuance of a building permit. Improvements are anticipated to include boulevard landscaping with irrigation, street lighting, red brick paver sidewalk, possibly parking scallops, and any required adjustments to the bus shelter.

Engineering has also requested that the sidewalk be completed along the frontage of the neighbouring property to the west, to which General Amenity Reserve Funds from this project could be used to offset the additional cost of extending the sidewalk. If Council is supportive of this request, they may wish to require this additional improvement to be completed as part of this development.

Vantilburg Crescent

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

TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) for this development is required prior to public hearing. Any additional requirements needed to the regional road network due to this development would be determined by the Director of Engineer and based upon the TIA.

SEWERS

Sewer mains do not currently exist within Goldstream or Vantilburg along the frontage this site. However, a development that is underway at 494 Goldstream is designing and extending the sewer along Goldstream to reach that site. Therefore, with the completion of that sewer extension, this development would only be responsible for the extension of sewer along their Vantilburg frontage. 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 will be through infiltration or detention, as storm drains do not exist at this location. As a condition of rezoning, Council may wish to request the applicant to examine how stormwater can be managed on-site and have a technical memo from a qualified engineer be provided in this regard to the satisfaction of the Director of Engineering prior to public hearing. A full stormwater management plan will be required prior to issuance of a building permit.

FINANCIAL CONTRIBUTIONS

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

COUNCIL'S AMENITY CONTRIBUTION POLICY

The amenity contributions that apply as per Council's current Affordable Housing, Park and Amenity Contribution Policy are summarized in Table 4 below, which is based on 77 residential units.

Table 4 - Amenity Contributions per Council Policy

Amenity Item	Per Unit Contribution Rates*	Total
Affordable Housing Reserve Fund	\$750.00	\$57,750
General Amenity Reserve Fund	\$2,850.00	\$219,450

*** 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 77 residential units.

Table 5 - Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
Roads	\$3,092.39	\$238,114.03
Park Improvement	\$1,890.00	\$143,220.00
Park Acquisition	\$1,100.00	\$84,700.00
ISIF Fees	\$331.65	\$25,537.05
Subtotal (DCC's to Langford)		\$491,571.08
CRD Water	\$1,644.00	\$126,588.00
School Site Acquisition	\$600.00	\$46,200.00
TOTAL DCC's (estimated)		\$664,329.08

OPTIONS:

Option 1

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

1. Proceed with consideration of 1st reading of Bylaw No. 2055 to amend the zoning designation of the properties located at 528 and 532 Goldstream Road from the 'One- and Two-Family Residential' (R2) Zone to the 'City Centre 1' (CC1) Zone subject to the following terms and conditions:

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

- i. \$750 towards the Affordable Housing Fund; and
- ii. \$2,850 towards the General Amenity Reserve Fund.

subject to reductions in accordance with the Affordable Housing and Amenity Contribution Policy depending on use and height and subject to reductions for the cost of extending the sidewalk along the frontage of 540 Goldstream Ave.

b) That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Engineering:

- i. A technical memo from a qualified engineer that verifies stormwater can be adequately managed on-site for the proposed development;
- ii. Frontage drawings to confirm whether land is required on Goldstream Avenue; and
- iii. A Traffic Impact Assessment;

c) That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:

- i. That the two subject properties be consolidated prior to issuance of a Development Permit for Form and Character;
- ii. That 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 to 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, at the Developer's expense, to the satisfaction of the Director of Engineering prior to the earlier of issuance of a building permit or subdivision:
 1. Full frontage improvements and any recommendations stemming from the Traffic Impact Assessment;
 2. The completion of a sidewalk along the frontage of 540 Goldstream Avenue;
 3. A storm water management plan; and
 4. 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 528 and 532 Goldstream Avenue under Bylaw 2055.

SUBMITTED BY: Robert Dykstra, MCIP, RPP Senior Planner

Concurrence: Leah Stohmann, 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

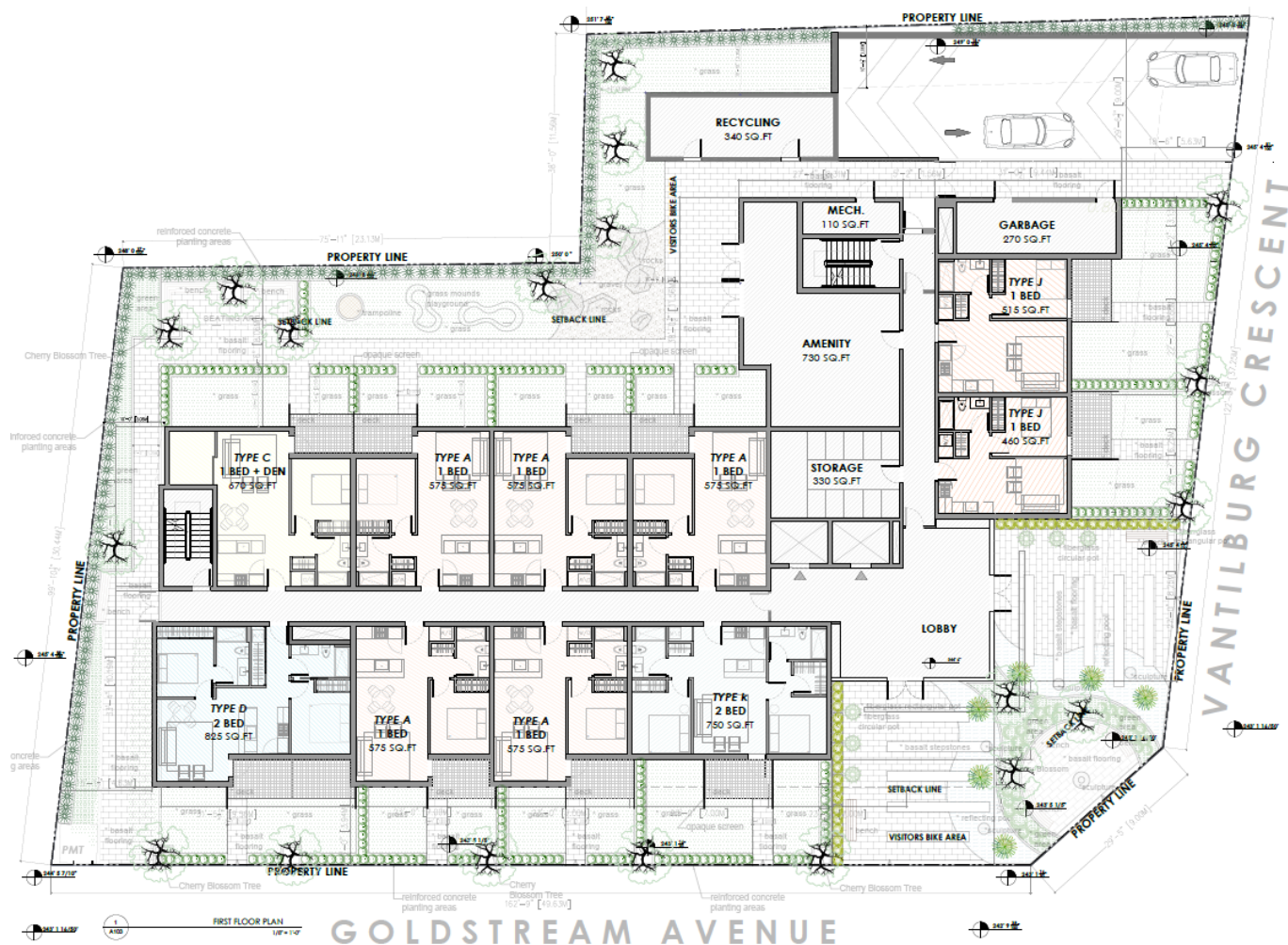
Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A
Rendering



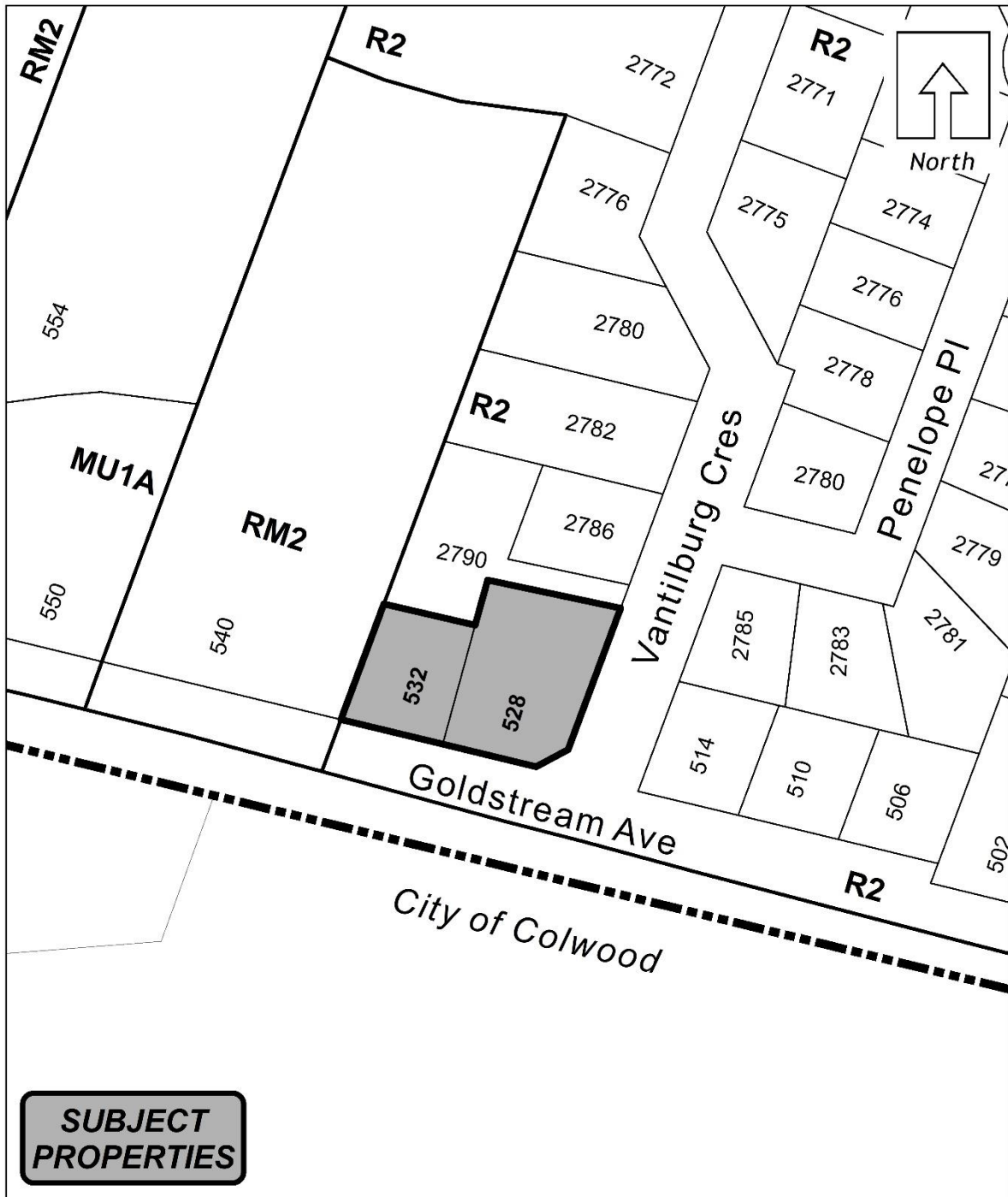
Appendix B

Ground Level Site Plan



Appendix C
Site Map

**REZONING BYLAW AMENDMENT
(Z21-0045)
528 and 532 Goldstream Ave**



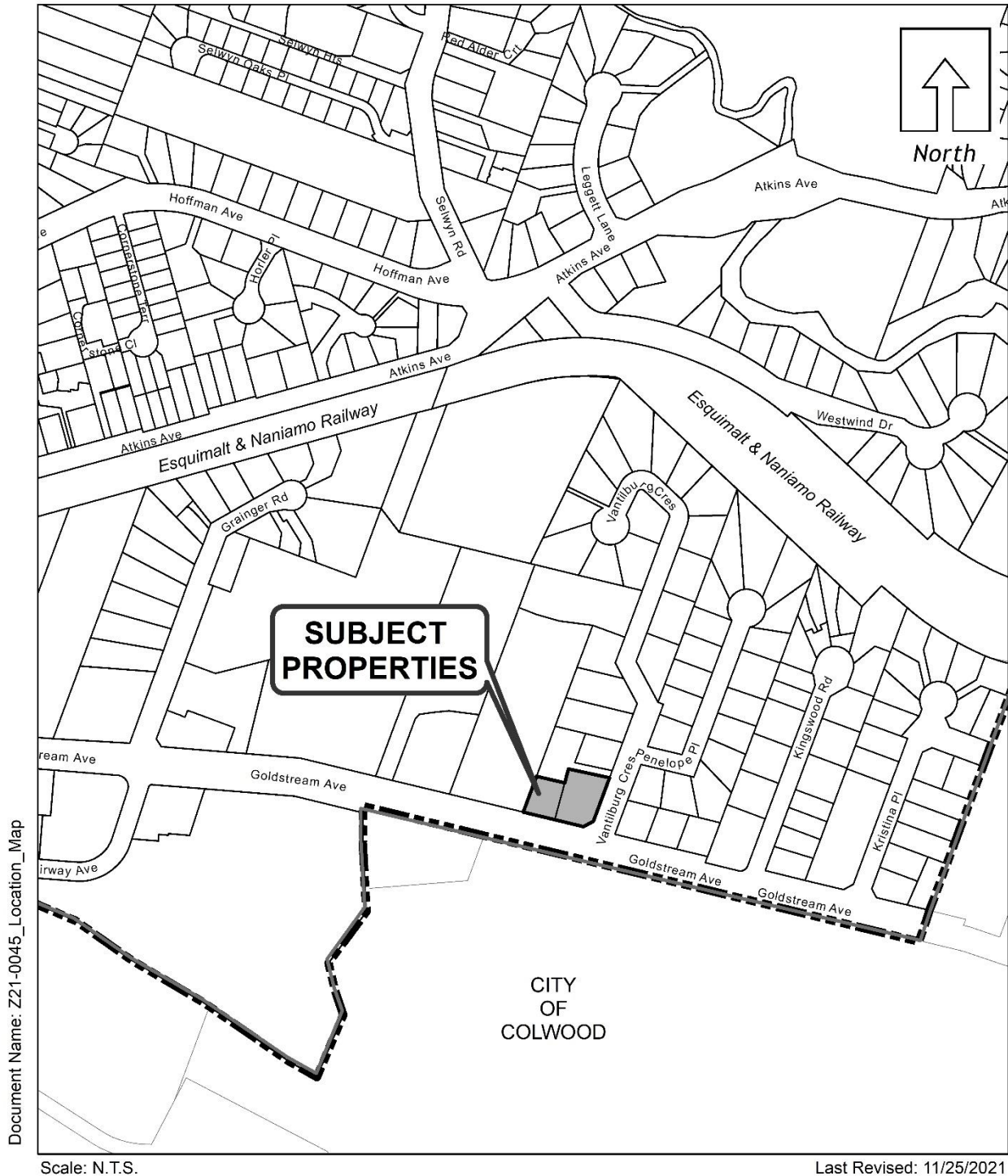
Document Name: Z21-0045_Site_Map

Scale: N.T.S.

Last Revised: 11/25/2021

Appendix D
Location Map

**REZONING BYLAW AMENDMENT
(Z21-0045)
528 and 532 Goldstream Ave**



Scale: N.T.S.

Last Revised: 11/25/2021

CITY OF LANGFORD BYLAW NO. 2055

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 the City Centre (CC1) Zone the properties legally described as:

- Lot 1, Section 1, Esquimalt District, Plan 35979, PID No. 000-145-505 (528 Goldstream Avenue); and
- Lot 2, Section 1, Esquimalt District, Plan 35979, PID No. 000-188-441 (532 Goldstream Avenue);

as shown shaded in Schedule A, 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	2055	<ul style="list-style-type: none"> · Lot 1, Section 1, Esquimalt District, Plan 35979, PID No. 000-145-505 (528 Goldstream Avenue); and · Lot 2, Section 1, Esquimalt District, Plan 35979, PID No. 000-188-441 (532 Goldstream Avenue) 	<ul style="list-style-type: none"> a) \$2,850 per new residential unit created on the 1st to 4th storeys of the building towards the General Amenity Reserve Fund; and b) \$1,425 per new residential unit created on the 5th and 6th storeys of the building towards the General Amenity Reserve Fund; and c) \$750 per new residential unit created on the 1st to 4th storeys of the building towards the Affordable Housing Reserve Fund; and d) \$375 per new residential unit created on the 5th and 6th storeys of the building towards the Affordable Housing Reserve Fund. 	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 666, (528 and 532 Goldstream Avenue), Bylaw No. 2055, 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.

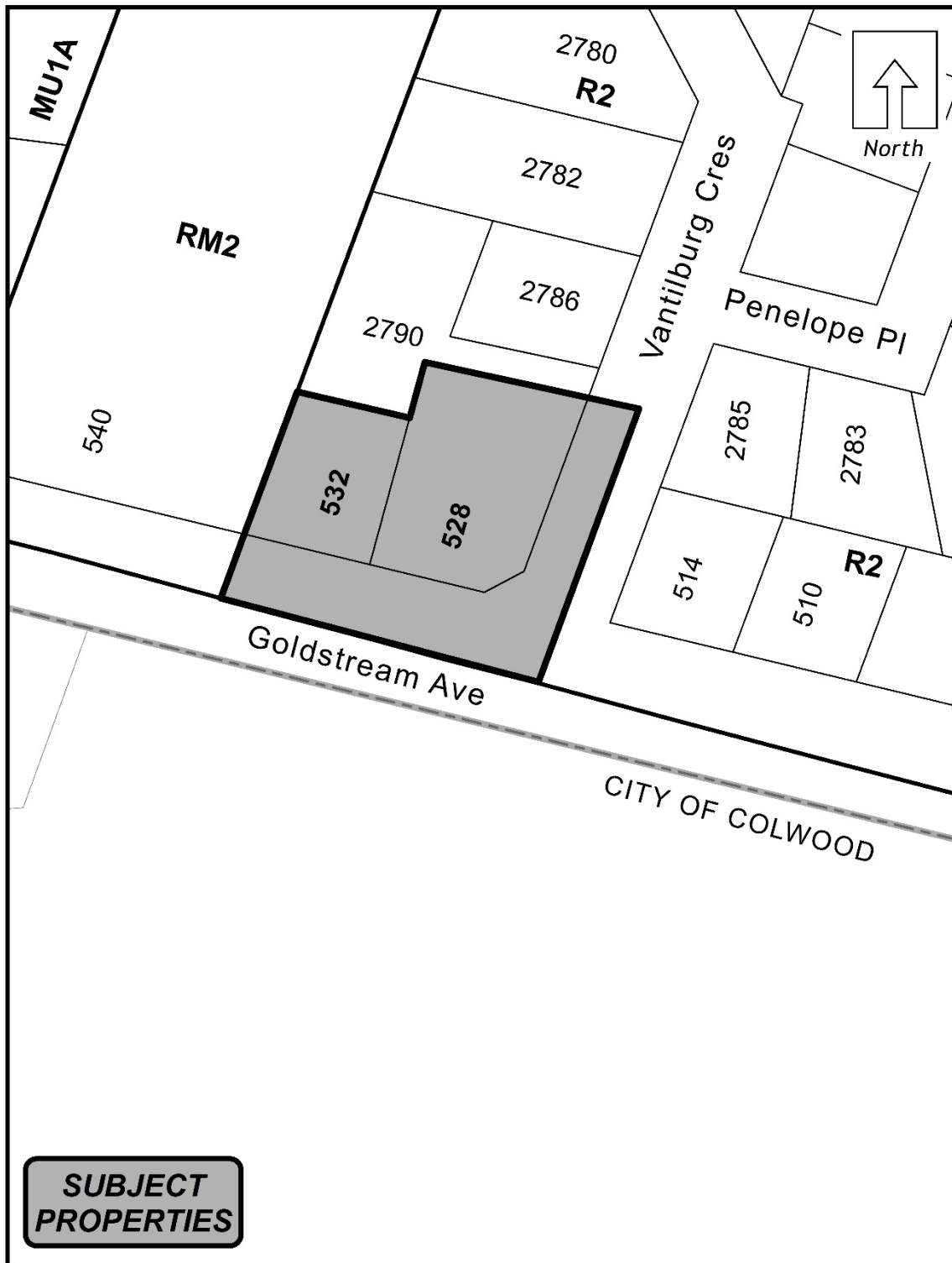
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A

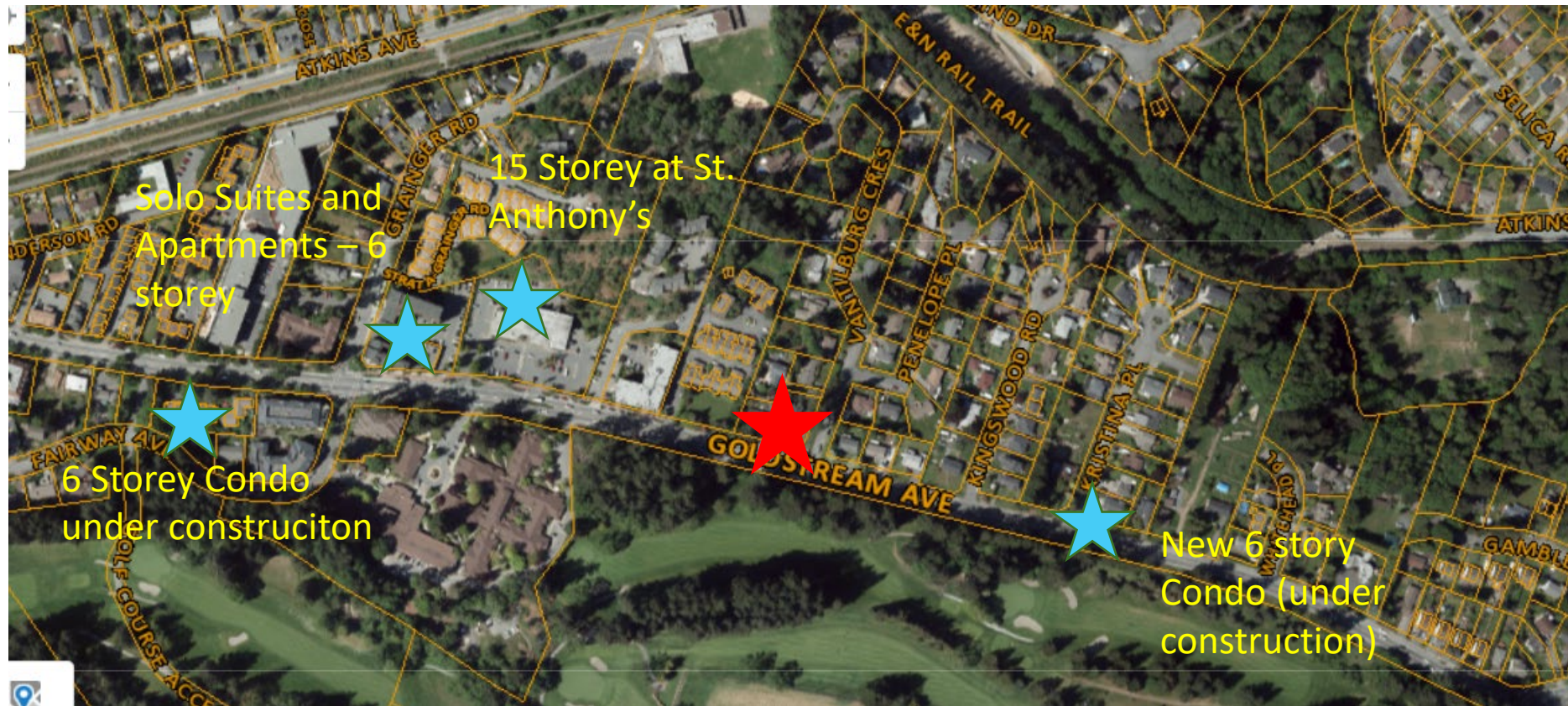




Sequoia
FIND YOUR SHADE

Z21-0045 – Proposal for a Residential Condominium in the CC1, City Centre 1 Zone at 528 & 532 Goldstream Ave.

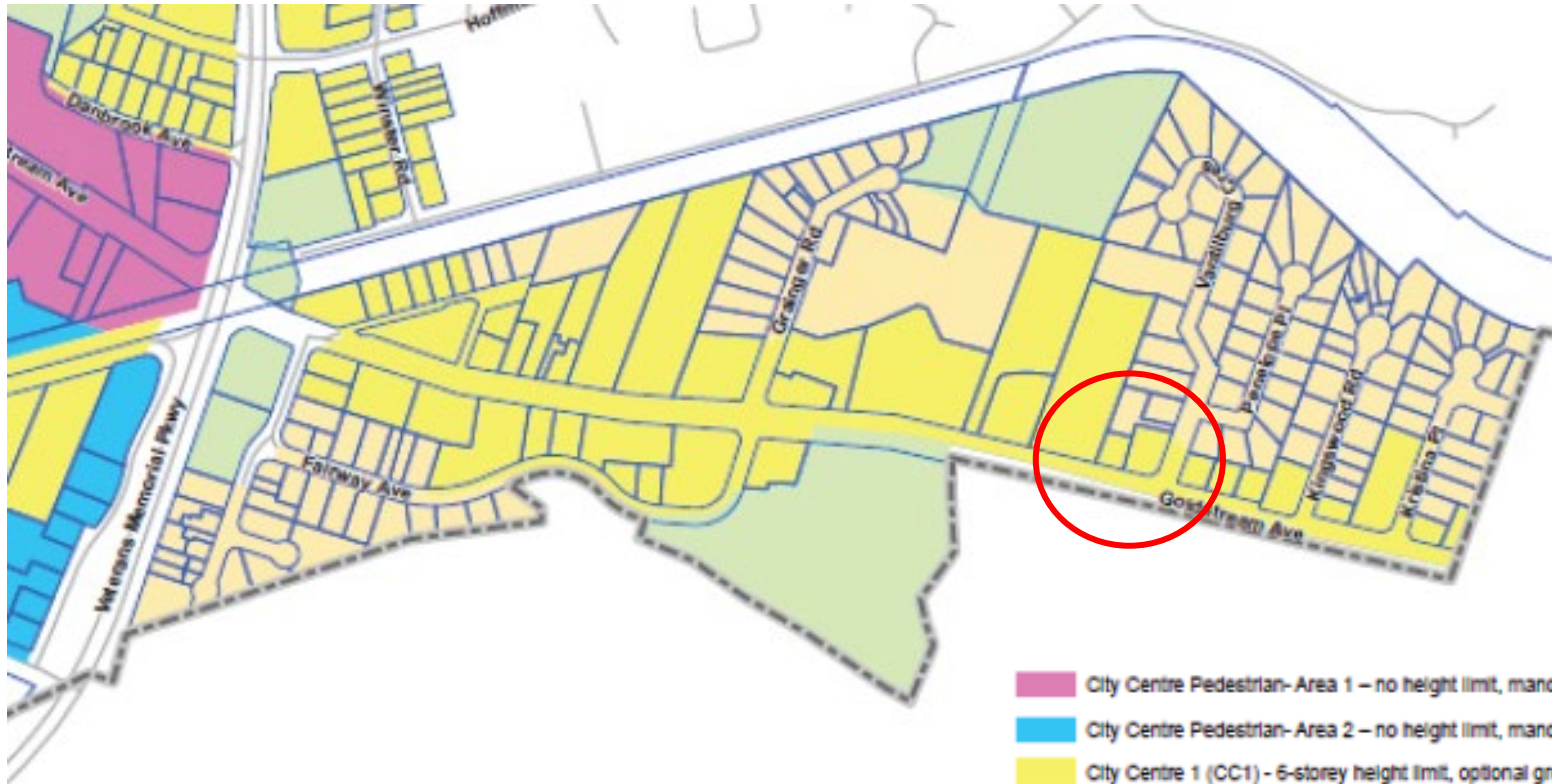
Location Plan - 528 & 532 Goldstream Ave



Location Plan 528 and 532 Goldstream Ave.



Official Community Plan – CC1 6 storeys

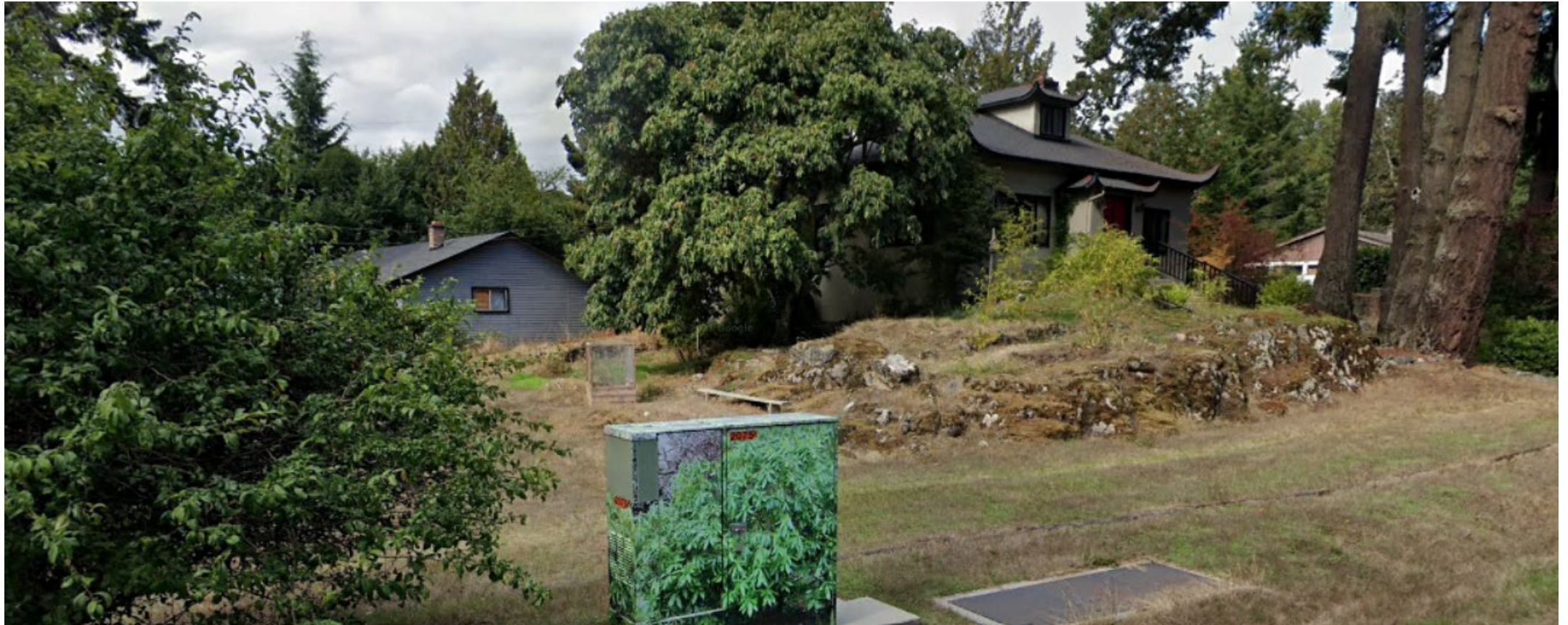


- City Centre Pedestrian- Area 1 – no height limit, mandatory two storeys commercial, active businesses on ground floor
- City Centre Pedestrian- Area 2 – no height limit, mandatory one storey commercial, expanded business uses
- City Centre 1 (CC1) - 6-storey height limit, optional ground floor commercial uses, wide range of commercial uses allowed at the ground floor level
- City Centre 2 (CC2) – 4 story height limit, apartments/condos and townhouses, no commercial
- Business Park
- Park/Institutional

City Centre 1 Zone Criteria (summary)

- Apartments, Assisted Living, a range of commercial uses, restaurants and retail, townhouses and education facilities (among others).
- Maximum height 6 storeys
- Ground level access for 1st floor suites
- Maximum Floor Space Ratio is 5:1
- Parking in accordance with Bylaw 300, 1:25 spaces per unit, as well as bicycle parking and EV charger capabilities.

Existing Uses



The Pagoda House

A brief history of the “Pagoda” house:

From a “Changing Westshore old and new” post, we learned that the house was constructed circa 1943, by Mrs. Lavina Bailey, a British ex patriot who lived in Colonial Singapore. Upon moving to the Island, she commissioned the design for this house based on the traditional Pagoda style.

The house does not have a heritage designation.

The house might be able to be relocated should anyone be interested.....?

The Proposal

- 77 market condominiums
 - 44 one bedroom
 - 11 one bedroom plus den
 - 22 two bedrooms
- 97 underground parking spaces – no variances requested
- 88 bicycle parking spaces



Public Green and Gathering Space

Public Green Space includes:

- Seating Areas
- Public Art
- Landscaping
- Bike Racks
- Water Feature



The Proposal

Privacy for existing residents will be provided with fencing, landscaping and translucent balcony glass.

The building is set back 8m from the property line at the active rear face.

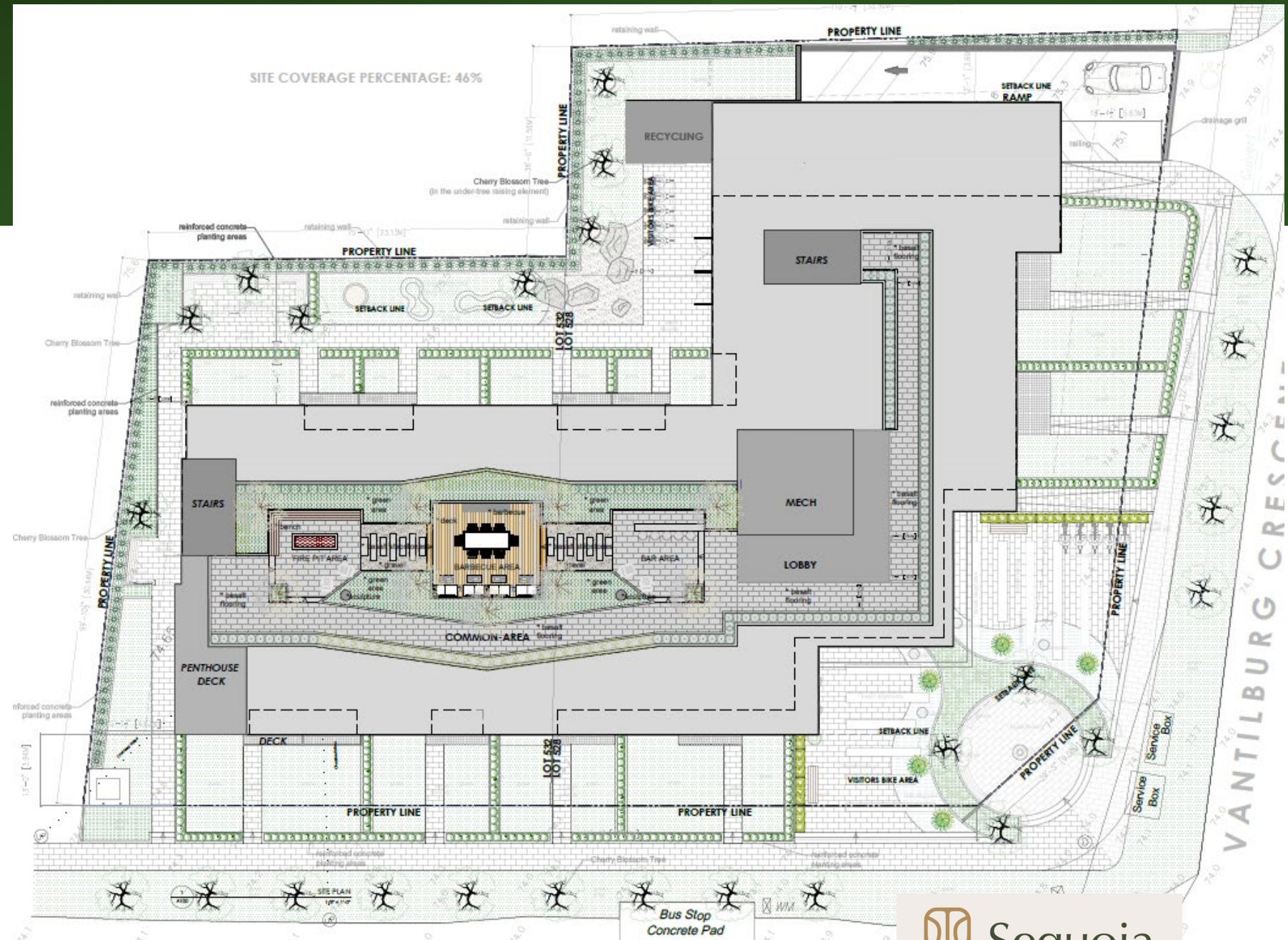


Looking South-East

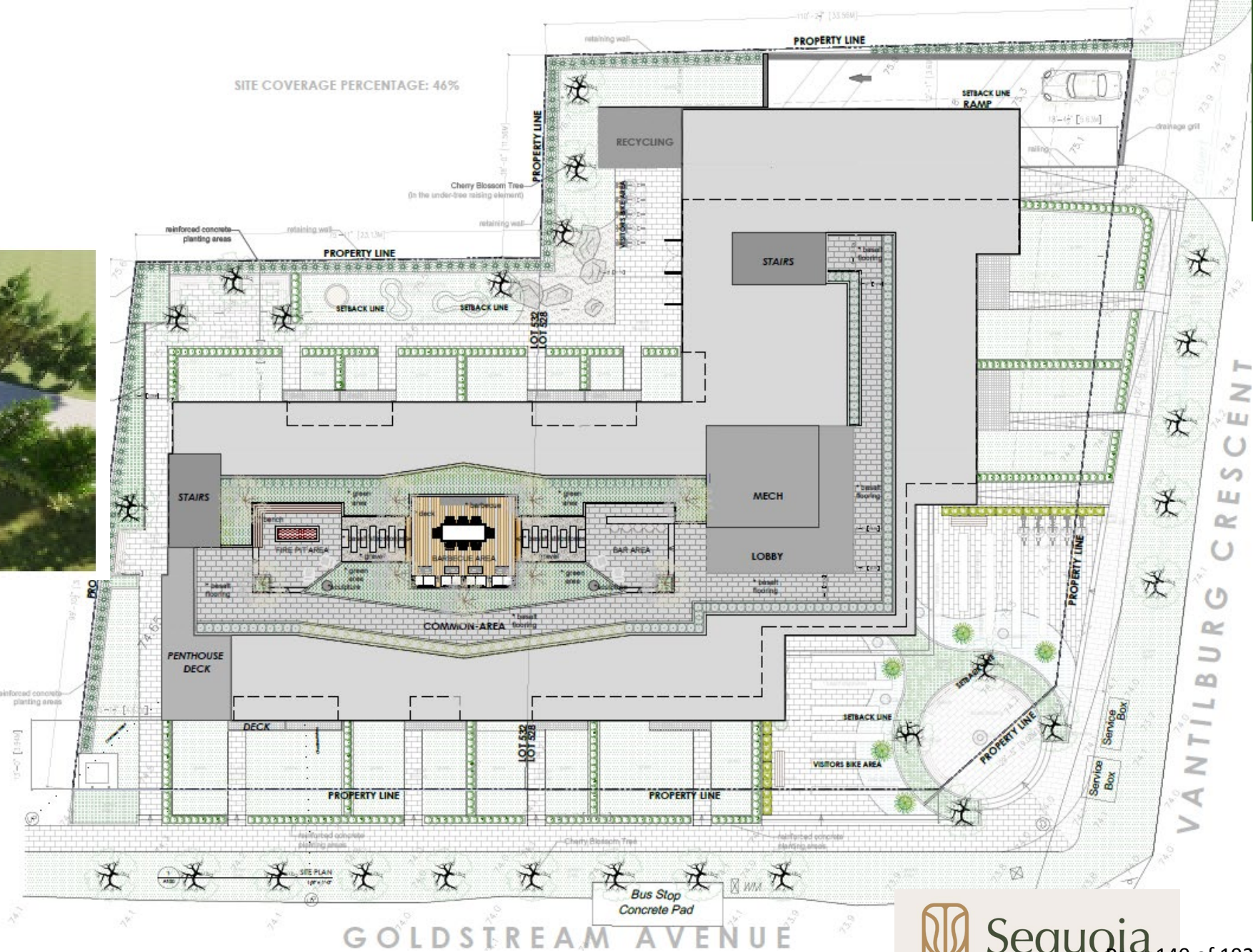
Amenity Spaces

Private space for residents exceeds the required 5% per bylaw.

Landscaped areas on the main floor level, trees and private green space for individual units as well as a rooftop gathering space.



Roof Top



Neighbourhood Consultation

On Wednesday March 16, an Open House was hosted by the Developer to hear neighbourhood questions and comments. 18 people were in attendance. A summary of their concerns are as follows:

Traffic

- Access out of Vantilburg Crescent with all the new cars. Currently they stack up waiting to turn onto Goldstream, which will be much worse with this building.
- Cars may not be able to get out of the building because of backup on the road.
- Not being able to turn off Penelope onto Vantilburg or Vantilburg left onto Goldstream.

Suggestions included separated right and left exit lanes on Vantilburg, a lit pedestrian crossing to access the bus stop on Goldstream south, or a fully signalized intersection.

Traffic Commentary



Neighbourhood Consultation

Parking

- Existing parking is an issue. Cars currently park on both sides of the road with only a single travel lane available due to roadside ditches. Concerns that the addition of this and other projects will worsen the problem.

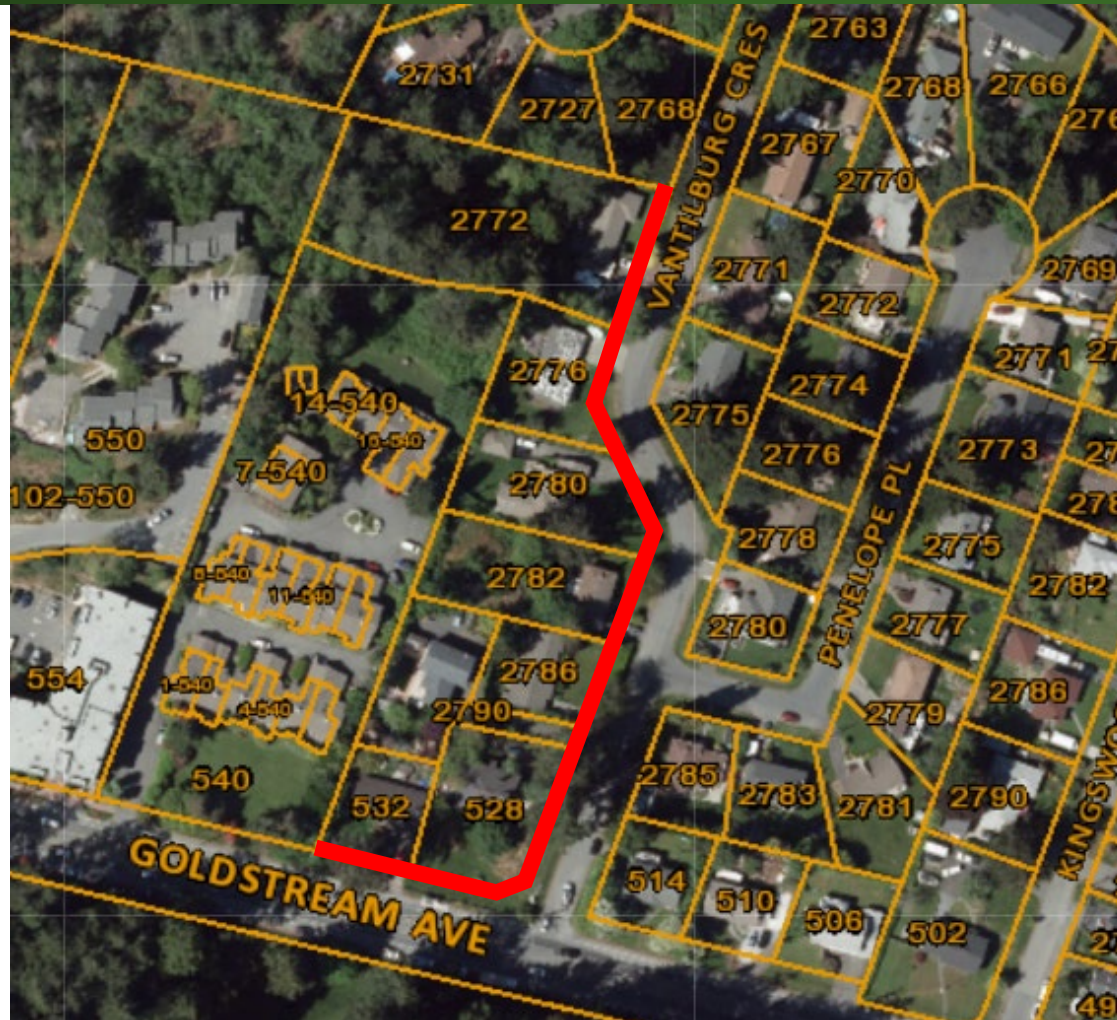
Vehicle and bicycle parking will be in accordance with Langford Bylaws

Pedestrian Safety

- Safety of pedestrians and school children. Vantilburg is a route to Savory School, and the road is posted as such. Many are concerned for safety of kids crossing the road to get to and from the bus stop on Goldstream.

To improve pedestrian safety, the developer would contribute to sidewalks on Vantilburg Crescent between this project and the proposed townhomes at 2772 Vantilburg.

Neighbourhood Consultation



Potential sidewalk construction
shared proportionally between this
and the 2772 townhome proposal

Neighbourhood Consultation

Development specific concerns

- Noise of the security gate.

The developer noted that the gate will be located deeper in the building as there would be underground visitor parking before the gate.

- Requests that entry gate be located on the other side of the building on Goldstream Ave by the coop housing units to help mitigate some of the Vantilburg traffic concerns.

The developer investigated this option, which is not possible with the current design of the building.

- Requests that height be limited 4 stories for a better transition to the existing neighbourhood.
- A few commented that they liked the idea of native art at the entry way.

Neighbourhood Consultation

Other

- Comments on how long both the City's and Consultant's notices took to get to them, it sounded like they were not received until Monday the 14th by many. Comments that the same issue happened with the Townhouse project at 2772 Vantilburg.

Developer notices were mailed on Monday March 7th when the PZAH date was confirmed

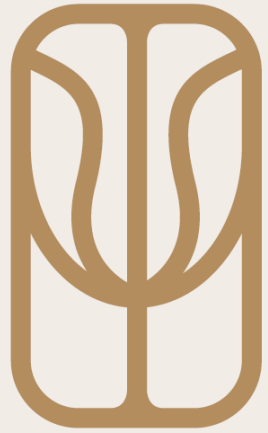
- Some lamented the loss of the “pagoda” house at the corner.

The developer would be willing to let someone move the house (at their own cost) if they wanted it.

- Blasting, construction noise and construction parking.

There will be blasting to create the one level on underground parking. Blasting contractor must adhere to the Langford Bylaws for hours of operation and notification and are bound by their own industry and insurance requirements.

A construction parking plan must be provided as a condition of Building Permit for the property.



Sequoia
FIND YOUR SHADE

We welcome your questions and comments. Thank you!

Trina Cruikshank

From: andrew haws [REDACTED]
Sent: March 22, 2022 12:04 PM
To: Langford Planning General Mailbox
Subject: Submission Regarding rezoning of 528/532 Goldstream Ave.

Dear Planning, Zoning, and Affordable Housing Committee

I am writing to voice the concerns [REDACTED] about the proposed development on 528/532 Goldstream Ave.

Though I can understand the desire to see these lots developed and I do believe there are some good options that would allow for higher density on these areas, the proposed 77 unit tower is not the right development for this area.

We have several concerns, which I will outline below.

1. Our neighbourhood is a high pedestrian area. We provide access to savoury school for families to walk and gain access through our cul-de-sac as well as families, and dogwalkers walking to reach The E&N trail or play in the park. This unit proposes to have access to the parkade via Vantilburg Cres. This would mean a possible 77 plus extra vehicles crowding into what is an already narrow street.
2. Additionally, many houses on Vantilburg already have suites and this leads to congestion especially near the entrance to Vantilburg. Increasing the density so significantly almost certainly would mean that guests coming to this new building would park on Vantilburg making an already tenuous situation much worse.
3. Vantilburg is a well maintained single family dwelling community. Neighbours know each other well. Adding such a dense structure is both completely out of step with the character of the existing neighbourhood but also threatens the culture that has been built because of the nature of the neighbourhood. If you drive down the street you can see basketball hoops where kids can play together in the streets. This is because this is a small quiet neighbourhood where almost everyone knows everyone else. This character would be threatened deeply by a huge tower, more traffic, and an influx of people who have not had time to integrate into the existing fabric of the community.
4. This building does not match any of the structural character of our neighbourhood. All the houses are 2 level single family dwellings. If more density is desired, we believe that it should still seek to match this existing character of our well maintained street.
5. The house on 528 Goldstream is one of the most unique and culturally interesting houses in Langford. Its Chinese style is a testament to the workers who helped build our country. It should not be discarded but protected. We love this landmark and we believe that any development should work around it so as to preserve this beautiful peace of Chinese culture in our relatively homogenous city.
- 6.
- 7.

We are by no means opposed to development but we do believe that it should be development that makes sense for the community in which it is proposed and this development does not. We ask that you vote to not approve this application.

Sincerely,

Andrew and Shannon Haws
2755 Vantilburg Cres

Trina Cruikshank

From: Caitlin Little [REDACTED]
Sent: March 17, 2022 1:11 PM
To: Langford Planning General Mailbox
Subject: Concerns regarding re-zoning application Z21-0045 at 528 and 532 Goldstream

Thank you for your consideration of the following concerns regarding the proposal to re-zone 528 and 532 Goldstream from R2 to CC1 to allow a 6 storey condo. I ask that you do not approve the re-zoning until significant compromise is met.

Concerns:

- Detrimental to the character and use of the surrounding properties. The OCP states "the density, public realm, and form and character of new development are of high quality and best suited to BOTH the surrounding properties AND the vision of community established in the OCP. The 6 storey proposed is not well suited to any of the properties surrounding it. Please ensure the amount of storeys is reduced.
- Landscaping - ensure significant and mature landscaping is included particularly where surrounding properties sightlines are proposed to be 100% obstructed by the structure, including at the parkade access.
- Traffic safety - Blind corner for traffic coming from Victoria turning right on to Vantilburg to access the proposed parkade. Ensure safety is a priority, which includes sidewalks on both sides of Vantilburg to at least protect pedestrians. Children walk to the elementary school twice daily from Goldstream and beyond and will be at significant risk.
- Traffic - ensure residents of Vantilburg and Penelope Place will be able to access Goldstream without traffic backing up during peak times.
- Noise / Mature Trees - ensure the opening and closing of the parkade gate acoustic impact is mitigated - attractive landscaping atop the retaining wall is crucial to absorb sound and maintain privacy.

Please mitigate the neighborhood concerns. The earlier investors in Langford are its current residents and they deserve to not only be heard, but for their concerns to be acted upon so that future developments consider the surrounding context prior to being designed.

Caitlin and Alex Little
[REDACTED]
2786 Vantilburg Crescent
Victoria, BC
V9B3K4
[REDACTED]

Langford planning, zoning, and affordable housing committee

As a group of concerned citizens of Langford we have formed a group of the neighbours residing on both Van Tilburg Crescent and Penelope Place. Our members have been very vocal in submitting our individual concerns about the redevelopment proposal of the twenty townhouses on Van Tilburg Crescent. You have previously received those concerns via both e-mails and by hand delivery. Over the last couple of days we have canvassed all of our neighbours door by door and asked them if they wanted to sign this petition submitted within. The overwhelming majority were willing to sign and anxious to have their voices heard. We, as the owners of residents of both Van Tilburg Crescent and Penelope Place do NOT want this development to proceed as designed. Secondly and maybe more important we do Not want these two streets to be reclassified as City Centre.

Respectfully,

Gordon & Helen Bradley

2763 Van Tilburg Crescent

Submitted for and as the "Vantilburg Development" Group

March 22, 2022

To Langford City Council:

RE: Questions and Comments, Development Plans for 2772 Vantilburg Crescent and 528 and 532 Goldstream Avenue

I have lived and paid taxes at 2764 Vantilburg Crescent [REDACTED]

I oppose the construction of a 20-unit Townhome on my residential block as well as the planned development for 528 and 532 Goldstream for the following reasons:

- **Community Impact:** Vantilburg Crescent is one of the last established, family, pet and nature-friendly streets in Langford. It is one of the last remaining scenic, family-oriented, original streets with a community, neighbourhood feel, established trees and shrubs, and amendable to dogs, cats, birds (including owls and woodpeckers), deer, raccoons and more. It has a longstanding, established culture and history. A 3-storey, 20-unit townhome butting to the street is inappropriate for this quiet, breathable community, its winding road, and the authentic, neighbourhood feel of this street and neighbourhood. The high-density, uniform, unimaginative (ie ugly), cheap, cookie-cutter townhouse development with its close-to-the-street proximity, towering over the other houses, is a stark and negative disparity, not in keeping with the look and feel of this community. **Question:** Could I get City Hall's response to those of us that are faced with losing this strong, established neighbourhood, which is becoming rare in Langford, and our losing the peace and natural environment we have created here? I would like to hear City Hall's comments on the losses residents are facing, not just with the Vantilburg and Goldstream developments, but with any Langford resident faced with their neighbourhoods being razed and turned into citified, often cheap, urban sprawl.
- **Property Values of Residents:** The townhouse development will negatively affect property values of neighbouring houses. Real estate agents are contacting us like vultures, all with differing opinions on what we are in for emotionally and the financial loss impact to our properties. The stress is high. The neighbourhood property owners are paying the personal and financial stress and cost for the developments for the financial benefit of the developers. **Question:** How does City Hall plan to compensate the residents for their financial losses due to these developments?
- **Noise/Mental Health:** The severe noise impact to tax-paying neighbours over possibly two-years or more of construction will be intolerable to the well being and mental health of residents and other users of this street. I have spoken to other Langford residents in the midst of construction who report severe disruption to their daily lives, and impact on their mental health, with constant cacophony of construction. Others report that you cannot get away from it. It can be heard from inside the home, it is impossible to be in your yard, and that the noise is unending including on weekends. This is not a simple building of one house on a residential street. More and more people work from home including myself, and will find it impossible to

work with this noise. **Question:** How is City Hall going to mitigate and provide tax-paying residents relief from this noise?

- **Dust and Debris:** The size of this construction will cause never-ending dust and debris, in addition to noise. **Question:** What measures will City Hall take to ensure that our homes are not impacted by construction debris and dust?
- **Increase to Traffic and Construction Traffic:** No further increase of traffic on this small street can be borne. Both entering and exiting Vantilburg to and from Goldstream is a harrowing experience despite the addition of a left-turn lane in recent years:
 - Vantilburg Crescent feeds traffic to and from both Vantilburg Crescent and Penelope Crescent who funnel together at the entrance to Goldstream. Both streets already share the one entrance and exit from Goldstream to our residences. It can be stressful to exit Vantilburg onto Goldstream with cars lined up behind on Vantilbury also waiting to exit. The long lines of congestion along Goldstream slows the ability to make that turn either left or right onto Goldstream.
 - The traffic along Goldstream has increased; often making the left-hand turn off Goldstream onto Vantilburg a long wait and precarious with drivers needing to take risks to break on through that traffic.
 - Anything larger than a car cannot turn around the end part of Vantilburg Crescent without backing up as part of the turn. **Question:** How is the City going to manage the increased traffic, whether from construction traffic and later from new residents, entering and exiting Vantilburg Crescent with it already a difficult street to drive, and ensure that residents can also exit and enter the street and their homes without undue delay caused by construction trucks?
- **School Zone:** Vantilburg is a short street leading to a dead end where there is a foot path to Savoury Elementary School. Children and their parents use Vantilburg Crescent to walk their kids to and from school. There are no sidewalks (I prefer no sidewalks), and it is a relatively narrow roadway with a winding, country feel. There will be never-ending construction traffic with cement trucks and other trucks using this small and narrow street. **Question:** How is the City planning for the safety of children, families and pets walking to and from school (and the school grounds after hours and weekends) along this street with no sidewalks and with major construction in a winding, narrow school zone?
- **School Drop-Off:** Parents also use Vantilburg to drive their children to and from school both morning and afternoons, dropping their kids off and picking them up at the small footpath that leads from Vantilburg's crescent area to Savoury School. There is increased traffic at these times, with parents parking along the end of the Crescent for drop off and pick-ups. It is an unmonitored 30km-an-hour school zone. **Question:** Has the City considered in its planning the additional traffic to the street caused by parents using this as a school drop-off, pick-up area?
- **Unstable Ground:** There have been issues with sink holes on the street. **Question:** Has there been a survey of the ground stability to ensure none of our houses are going to have impact to our foundations given the ground upheaval with construction and large construction trucks?
- **Smoking:** I understand Townhouse and Apartment developments may not allow smoking on the premises, resulting in residents coming out onto the street to smoke. **Question:** How does

the City plan on preventing smokers from using our street as smoking areas for apartment and townhouse residents who are not allowed to smoke indoors or on the property, where the residents would then be subject to the wafting of cigarette smoke or people walking our street to smoke?

- **Abundance of Inventory:** The residents are paying the price for what is being called a “lack of inventory”. Meanwhile, there is new residential construction throughout Langford. **Question:** Can you give details on the “lack of inventory” for single-families given the myriad of construction going on around Langford?

I oppose these developments as a direct hit against a well-defined, peaceful and natural, community neighbourhood that reflects a unique, long-standing history. The proposed developments obliterate neighbourhood and community for urban sprawl, and are about cramming in every inch for cookie-cutter cheap builds to line the pockets of developers, all at the expense of residents. These relentless developments run the high cost of forever obliterating functional, breathable environments to create urban sprawl. This loss can never be regained. These developments continue to wipe out neighbourhood identities of Langford where we were known as a relatively quieter, family-oriented community. These projects do nothing more than continue to white-wash Langford’s character into a flavorless fast-food like, urban superficiality with no appeal, no different than Surrey. The developments dehumanize neighbourhoods by removing breathable space, precious trees and shut out nature, pets, wildlife, only to become what will very likely be future tenements. City Council has a responsibility to the health and well being of residents, the land, and the community. Your continued obliteration of established, nature-friendly, peaceful, community living space in Langford is a short-sighted, negative, and destructive move and it cannot be undone.

Jo Zlotnik

[REDACTED]

2764 Vantilburg Crescent, Langford, BC V9B 3K4

RE: 528 and 532 GOLDSTREAM AVENUE

I am writing to express my opposition to the proposed development at 528 and 532 Goldstream Avenue.

The current proposal outlines two levels of underground parking being accessed directly on Vantilburg.

The only way in or out of Vantilburg and Penelope Crescent to Goldstream is on Vantilburg. Traffic is already an issue every morning and every afternoon and at various times throughout the day without the addition of 100+ vehicles using the same access point onto Goldstream Avenue. With the proposed development at 2782 Vantilburg which proposes 44 more parking spots this increases traffic by 144+ more vehicles on a small residential street that is filled with kids, dogs and elderly neighbors out walking and playing.

With access to Savory Elementary School at the end of Vantilburg we see families from all of the surrounding streets and areas using Vantilburg to drop off and pick up their children from school by vehicle and walking. It is imperative that this street remains safe for the approximately 80 children that use it on a daily basis. Vantilburg is also used to access the E&N Trail and Galloping Goose that is used for older students riding their bikes, scooters and skateboards to get to and from Spencer and Belmont School.

I would like to see proper attention given to Goldstream Avenue in the form of widening this road to allow for double lanes and the implementation of multi use pathways to deal with the already backlogged main artery that Goldstream has been for several years. With the addition of multiple developments already in progress in the span of .75km in either direction on Goldstream the addition of 97 homes and vehicles from one small street adding to this gridlocked artery is unfathomable. There are only 17 houses on this street at this current time and we are already having difficult accessing getting off of and onto Goldstream.

I am in opposition of this proposal in its current state.

I urge Council members to spend some time, driving and walking on Vantilburg and Penelope at various times throughout any given day (not during spring break) to get a feel for this residential neighborhood heavily populated with families, mature trees, gardens and lots of dog walkers from all of the surrounding streets so you can appreciate and understand first hand our concerns of the developers who are pushing high rise buildings onto one of the remaining original quiet residential single family home street in Langford.

It is becoming more and more apparent who Mayor and Council are supporting and working for - DEVELOPERS - and having less and less regard listening to and supporting the long time residents and tax payers of this community who chose to live in Langford because of the lifestyle it offered.

Deeply disappointed Langford resident,



Kristi Falconer
2777 Penelope Place
Langford, BC

Trina Cruikshank

From: Mark Mares [REDACTED]
Sent: March 22, 2022 9:43 AM
To: Langford Planning General Mailbox
Subject: Attention: Planning, Zoning and Affordable Housing Committee

Attention: Planning, Zoning and Affordable Housing Committee

Re: File No. Z21-0045

Location: 528 and 532 Goldstream Avenue.

My name is Mark Mares, and I own/reside at 2790 Vantilburg Crescent with my wife Colleen Mares.

As home owners at this address [REDACTED] this letter is intended to express our grave concerns with the proposed changes in zoning to 528 and 532 Goldstream Avenue, and proposed structure that is being pursued as a result.

The current zoning in our neighbourhood is R2, and the proposed development is seeking a CC1 zoning. We are very much opposed to the pursuit of re-zoning to CC1 at the gateway to our currently quiet and rural neighbourhood. The allowance of CC1 zoning will create an unrestricted avenue to devastate our peace, tranquility and mental health.

It is our understanding that the developers are seeking to tear down the homes on these two properties, and build a six storey, 77 unit structure in its place.

When we purchased our home [REDACTED] we did so with great anticipation that this would be our “forever” home, and that our family would grow and thrive here for generations to come. Our home is nestled off the main road, and surrounded by old growth trees and mature greenery. This has been our sanctuary [REDACTED], and has become gravely threatened by a barrage of developers in the last few years.

This most recent developer has demonstrated that there is no regard or consideration for the neighbours and community as a whole. It has become apparent that bully tactics are condoned, and that agendas are forced down the throats of all of us who lay in the path of this development. We have worked our whole lives to own our home, and have fought hard through tough economic times to stay here. It is appalling that developers with no vested interest in our community and no consideration for our cumulative concerns can assume that they have everything they need to take everything away from those of us whose concerns need to be heard.

A six storey, 77 unit complex, with 2 levels of underground parking will completely change the serene landscape that we currently enjoy. It is absolutely too tall and invasive, and will bring a tremendous backlog of traffic to Vantilburg and Penelope. Our privacy will be completely compromised, as 77 balconies will be leering down on our back yard, deck and through our windows. Our therapeutic south and west sun exposure will be greatly compromised, and our peace of mind will forever be disrupted.

I know that a vast majority of residents in the community are equally concerned about this zoning change and proposed monster building, and all of the negatives that it will bring to our neighbourhood.

Vantilburg Crescent is also a gateway to Savory Elementary School and the E&N trail. There is a very high number of families with young children who walk, bike, scooter and otherwise travel down our road, especially during peak times of the day, and their safety will be threatened by the vast increase in vehicle traffic.

The addition of high-density housing at this location will also place a strain on our community's amenities, including an already maximum capacity Savory Elementary school at the end of the street. Our city's fire department is already struggling to meet requirements for our population density.

I urge the Planning, Zoning and Affordable Housing Committee to please take note of our points and concerns, both as individual home owners and as an entire neighbourhood community.

Please do not allow this giant structure to get the green light to proceed without careful consideration of our concerns. The proposal for grant CC1 zoning needs to be carefully and thoroughly examined. This structure cannot be approved as presented, due to its excessive height and density, and any proposed vehicle entrance and exit must be moved off our residential street to Goldstream Avenue.



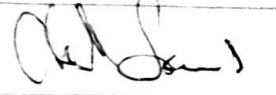

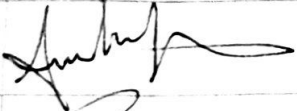
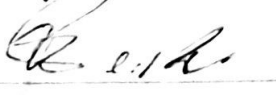
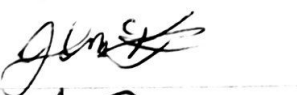

These are very valid concerns, and we appreciate your consideration of this matter as a whole.

Thank you.

Mark & Colleen Mares









PETITION OPPOSING THE CURRENT PROPOSED CONDO DEVELOPMENT OF 528 AND 532 GOLDSTREAM

WE, the undersigned, are opposed to the development of the land/lot(s) located at 528 and 532 Goldstream, Langford, BC, into a 6 storey condominium complex. We ask that the Mayor and Council not allow the new, proposed development of Nimterra Developments and/or the registered owner and /or Norm Rakhra OR Ensure compromise is reached to scale down the development.

Print Name	Signature	Address	Date	Comments (if any)
GEORGE MONTESANO		2767 VANTILBURG CRES	MAR 20	
DENNIE AITKEN		2751 VANTILBURG CR	"	
CHAD SMITH		588 WESTWIND R	"	
Lorraine Turner		2735 Vantilburg Cres	March 20	
Amalia Eaton		2731 Vantilburg Cres.	Mar 20	Taking away our history, Stop piece-mealing our city.
Norm Rakhra		2757 VANTILBURG CR		Pick a spot & develop there first
JAC MCKENZIE		2768 VANTILBURG CR	MAR 20/2022	Too CONTESTED ALL READY
Stephanie Ferris		2782 Vantilburg Cr.	MAR 20/22	

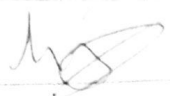
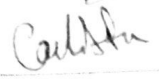
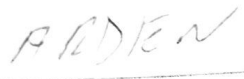
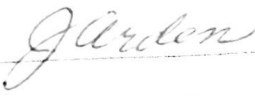

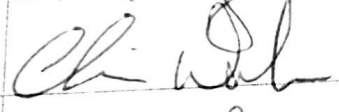
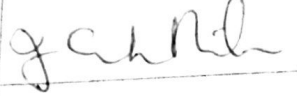
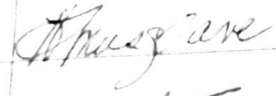
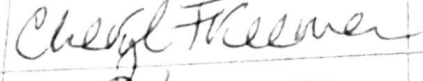

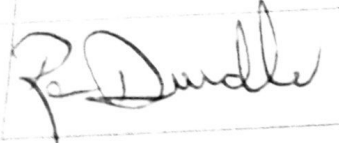
PETITION OPPOSING THE CURRENT PROPOSED CONDO DEVELOPMENT OF 528 AND 532 GOLDSTREAM

WE, the undersigned, are opposed to the development of the land/lot(s) located at 528 and 532 Goldstream, Langford, BC, into a 6 storey condominium complex. We ask that the Mayor and Council not allow the new, proposed development of Nimterra Developments and/or the registered owner and /or Norm Rakhra OR Ensure compromise is reached to scale down the development.

Print Name	Signature	Address	Date	Comments (if any)
Kristi Falconer		2777 Penelope Pl	3/23	too high, too many residents for quiet neighborhood - too much traffic
Bob Tate		406 Gensic	"	too busy for small street
Larissa Clarke		360 wale road	"	too busy!!! lack of safe crossing!
Daniel Alexander		45-360 Wale Road	21/03/22	Too busy and unsafe for little ones
Candice Massett		41-360 Wale Rd	03/21/22	Too much traffic unsafe for pedestrians
L. Leach		#39 360 Wale	03/21/22	green space gone too many cars.
LAURA MERRYWEATHER		#40 " "	"	"
Denise Barber		#38 360 Wale	03/22	to small of area for such a big project

PETITION REGARDING		528 + 532 Goldstream.	CONT'D	
PAT BAKER SEA BENSON	Patricia Baker	2767 Penelope Pl	MARCH 20/22	NOT FAIR TO THE RESIDENTS IN A RESIDENTIAL AREA - AND WERE NOT CONSULTED BEFORE SALE SHAME ON YOU !!
MARTIN LIME	<i>[Signature]</i>	2769 Penelope		
Alex Little	<i>[Signature]</i>	2786 VANTILBURG CREES,	20/03	NO RESPECT TO SURROUNDING HOUSES.
Mark Mares	<i>[Signature]</i>	2786 Vantilburgs.	20/13	NO SUITABLE TO THE AREA.
COSCH Mares	<i>[Signature]</i>	2790 Vantilburg	Mar 20/22	Major disruption to neighbourhood. Too high, too much density.
Colleen Mares	Colleen Mares	2790 Vantilburg	Mar 20/2022	Zero privacy & peace
GARY HARRISON MARY	<i>[Signature]</i>	2790 VANTILBURG CREES	03/20 22	Too dense, Too high, Too busy, lack of privacy, Too disruptive
Deanna Ulay	<i>[Signature]</i>	2743 VANTILBURG	07/22 March 29/2022	ALL THE ABOVE As above
Kendra Laing	<i>[Signature]</i>	#4 540 Goldstream ave	March 20/2022	too tall of a building no visitor parking
Kathleen Grange	K. Grange	5-540 Goldst	March 20	Too busy and too high
WILL HARRINGTON	<i>[Signature]</i>	8-540 GOLDSTREAM	MARCH 20/2022	TOO HIGH, AREA CANNOT SUPPORT THE EXTRA NUMBER OF RESIDENTS

	PETITION REGARDING	528 + 532 Goldstream.	CONT'D
JENN CHARD	Jenn Chard	11-540 GOLDSTREAM	20 MAR 2022
C. CORWOOD	CARWOOD	16-540 GOLDSTREAM	21 MAR 2022
Santhali	Santhali	7-540 Goldstream	3/21/22
Milany Tapaz	Milany Tapaz	510 Goldstream	3/21/22
Gordon HAY	Gordon Hay	506 Goldstream	21/3/22
J Deane	J Deane	502 Goldstream	21/3/22
Manning MARKUS LYTH	Manning Markus	2790 Kingswood	21/3/22
TOM LYTH	Tom Lyth	2786 KINGSWOOD	MAR. 21 2022
LISA LYTH	Lisa Lyth	2782 Kingswood	MAR 21 2022
Joyce DAVIES	Joyce Davies	2782 Kingswood	MAR 21 2022
BOB DAVIES	Bob Davies	2774 Kingswood	MAR 21 2022

name	signature	address	Date	Comments
	PETITION REGARDING	528 + 532 Goldstream.	CONT'D	
Olivia Papis		2772 Kingswood Rd.	Mar 21	
Callista Major		2768 Kingswood Rd.	"	
LOP		2977 KINGSWOOD	"	
Jill		"	"	
M. Anzer		2787 Kingswood	"	
Chris Weber		2789 Kingswood	"	
JANET ERIKSON MILLER		2791 KINGSWOOD	"	
HEATHER		2782 KRISTINA PL.	"	
Cheryl		2776 Kristina Pl.	"	
K. KNOTSON		2774 KRISTINA PL	"	
Ren DUDOWE		2770 KRISTINA PL	" "	

PETITION REGARDING

528 + 532 Goldstream.

CONT'D

Jennifer Ritzke
Clinton Ritzke

Jennifer Ritzke
Off. Charge

2783 Penelope Pl
V4B 3K3

Mar 20th
2023

(covenanted properties
family / school kids (safety)
walking to and from concerns
quiet peaceful enjoyment

Scott
Fielders

DS

2781
Penelope Place

Mar
20th

Doug Strickland

Rgt

2779
Penelope Pl.

"

less units but I am
for extending the sewer.

W. Wickett

W. Wickett

2778 Penelope Pl.

"

& NEEDS TRAFFIC LIGHT

J. Dyer

J. Dyer

2775 Penelope Pl.

"

"

"

J. Wellman J. Wellman

2774 Penelope Pl

"

"

"

"

LESS UNITS

Vol M'Donald U.M. M'Donald

2774 Penelope Pl

"

less units Right hand turn
WAY TOO MUCH TRAFFIC

TERESA
ALEXANDER T. Alexander

2773 Penelope Pl.

"

WE WANT WAY LESS UNITS.

Mary-Anne +
Phil Le Ross

W. H. Le Ross

2772 Penelope Pl

"

Entrance needs to be off of
Goldstream. Stories should not exceed
3 stories.

Leslie Hunt

Leslie

2771 Penelope Pl

"

Save the Chinese bridge
few units

Jim Boxall

Kyle Landry

Kyle Landry

2768 Penelope Pl

"

"

"

Marilyn Landry

Marilyn Landry

2766 Penelope Pl

"

"

"

Cy Hunt

Corey Annett

[illegible]



Staff Report to the Planning, Zoning and Affordable Housing Committee

DATE: Monday, March 28, 2022

DEPARTMENT: Planning

APPLICATION NO.: Z21-0051

SUBJECT: Application to Rezone 2869, 2875, 2885 Leigh Road and 1080 Dunford Avenue From R2 (One- and Two-Family Residential) to CC1 (City Centre) to Allow for a Six-Storey Mixed Use Apartment Building

PURPOSE

Rachael Sansom has applied on behalf of Sheldrake Construction Ltd and Phyllis & Donald Griffiths to rezone 2869, 2875, 2885 Leigh Road and 1080 Dunford Avenue from R2 (One- and Two-Family Residential) to CC1 (City Centre) to allow for a six-storey mixed use apartment building with approximately 78 residential units and 870 m² of commercial space.

BACKGROUND

PREVIOUS APPLICATIONS

There are no previous planning applications associated with the subject properties.

Table 1: Site Data

<i>Applicant</i>	Rachael Sansom
<i>Owner</i>	Sheldrake Construction Ltd (2869, 2875, and 2885 Leigh Rd) Phyllis & Donald Griffiths (1080 Dunford Ave)
<i>Civic Address</i>	2869, 2875, 2885 Leigh Road and 1080 Dunford Avenue
<i>Legal Descriptions</i>	LOT A, SECTION 79, ESQUIMALT DISTRICT, PLAN 30606 LOT 2, 3 and 4, SECTION 79, ESQUIMALT DISTRICT, PLAN 17880
<i>Size of Property</i>	3,536.4 m ² (combined total)
<i>DP Areas</i>	Multi-Family, Commercial, and City Centre Development Permit Areas
<i>Zoning Designation</i>	R2 (One- and Two-Family Residential)
<i>OCP Designation</i>	City Centre

SITE AND SURROUNDING AREA

The subject properties are located on the corner of Dunford and Leigh Road, at the edge of Langford's City Centre. The surrounding area is made up of a mix of single family dwellings, duplexes, and industrial land. The site is also in close proximity to Langford Lake. The subject properties are predominately flat and each contain a single family dwelling.

Figure 1: Subject Properties**Table 2: Surrounding Land Uses**

	Zoning	Use
<i>North</i>	R2 (One- and Two-Family Residential)	Single Family Dwellings
<i>East</i>	R2 (One- and Two-Family Residential)	Single Family Dwellings and Duplexes
<i>South</i>	R2 (One- and Two-Family Residential) M1 (Light Industrial)	Single Family Dwellings and Duplexes Light Industrial Uses
<i>West</i>	RL1 (Residential Lakeshore)	Single Family Dwellings

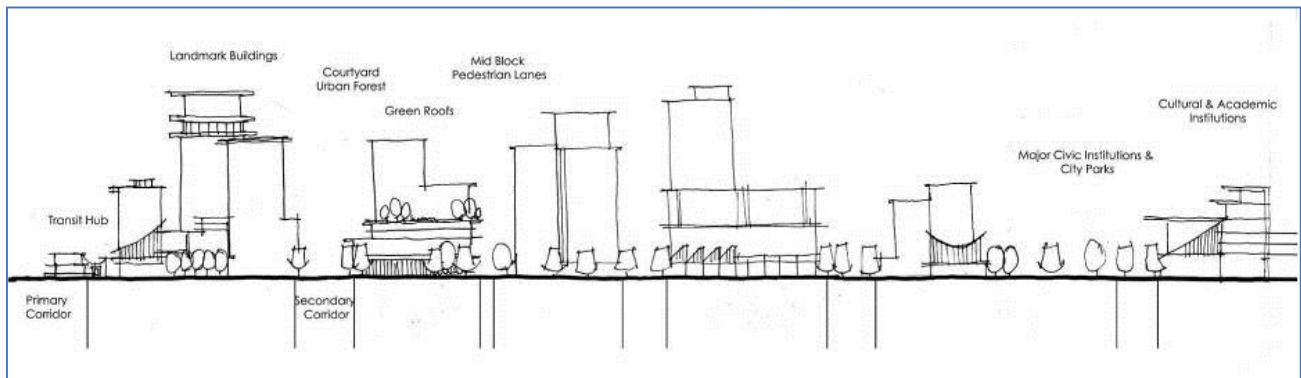
COMMENTS

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 supports 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 as well as zoning bylaw requirements.

DESIGN GUIDELINES

The subject properties are located within the Centennial Park (S1) neighbourhood of the City Centre Design Guidelines as outlined below. For this region of the City Center, the design intent is as follows:

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

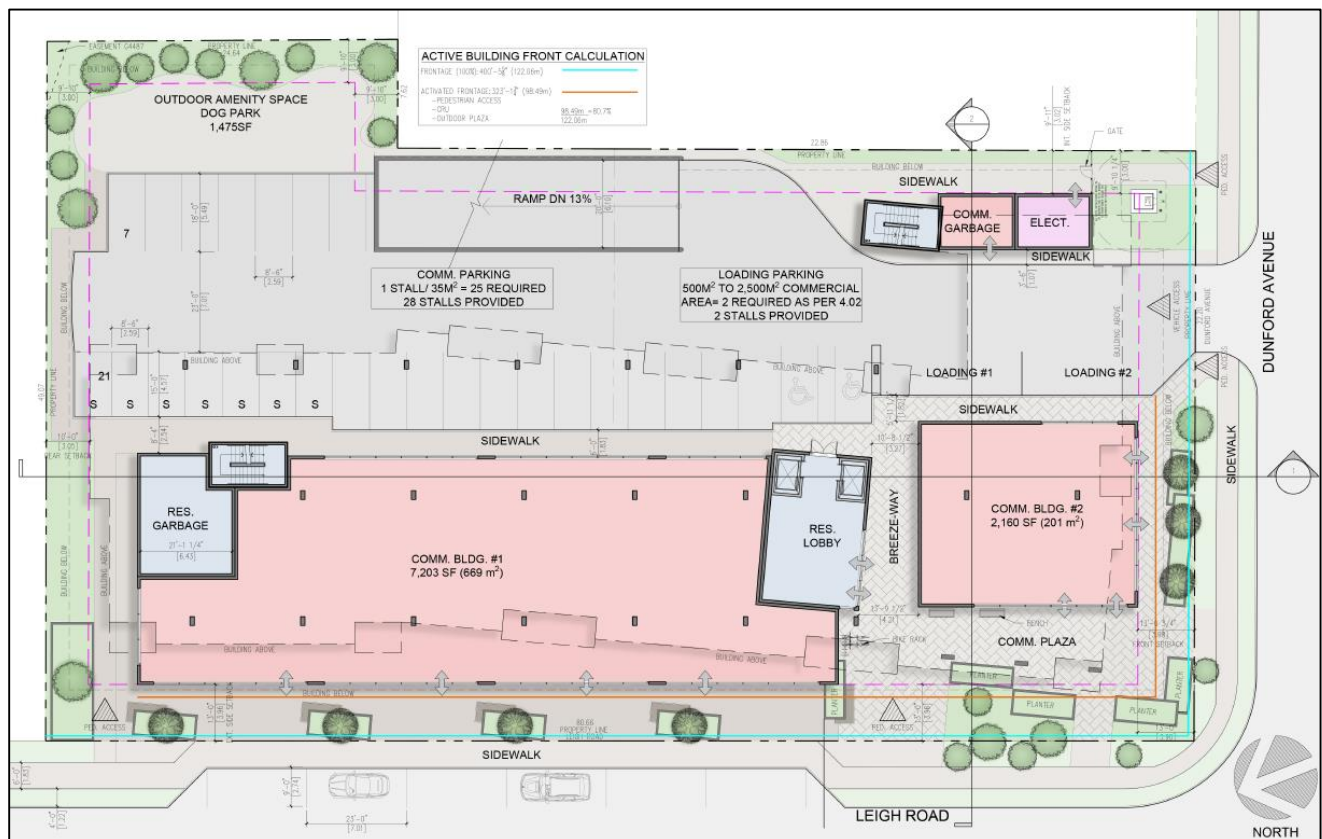
within the Centennial Park neighbourhood shall be placed on a family focus and being able to move through the housing continuum by addressing various housing types.

COMMENTS

DEVELOPMENT PROPOSAL

The applicant has applied to rezone 2869, 2875, 2885 Leigh Road and 1080 Dunford Avenue from R2 (One- and Two-Family Residential) to CC1 (City Centre) to allow for a six-storey mixed use apartment building with approximately 78 residential units and 870 m² of commercial space. These residential and commercial units are supported by one floor of underground parking and surface parking that is hidden behind the building. The building features ground floor commercial space that is separated by a breezeway and will be connected above by the residential units on the 2nd to 6th floors as shown below in Figure 3 and 4.

Figure 3: Site Plan – Ground Floor



The proposal meets the CC1 zoning requirement for a minimum of 80% active building frontage and is exceeding the minimum requirement for 5% common outdoor amenity space by including a shared patio on the 6th floor attached to an indoor amenity space, and a ground floor green space that can be used by residents with pets. This is in addition to a small commercial plaza space at the corner of Leigh and Dunford. The applicant is not requesting any variances to the CC1 zone.

The applicant has provided renderings for their proposal as shown below in Figure 4. As shown, the ground floor parking will not be visible from the street – an objective of the City’s Design Guidelines. Access to the underground and surface parking will be off Dunford Ave, with the driveway running underneath the 2nd floor residential units.

Figure 4: Project Rendering



Presently, the proposal demonstrates a residential unit makeup of 30 one-bedroom units and 48 two-bedroom or two-bedroom with den units. 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 the subject properties are located within the City Centre and no units are intended to be larger than two-bedrooms, a parking rate of 1.25 parking spaces per unit is required, where the 0.25 will be allocated to visitors. With 78 residential units, 98 parking spaces are required, of which 20 spaces will be designated for visitors. The commercial parking rate in the City Centre is 1 space per every 35 m² of commercial gross floor area. As the applicant is proposing 870 m² of commercial gross floor area, 25 commercial parking

spaces are required. Presently, the Zoning Bylaw allows for visitor parking spaces in mixed-use buildings to count towards the commercial parking spaces, provided that a covenant in favour of the City is registered on title. As the applicant intends to utilize this option, a total of 103 parking spaces are required. The proposed plans currently demonstrate 110 parking spaces, which exceeds the bylaw requirements. If the applicant chooses to change their unit make-up at a later date to include 3-bedroom units, a rate of 2.25 parking spaces per unit will apply to units of that size or larger. Parking requirements will be re-confirmed at the time of development permit.

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 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.

Table 3: Proposal Data

	Permitted by R2 (Current Zoning)	Proposed by CC1 (Proposed Zoning)
<i>Density (FAR and/or min. lot size)</i>	400 m ² min. lot size	5.0 FAR
<i>Height</i>	9 m	6 storeys
<i>Site Coverage</i>	50%	n/a
<i>Front Yard Setback</i>	5.5 m	2 m (6.6 ft) for 1 st storey 4 m (13 ft) for 3+ storeys
<i>Interior Side Yard Setback</i>	1.5 m	3.0m (9.8 ft)
<i>Exterior Side Yard Setback</i>	3 m	2 m (6.6 ft) for 1 st storey 4 m (13 ft) for 3+ storeys
<i>Rear Yard Setback</i>	5.5 m	3.0m (9.8 ft)
<i>Parking Requirement</i>	2 spaces per dwelling, plus 1 additional space for a suite	1.25 spaces per residential unit (0.25 of which is for visitors)

FRONTAGE IMPROVEMENTS

Full frontage improvements to Bylaw No. 1000 standards will be required along both Leigh Road and Dunford Avenue. The following specific improvements are anticipated:

Dunford Avenue – A dedicated left turn and dedicated right turn lane to be required at the intersection with Leigh Road. The construction of sidewalk, continuation of the buffered bike lane, boulevard, tree planting, and streetlights.

Leigh Road - Construction of sidewalk, boulevard, tree planting, and streetlights. A frontage drawing must prove out that no land dedication is required for the full build out of four driving lanes on Leigh Road up to Dunford Avenue. The Director of Engineering has asked that this be demonstrated prior to Public Hearing.

The Parks Department has also noted that they wish to retain the large trees located in the City boulevard. As such, the applicant will be required to install tree protection fencing to the satisfaction of the Parks Manager prior to any site works.

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.

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 and commercial spaces 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 78 residential units and 870 m² (9,364.6 ft²) of commercial floor area.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per unit / area contribution	Total
<i>General Amenity Reserve Fund</i>	\$2,850 per residential unit (1st through 4 th storeys)	@48 units = \$136,800
	\$1,425 per residential unit (5 th & 6 th storeys)	@30 units = \$42,750
	10.75 per m ² of commercial gfa	@870 m ² = \$9,352.50
<i>Affordable Housing Reserve Fund</i>	\$750 per residential unit (1st through 4 th storeys)	@48 units = \$36,000
	\$375 per residential unit (5 th and 6 th storeys)	@30 units = \$11,250
TOTAL POLICY CONTRIBUTIONS		\$236,152.50

Table 5 – Development Cost Charges

Development Cost Charge	Per unit / area contribution	Total
<i>Roads</i>	Residential: \$3,092.39 per unit	@ 78 units = \$241,206.42
	Commercial: \$54.12 per m ² of gfa	@870 m ² = \$47,084.40
<i>Park Improvement</i>	Residential: \$1,890 per unit	@ 78 units = \$147,420
	Commercial: N/A	N/A
<i>Park Acquisition</i>	Residential: \$1,100 per unit	@ 78 units = \$85,800
	Commercial: N/A	N/A
<i>Incremental Storage Improvement Fees</i>	Residential: \$331.65 per unit	@ 78 units = \$25,868.70
	Commercial: \$140 per 1000 ft ² of gfa	@9,364.6 ft ² = \$1,311.04
Subtotal (DCCs paid to City of Langford)		\$548,690.56
<i>CRD Water</i>	Residential: \$1,644 per unit	@ 78 units = \$128,232
	Commercial: \$10.74 per m ² of gfa	@870 m ² = \$9,343.80
<i>School Site Acquisition</i>	Residential: \$600 per unit	@ 78 units = \$46,800
	Commercial: N/A	N/A
TOTAL (estimate) DCCs		\$733,066.36

OPTIONS:

Option 1

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

1. Consider proceeding with First Reading of Bylaw No. 2063 to amend the zoning designation of 2869, 2875, 2885 Leigh Road and 1080 Dunford Avenue from 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; and

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

- iii. \$10.75 per m² of commercial gross floor area.

- b. That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Engineering:

- i. A technical memo from an engineer that verifies storm water can be adequately managed on-site for the proposed developments; and
- ii. A frontage drawing to confirm if road dedication is required to complete all required frontage improvements

- c. That the applicant registers, **prior to Bylaw Adoption**, a road dedication plan, if required, to the satisfaction of the Director of Engineering;

- d. That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:

- i. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to the issuance of a building permit:

1. Full frontage improvements;
2. A storm water management plan; and
3. A construction parking management plan.

- ii. That the developer will connect and be responsible for any upgrades required to the services and utilities required for the development;

- iii. That the developer will install tree protection fencing around City boulevard trees to the satisfaction of the Parks Manager, prior to any land alteration;
- iv. That the building be strata titled into individual residential units prior to the issuance of an occupancy permit, to the satisfaction of the Approving Officer;
- v. That the developer consolidate the parcels in accordance with the CC1 zone regulations, prior to the issuance of a development permit;
- vi. 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; and
- vii. 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.

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. 2063

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: Michael Dillabaugh, CPA, CA, Director of Finance

Concurrence: Marie Watmough, Acting Director of Corporate Services

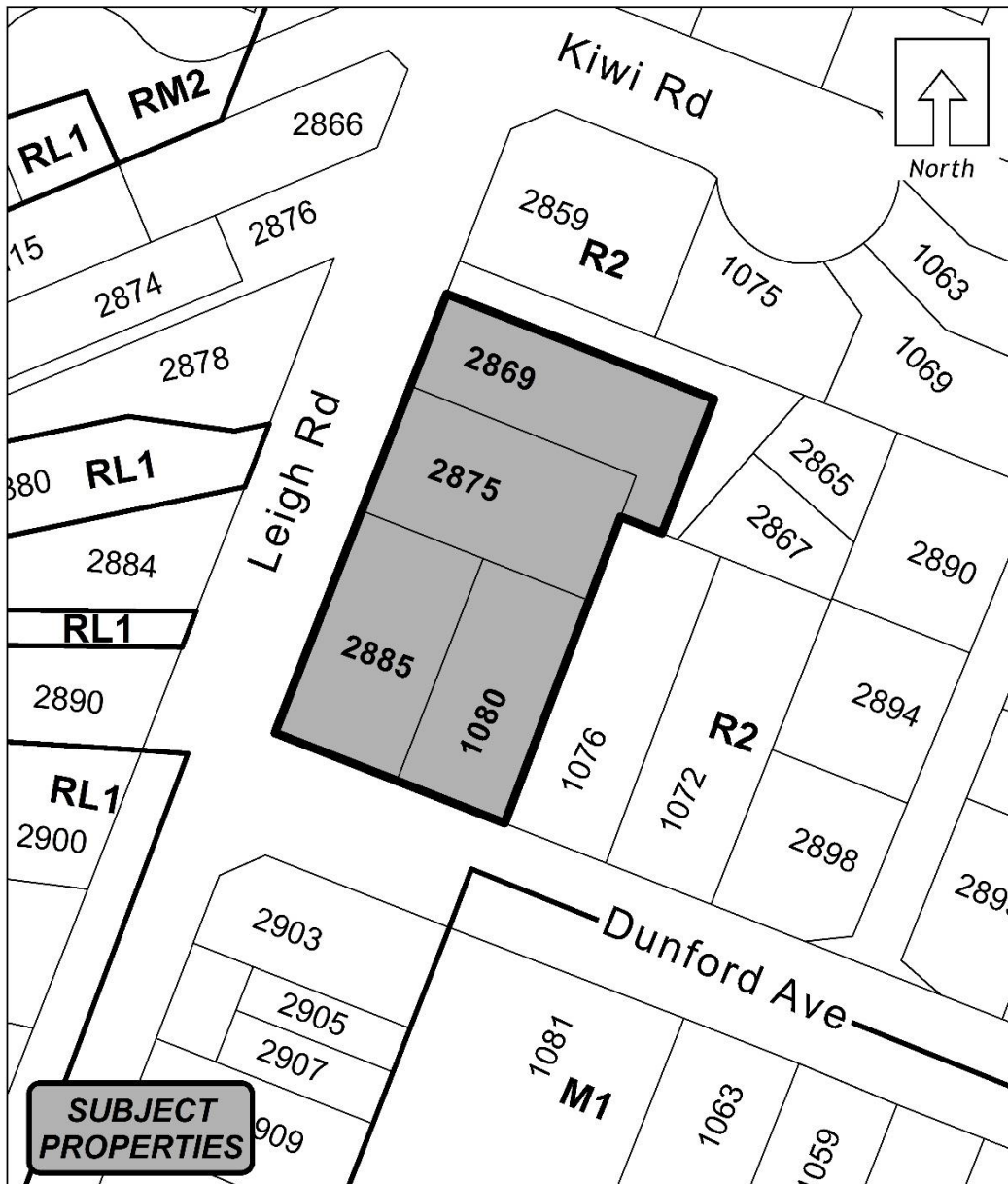
Concurrence: Darren Kiedyk, Chief Administrative Officer

Appendix A – Site Map

REZONING BYLAW AMENDMENT

(Z21-0051)

2869, 2875, 2885 Leigh Rd & 1080 Dunford Ave



Document Name: Z21-0051_Site_Map

Scale: N.T.S.

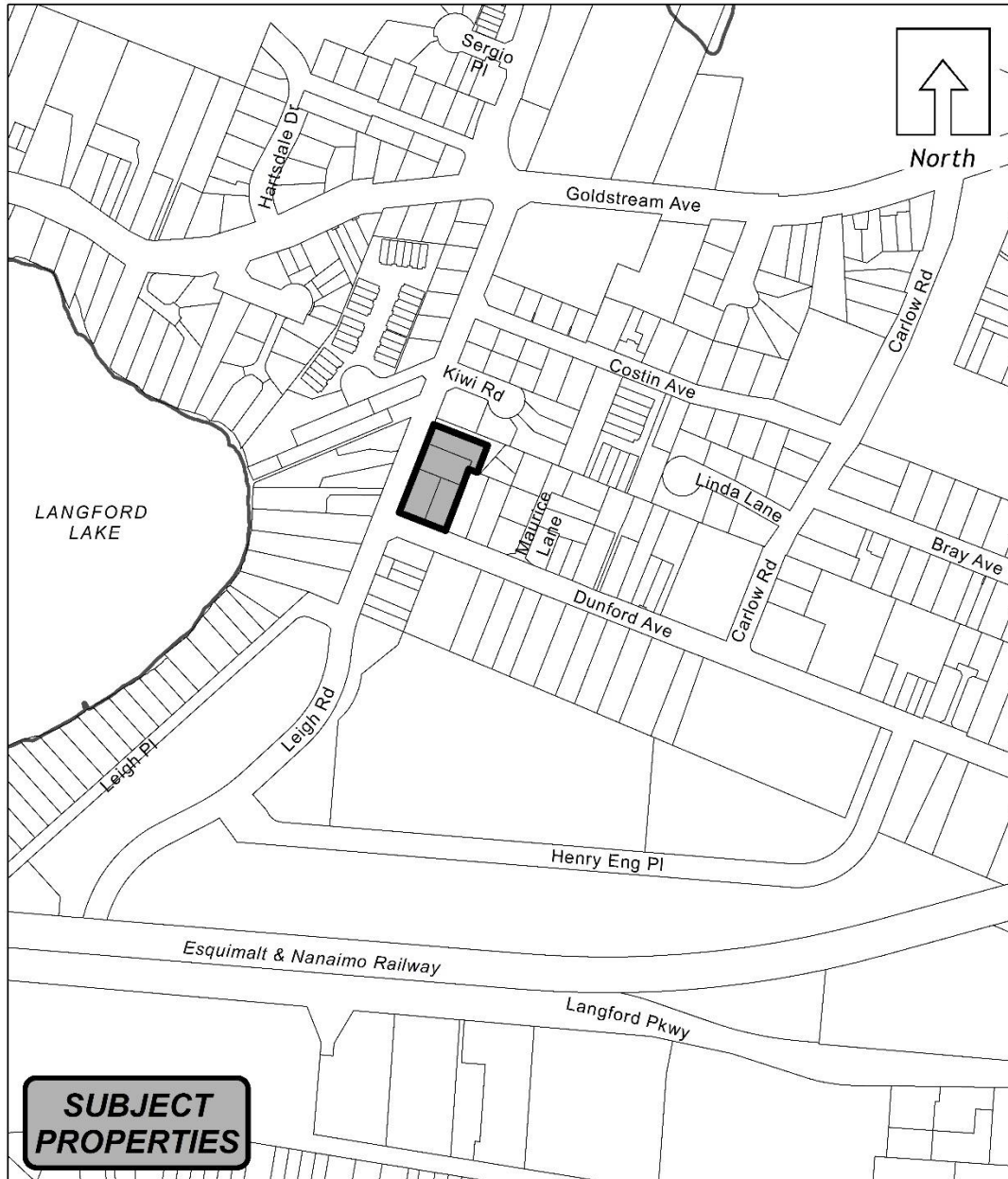
Last Revised: 1/28/2022

Appendix B – Location Map

REZONING BYLAW AMENDMENT

(Z21-0051)

2869, 2875, 2885 Leigh Rd & 1080 Dunford Ave



Document Name: Z21-0051_Location_Map

Scale: N.T.S.

Last Revised: 1/28/2022

Langford
where it all happens.

CITY OF LANGFORD BYLAW NO. 2063

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 the City Centre (CC1) Zone the properties legally described as:

- Lot A, Section 79, Esquimalt District, Plan 30606, PID No. 001-244-655 (2869 Leigh Road);
- Lot 2, Section 79, Esquimalt District, Plan 17880, PID No. 003-834-549 (2875 Leigh Road);
- Lot 3, Section 79, Esquimalt District, Plan 17880, PID No. 003-834-565 (2885 Leigh Road); and
- Lot 4, Section 79, Esquimalt District, Plan 17880, PID No. 003-834-573 (1080 Dunford Avenue);

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	2063	<ul style="list-style-type: none"> · Lot A, Section 79, Esquimalt District, Plan 30606, PID No. 001-244-655 (2869 Leigh Road); · Lot 2, Section 79, Esquimalt District, Plan 17880, PID No. 003-834-549 (2875 Leigh Road); · Lot 3, Section 79, Esquimalt District, Plan 17880, PID No. 003-834-565 (2885 Leigh Road); and · Lot 4, Section 79, Esquimalt District, Plan 17880, PID No. 003-834-573 (1080 Dunford Avenue); 	<ul style="list-style-type: none"> a) \$2,850 per new residential unit created on the 1st to 4th storeys of the building towards the General Amenity Reserve Fund; and b) \$1,425 per new residential unit created on the 5th and 6th storeys of the building towards the General Amenity Reserve Fund; and c) \$10.75 per m² of commercial gross floor area; and d) \$750 per new residential unit created on the 1st to 4th storeys of the building towards the Affordable Housing Reserve Fund; and e) \$375 per new residential unit created on the 5th and 6th storeys of the building towards the Affordable Housing Reserve Fund. 	No

B. This Bylaw may be cited for all purposes as “Langford Zoning Bylaw, Amendment No. 671, (2869, 2875, 2885 Leigh Road and 1080 Dunford Avenue), Bylaw No. 2063, 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.

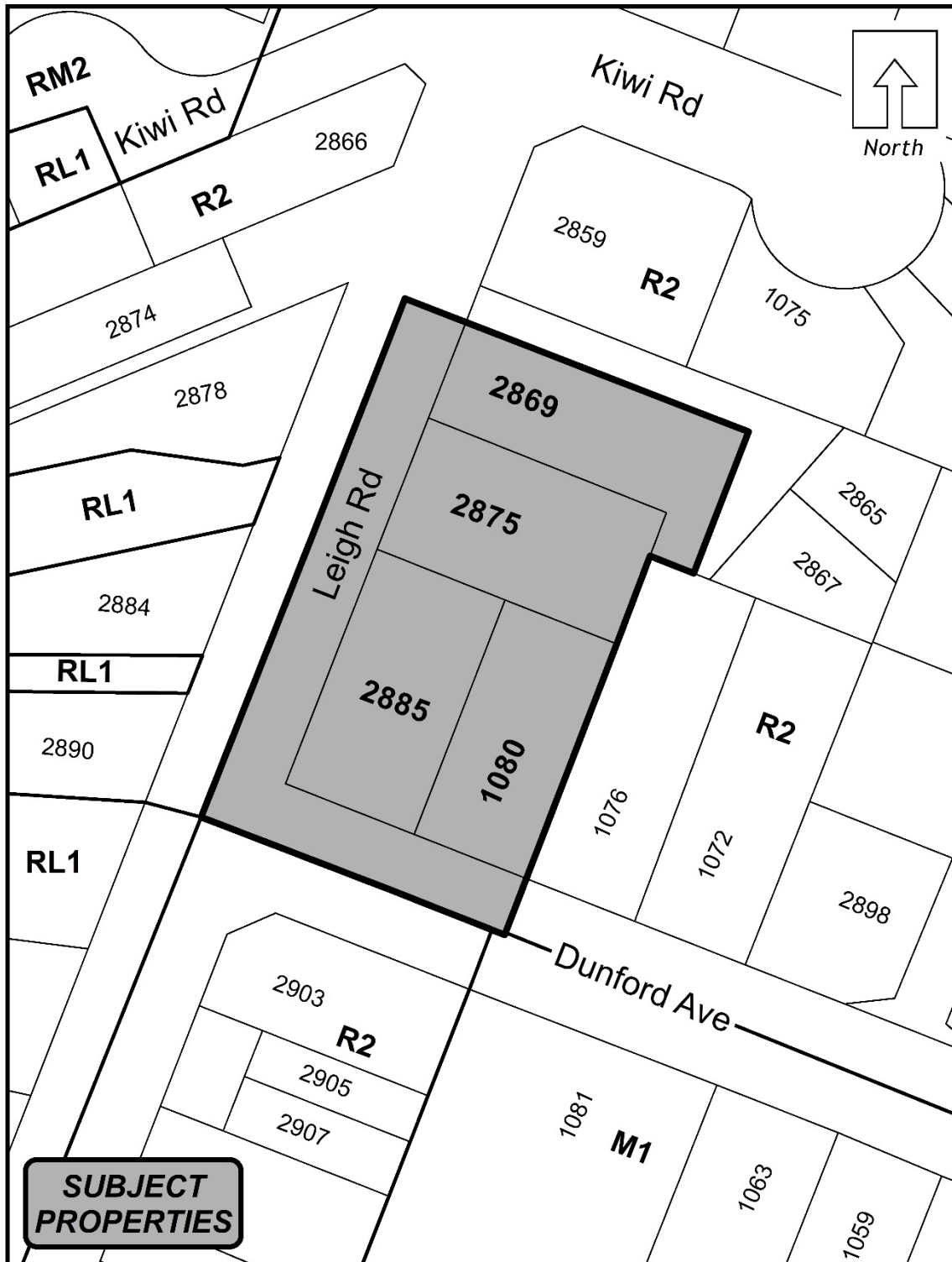
APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this day of , 2022.

ADOPTED this day of , 2022.

PRESIDING COUNCIL MEMBER

CORPORATE OFFICER

Schedule A



Z21-0051 – 2869, 2875, 2885 Leigh Rd
and 1080 Dunford Ave.

Proposal for a Residential Condominium in the CC1, City Centre 1
Zone

Location Plan



Location Plan



Official Community Plan – CC1 6 storeys



City Centre 1 Zone Criteria (summary)

- Apartments, Assisted Living, a range of commercial uses, restaurants and retail, townhouses and education facilities (among others).
- Maximum height 6 storeys
- Ground level access for 1st floor suites
- Maximum Floor Space Ratio is 5:1
- Parking in accordance with Bylaw 300, 1:25 spaces per unit, as well as bicycle parking and EV charger capabilities.

Existing Uses



2869 Leigh Rd



2875 Leigh Rd



1080 Dunford Ave



2885 Leigh Rd

The Proposal

- 78 market condominiums
 - 31 one bedroom
 - 47 two bedrooms
- 110 underground parking spaces – no variances requested
- 81 bicycle parking spaces



Public Green and Gathering Space



Public Green Space includes

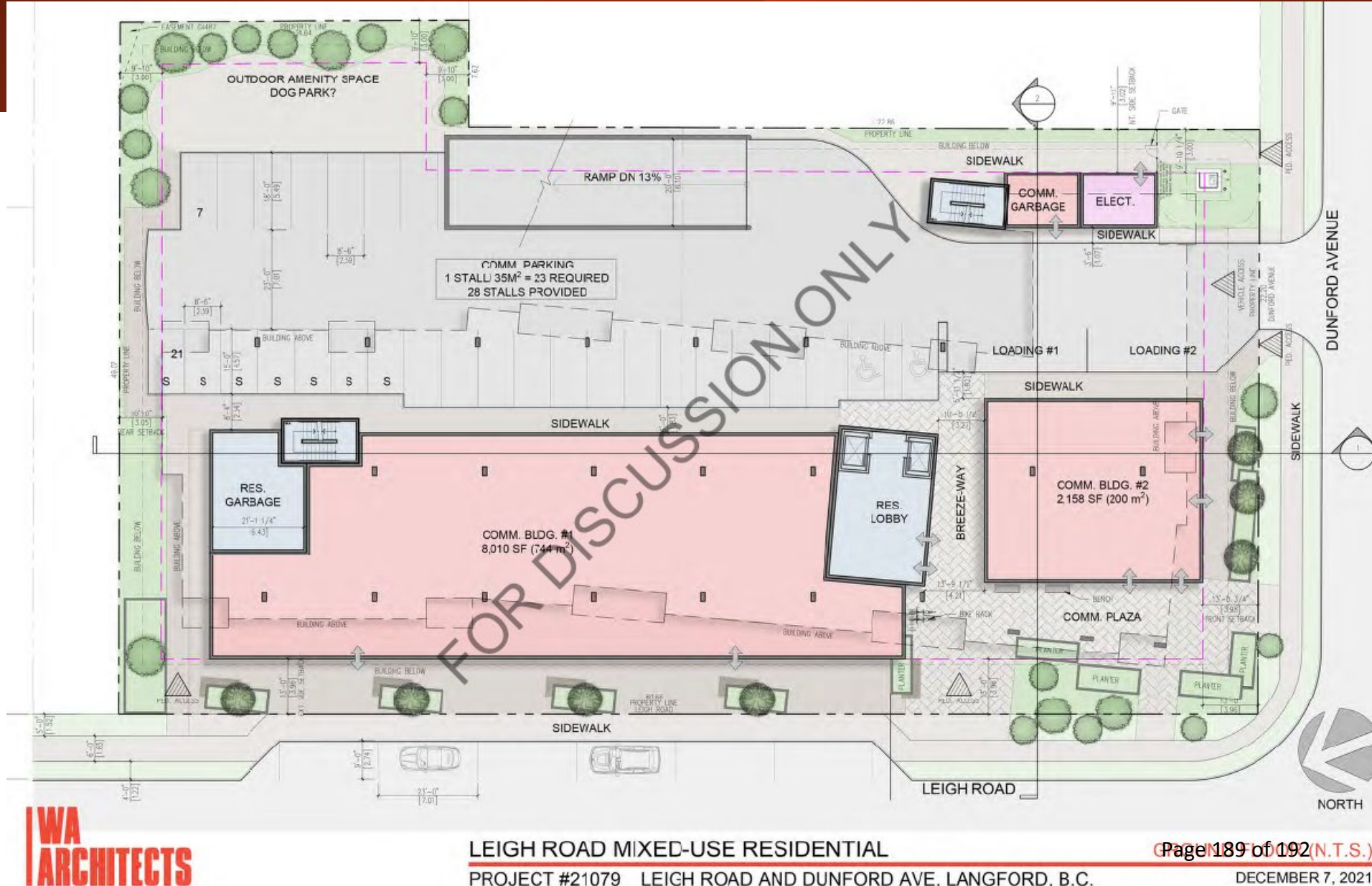
- Seating Areas
- Landscaping
- Bike Racks



The Proposal

Privacy for existing residents will be provided with fencing, landscaping and translucent balcony glass.

The building is set back 18m -25 metres from the east property line at the active rear face.



Amenity Spaces

Private space for residents exceeds the required 5% per bylaw.

Private amenity space at street level and a rooftop gathering space on the second floor.



Neighbourhood Consultation

Notices were sent to the surrounding neighbours on Dunford, Leigh and Kiwi Roads, with contact information should anyone wish to meet to review the project.

Two neighbours responded:

The neighbour in the home to the north-east was primary concerned about privacy and the height of the building. New fencing can be provided and additional landscaping at the property line to enhance the existing greenery on the neighbours property. Translucent balcony glass on the east face of the building will provide additional privacy to neighbours.

As this property is on a gravel base, little if any blasting will be required for construction.

Z21-0051 – 2869, 2875, 2885 Leigh Rd
and 1080 Dunford Ave.

We welcome your questions and comments. Thank you!