



# Planning, Zoning, and Affordable Housing Committee Agenda

Monday, March 14, 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](http://www.langford.ca)

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	Pages
1. TERRITORIAL ACKNOWLEDGEMENT	
2. CALL TO ORDER	
3. APPROVAL OF THE AGENDA	
4. ADOPTION OF THE MINUTES	2
5. REPORTS	
5.1. 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	7
5.2. 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	37
5.3. 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	63
5.4. 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	90
6. ADJOURNMENT	



# Planning, Zoning, and Affordable Housing Committee Minutes

February 28, 2022, 5:30 PM  
Electronic Meeting

PRESENT: Councillor D. Blackwell  
Councillor N. Stewart-Alternate  
A. Creuzot  
D. Horner  
A. Ickovich  
C. Brown-Remote  
K. Sheldrake-Remote

ABSENT: J. Raappana  
T. Stevens

ATTENDING: M. Baldwin, Director of Planning and Subdivision  
M. Mahovich, Director of Engineering and Public  
Works  
T. Cruikshank, Land Development Assistant  
C. Lowe, IT Support Specialist

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

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**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: CREUZOT  
SECONDED: ICKOVICH

THAT the Committee approve the agenda as presented.

**Motion CARRIED.**

**4. ADOPTION OF THE MINUTES**

4.1 Planning, Zoning and Affordable Housing Committee Meeting - February 14, 2022.

MOVED BY: HORNER  
SECONDED: STEWART

That the Committee approve the minutes of the Planning, Zoning and Affordable Housing Committee meeting held on February 14, 2022.

**Motion CARRIED.**

**5. REPORTS**

5.1 Application to Rezone 904 to 914 Dunford Avenue from the One- and Two-Family Residential (R2) Zone to the City Centre Pedestrian (CCP) Zone - Area 2 to Allow for two Mixed-Use Buildings

MOVED BY: ICKOVICH  
SECONDED: CREUZOT

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

1. Proceed with consideration of 1st reading of Bylaw No. 2037 to amend the zoning designation of the properties located at 904, 908, 910, 912, and 914 Dunford Avenue from the One- and Two-Family Residential (R2) zone to the City Centre Pedestrian (CCP) zone subject to the following terms and conditions:

- a. That the applicant provides, as a bonus for increased density, the following contributions per residential unit, prior to issuance of a building permit:
  - i. \$750 towards the Affordable Housing Fund; and
  - ii. \$2,850 towards the General Amenity Reserve Fund.subject to reductions in accordance with the Affordable Housing and Amenity Contribution Policy depending on use and height and subject to refunds for units sold through the Attainable Home Ownership Program.
- b. That the applicant provides, **as a bonus for increased density**, the following contributions per square metre of commercial space, prior to issuance of a building permit:
  - i. \$10.75 towards the General Amenity Reserve Fund.
- c. That the applicant provides, **prior to Public Hearing**, the following to the satisfaction of the Director of Engineering:
  - i. A technical memo from a qualified engineer that verifies stormwater can be adequately managed on-site for the proposed developments;
  - ii. A Traffic Impact Assessment from a qualified engineer be provided regarding the proposed development.
- d. That the applicant provides, **prior to Bylaw Adoption**, a Section 219 covenant, registered in priority of all other charges on title, that agrees to the following:
  - i. That all five properties and closed road (if approved) be consolidated together prior to issuance of a Development Permit for Form and Character;
  - ii. That a separate covenant be registered prior to issuance of a building permit for the proposed residential building(s) that ensures parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;

- iii. That no occupancy permit be issued for the proposed building until a strata plan for the building has been registered, to the satisfaction of the Approving Officer;
- iv. That as much of the parkade rooftop as possible is designed and constructed as outdoor amenity space for the residents of the development;
- v. That 100% of residential parking spaces, excluding visitor parking spaces, shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space, and that
  - 1. Energized outlets shall be labelled for the use of electric vehicle charging;
  - 2. Where an electric vehicle energy management system is implemented (load sharing), a qualified professional may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging; and
  - 3. The owner/tenant is required to keep the Electric Vehicle Servicing Equipment (EVSE) in operation and the Strata Council/landlord may not prevent an owner, occupant, or tenant from installing the EV charging equipment
- vi. That a separate covenant containing a Housing Agreement be registered and authorized by a Housing Agreement Bylaw prior to issuance of a building permit, and agreeing that approximately 10% of the multi-family units will be sold through the City's Attainable Home Ownership Program in accordance with the terms specified in Policy No. POL-0166-PLAN;
- vii. That the following are implemented to Bylaw 1000 standards to the satisfaction of the Director of Engineering prior to issuance of a building permit:
  - 1. Frontage improvements;
  - 2. A storm water management plan; and
  - 3. A construction parking management plan

**Motion CARRIED.**

5.2 Addendum Report - Application to rezone 2772 Vantilburg Crescent from One- and Two-Family Residential (R2) Zone to City Centre 2 (CC2) Zone to allow for the development of 20 townhomes.

MOVED BY: ICKOVICH  
SECONDED: CREUZOT

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

- 1. Proceed with consideration of Bylaw No. 2012 to amend the zoning designation of the property at 2772 Vantilburg Crescent from the One- and Two-Family Residential (R2) to City Centre 2 (CC2) subject to the following conditions:
  - a. That the applicant provides, as a bonus for increased density, the following contributions per unit, **prior to issuance of building permit**:
    - i. \$3,800 towards the General Amenity Fund; and
    - ii. \$1,000 towards the Affordable Housing Fund.



- b. That **prior to Public Hearing**, the applicant provides a technical memo from an engineer that verifies stormwater can be adequately managed on-site for the proposed developments, to the satisfaction of the Director of 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:
  - i. That there shall be no disturbance of the site until the applicant provides a bird nest survey and a tree retention plan prepared by a Registered Professional Biologist, to the satisfaction of the Director of Planning and Subdivision.
  - ii. 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:
    - i. Full frontage improvements;
    - ii. A storm water management plan; and
    - iii. A Construction Parking and Traffic Management Plan.

For (6): BLACKWELL, STEWART, CREUZOT, HORNER, ICKOVICH, and SHELDRAKE

Against (1): BROWN

**Motion CARRIED. (6 to 1)**

- 5.3 Application to Rezone 350 Lone Oak Place from One- and Two-Family Residential (R2) zone to Medium-Density Apartment A (RM7A) to allow an apartment building containing approximately 75 units.

MOVED BY: CREUZOT

SECONDED: HORNER

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

- 1. Take no action at this time with respect to Bylaw No. 2035, until such time as a traffic impact study and revised site plan are submitted.

**Motion CARRIED.**

**6. ADJOURNMENT**

MOVED BY: CREUZOT

SECONDED: HORNER

The Chair adjourned the meeting at 9:18 pm.

**Motion CARRIED.**

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Presiding Council Member

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Certified Correct - Corporate Officer



# Staff Report to the Planning, Zoning and Affordable Housing Committee

**DATE:** Monday, March 14, 2022

**DEPARTMENT:** Planning

**APPLICATION NO.:** Z21-0023

**SUBJECT:** 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

## **PURPOSE**

Chad Bryden has applied on behalf of Darlene & David Smith, Limona Construction Ltd, Thomas Gruber, and Carol & Andrew Mack to rezone 829, 831, 835 and 839 Hockley Avenue from R2 (One- and Two-Family Residential) and RM3 (Apartment) to CC1 (City Centre) to allow two 6-storey apartment buildings.

## **BACKGROUND**

### **PREVIOUS APPLICATIONS**

831 Hockley – This property was rezoned in 2000 to RM3 (Apartment) to allow for detached townhomes. While the rezoning was approved and a development permit was issued, the developer never proceeded with the construction of the approved townhomes. In 2019, the site was cleared and leveled and has been used as a temporary gravel parking lot.

There have been no other previous applications made on 829, 835, or 839 Hockley Avenue.

**Table 1: Site Data**

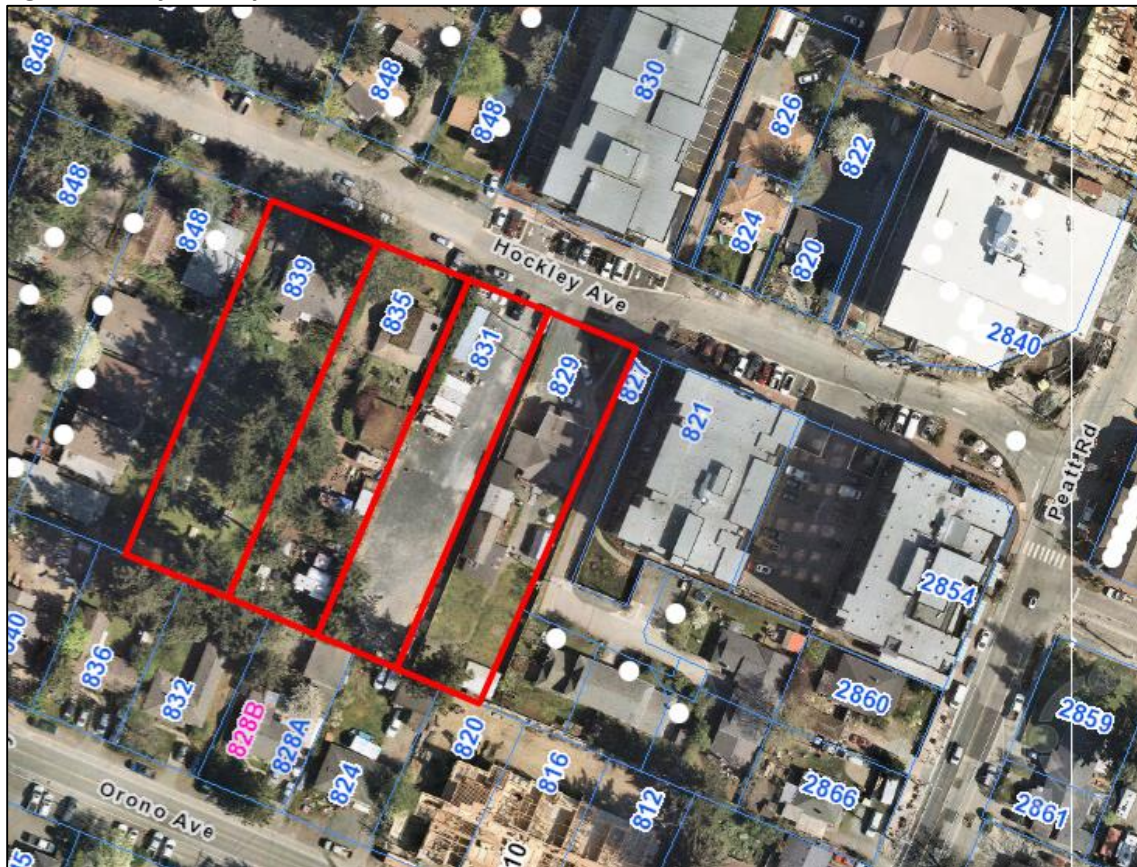
<i>Applicant</i>	Chad Bryden
<i>Owners</i>	Darlene & David Smith (829 Hockley) Limona Construction Ltd (831 Hockley) Thomas Gruber (835 Hockley) Carol & Andrew Mack (839 Hockley)
<i>Civic Address</i>	829, 831, 835, and 839 Hockley Avenue
<i>Legal Description</i>	LOT 19, SECTION 5, ESQUIMALT DISTRICT, PLAN 1776 LOT 20, SECTION 5, ESQUIMALT DISTRICT, PLAN 1776 LOT 21, SECTION 5, ESQUIMALT DISTRICT, PLAN 1776

	LOT 6, SECTION 5, ESQUIMALT DISTRICT, PLAN 17987
<i>Size of Property</i>	6,843.2 m <sup>2</sup> (combined total)
<i>DP Areas</i>	City Centre Development Permit Area
<i>Zoning Designation</i>	829, 835, and 839 Hockley - R2 (One- and Two Family Residential) 831 Hockley – RM3 (Apartment)
<i>OCP Designation</i>	City Centre

#### SITE AND SURROUNDING AREA

The subject properties are located within Langford's City Centre, on Hockley Avenue, off the west side of Peatt Road. The surrounding area has seen considerable development over the past five years, with multiple apartments and mixed-use buildings being constructed to the north, east, and south. To the west lies the Woodland Mobile Home Park. All four lots are flat and predominately unvegetated except for 839 Hockley which contains some large mature trees. 829, 835, and 839 Hockley each contain a single family dwelling and some accessory buildings, while 831 Hockley was cleared and leveled in 2019 and has been used as a temporary gravel parking lot.

**Figure 1: Subject Properties**



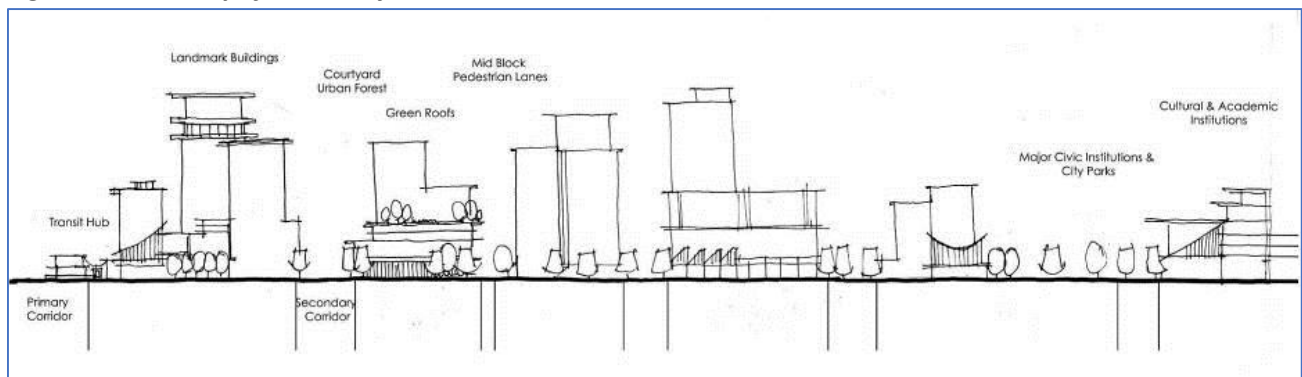
**Table 2: Surrounding Land Uses**

	<b>Zoning</b>	<b>Use</b>
<i>North</i>	RH1 (Mobile Home Park) MU1A (Mixed Use Residential Commercial A)	Mobile Home Park Apartments
<i>East</i>	R2 (One- and Two-Family Residential) MU2 (Mixed Use Residential Commercial 2)	Single Family Dwellings Apartments Mixed Use Buildings
<i>South</i>	R2 (One- and Two-Family Residential) CC1 (City Centre) MU2 (Mixed Use Residential Commercial 2)	Single Family Dwellings Apartments
<i>West</i>	RH1 (Mobile Home Park)	Mobile Home Park

**COMMENTS****OFFICIAL COMMUNITY PLAN**

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

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

**Figure 2 - A Concept for the City Centre**

#### DEVELOPMENT PERMIT AREAS

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

#### DESIGN GUIDELINES

The subject properties are located within the City Hall (S2) neighbourhood of the City Centre Design Guidelines as outlined below. For this region of the City Center, 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.*



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 now forming part of the City Centre design guidelines.

#### COMMENTS

##### DEVELOPMENT PROPOSAL

The applicant has applied to rezone 829, 831, 835 and 839 Hockley Avenue from R2 (One- and Two-Family Residential) and RM3 (Apartment) to CC1 (City Centre) to allow two 6-storey apartment buildings. The first building, sitting on 829 and 831 Hockley, is intended to have a total of 92 units, and the second building sitting on 835 and 839 Hockley is intended to have 103 units as the lot sizes are slightly larger than that of 829 and 831 Hockley. This would create a total of 195 units across the two apartment buildings. The proposal includes a mix of 1-bedroom, 1-bedroom plus den, and 2-bedroom units. All proposed ground-floor units that face Hockley have individually accessed entrances from the street, allowing the proposal to exceed the CC1 zoning requirement to have a minimum of 80% active building frontage. The proposal also includes common outdoor amenity space for use of the residents that exceeds



5% of the total lot area, which is another requirement of the CC1 zone. The applicant has not requested any variances to the CC1 zone at this time.

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.

The applicant has provided a concept rendering of the two buildings which can be seen below in Figure 3.

**Figure 3: Concept Rendering**



As shown above, each building will have their own driveway access, separated by a landscaping buffer. Each building will have one floor of underground parking as well as surface parking that is screened behind the buildings. 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 195 units across the two buildings, 244 parking spaces are required, of which 49 spaces will be designated for visitors. Presently, the applicant is demonstrating that they can provide 249 spaces, which exceeds the minimum requirement by 5 spaces. 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.

The applicant is also required to provide at least 1 secure bike parking space per unit, which they have demonstrated.

**Table 3: Proposal Data**

	<b>Permitted by R2 (Current Zoning)</b>	<b>Permitted by CC1 (Proposed Zoning)</b>
<i>Density (FAR and/or min. lot size)</i>	400 m <sup>2</sup> 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 <sup>st</sup> 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 <sup>st</sup> 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)

#### PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The subject properties are located within downtown Langford and therefore within close walking distance to many shops and services. The site is also situated close to many bus stops that provide frequent service to downtown Victoria, Sooke, and other neighbourhoods throughout Langford and the West Shore. The site is also very near to the E&N Trail which provides a safe cycling and walking route from Langford through View Royal and Esquimalt, terminating in downtown Victoria. All vehicle access to the site will come from Peatt Road, as Hockley Avenue is a dead-end street that terminates at the mobile home park.

#### TRAFFIC

The Director of Engineering has noted that no Traffic Impact Assessment is required for this application. That being said, they have noted that no occupancy permit for the buildings shall be issued for this project until the roundabout at Hockley and Peatt is completed and fully operational. This is anticipated to occur in 2024.



**FRONTAGE IMPROVEMENTS**

Full frontage improvements to Bylaw No. 1000 standards will be required along Hockley Avenue in front of the subject properties. The Director of Engineering has noted that this will include sidewalks, boulevards, and on-street parking.

**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 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 195 units.

***Table 4 – Amenity Contributions per Council Policy***

<b>Amenity Item</b>	<b>Per unit contribution</b>	<b>Total (195 units)</b>
<i>General Amenity Reserve Fund</i>	\$2,850 per unit (1st through 4 <sup>th</sup> storeys)	@ 123 units = \$350,550
	\$1,425 (5 <sup>th</sup> and 6 <sup>th</sup> storeys)	@ 72 units = \$102,600
<i>Affordable Housing Reserve Fund</i>	\$750 per unit (1st through 4 <sup>th</sup> storeys)	@ 123 units = \$92,250
	\$375 per unit (5 <sup>th</sup> and 6 <sup>th</sup> storeys)	@ 72 units = \$27,000
<b>TOTAL POLICY CONTRIBUTIONS</b>		<b>\$572,400</b>

**Table 5 – Development Cost Charges**

<b>Development Cost Charge</b>	<b>Per unit contribution</b>	<b>Total (195 units)</b>
<i>Roads</i>	\$3,092.39 per unit	\$603,016.05
<i>Park Improvement</i>	\$1,890 per unit	\$368,550
<i>Park Acquisition</i>	\$1,100 per unit	\$214,500
<i>Incremental Storage Improvement Fees</i>	\$331.65 per unit	\$64,671.75
<b>Subtotal (DCCs paid to City of Langford)</b>		<b>\$1,250,737.80</b>
<i>CRD Water</i>	\$1,644 per unit	\$320,580
<i>School Site Acquisition</i>	\$600 per unit	\$117,000
<b>TOTAL (estimate) DCCs</b>		<b>\$1,688,317.80</b>

**OPTIONS:****Option 1**

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; 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.

**OR Option 2**

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

1. Reject this application to rezone 829, 831, 835, and 839 Hockley Avenue.

**SUBMITTED BY: Julia Buckingham, Planner II**

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

**Concurrence:** Donna Petrie, Manager of Business Development and Events

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

**Concurrence:** Michelle 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 – Site Map

**REZONING BYLAW AMENDMENT  
( Z21-0023 )  
829, 831, 835 & 839 Hockley Ave**

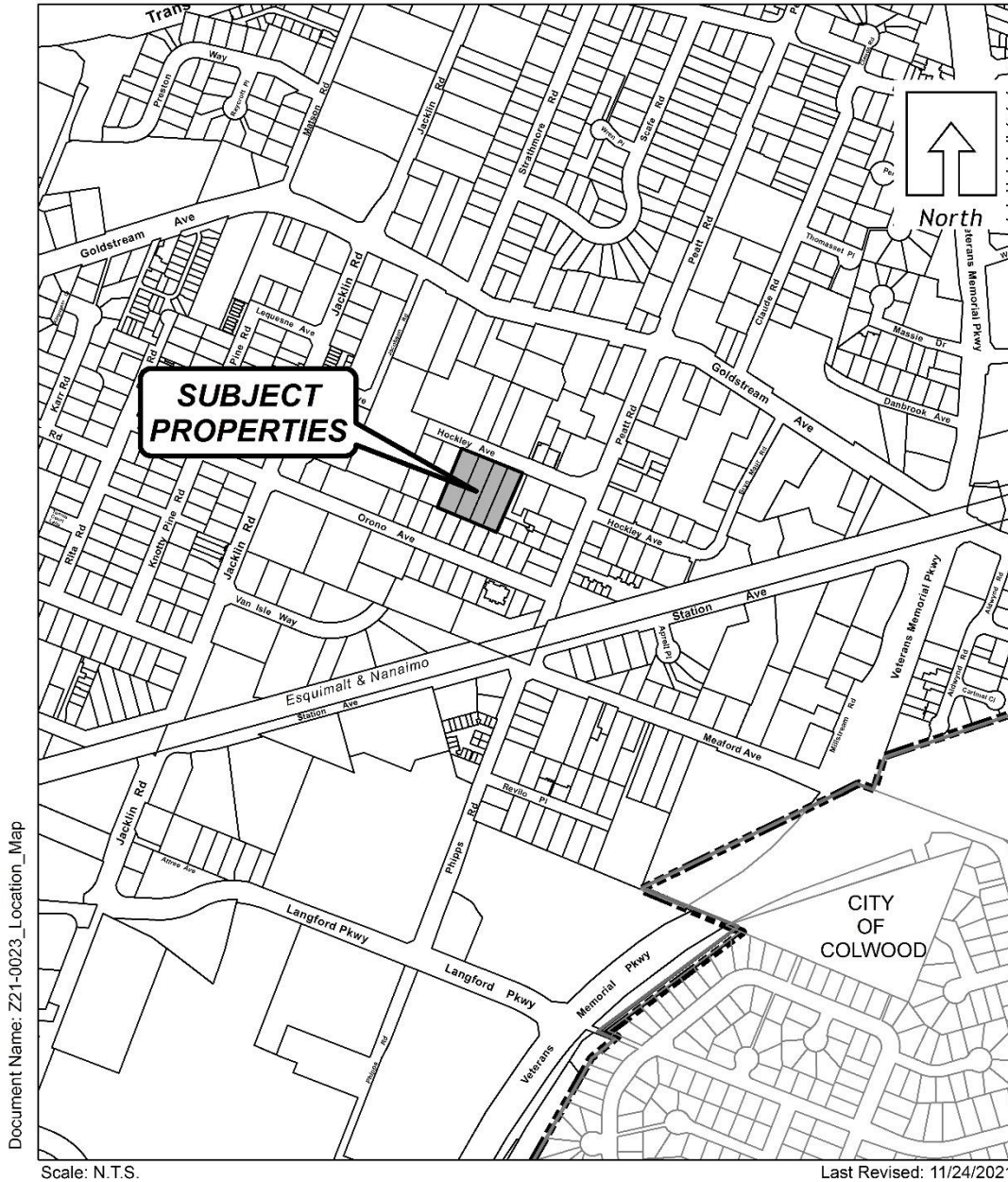


Appendix B – Location Map

**REZONING BYLAW AMENDMENT**

**( Z21-0023 )**

**829, 831, 835 & 839 Hockley Ave**





# DoLa Homes

829/831 HOCKLEY AVE.  
835/839 HOCKLEY AVE.

REZONING PROPOSAL TO CITY CENTRE 1 ZONE WITHIN DOWNTOWN LANGFORD

# DoLa One & Two

- ▶ Dola One - 829/831 Hockley Avenue, Dola Two – 835/839 Hockley Avenue.
- ▶ To rezone 829/835/839 from R2 to CC1. To rezone 831 from RM3 to CC1.
- ▶ No parking or variances are required for our proposal.
- ▶ Meets the OCP for Downtown Langford.
- ▶ Development Permit will be required before a Building Permit is issued. This DP will allow City Staff to review and comment on the project.
- ▶ Dola One is proposed with 93 units and a 1.25 parking ratio which meets the zoning bylaw. Dola Two is proposed with 102 units and a 1.25 parking ratio which also meets the zoning bylaw.



# DoLa One & Two

- ▶ These are proposed 6 story wood frame buildings with a combination of underground and surface parking.
- ▶ The location has a walkscore of 80, bike score of 93 and has great access to transit.
- ▶ The location is nearby the Greater Victoria Public Library, Restaurants, Coffee Shops, City Hall, Churches, Gyms and more.
- ▶ Due to the location of the building, it is possible to live here without owning a vehicle.
- ▶ Creating attainable housing within the downtown core of Langford.
- ▶ Adding to the vibrant urban nature of the surrounding neighbourhood.

# Dola One & Two



Amenity spaces will be provided in both buildings on the main floor, these areas could be used as meeting rooms, a gym or office space. The current plan is to use them as gym space.



Secure bicycle storage will be provided.



All secured underground parking spaces will be capable of supporting EV chargers and the Electrical Room will be sized and powered accordingly.

# DoLa One & Two

- ▶ 829/835 Hockley have older single family dwellings on the properties, these units are in need of replacement. 831 Hockley is a vacant lot. 839 has a 1950's home on it that was moved there many years ago from Victoria, it is well cared for but nearing the end of its lifetime.
- ▶ A new roundabout is scheduled for construction at the corner of Peatt Road and Hockley Avenue, this will be complete before these buildings.
- ▶ Traffic has been considered within the Langford Transportation plan.
- ▶ Sewer, water, gas and hydro are within the road fronting the property. Any upgrades required will be at the developer's cost.

# Current Photo – 829 Hockley





# Current Photo – 831 Hockley



# Current Photo – 835 Hockley





# Current Photo - 839 Hockley







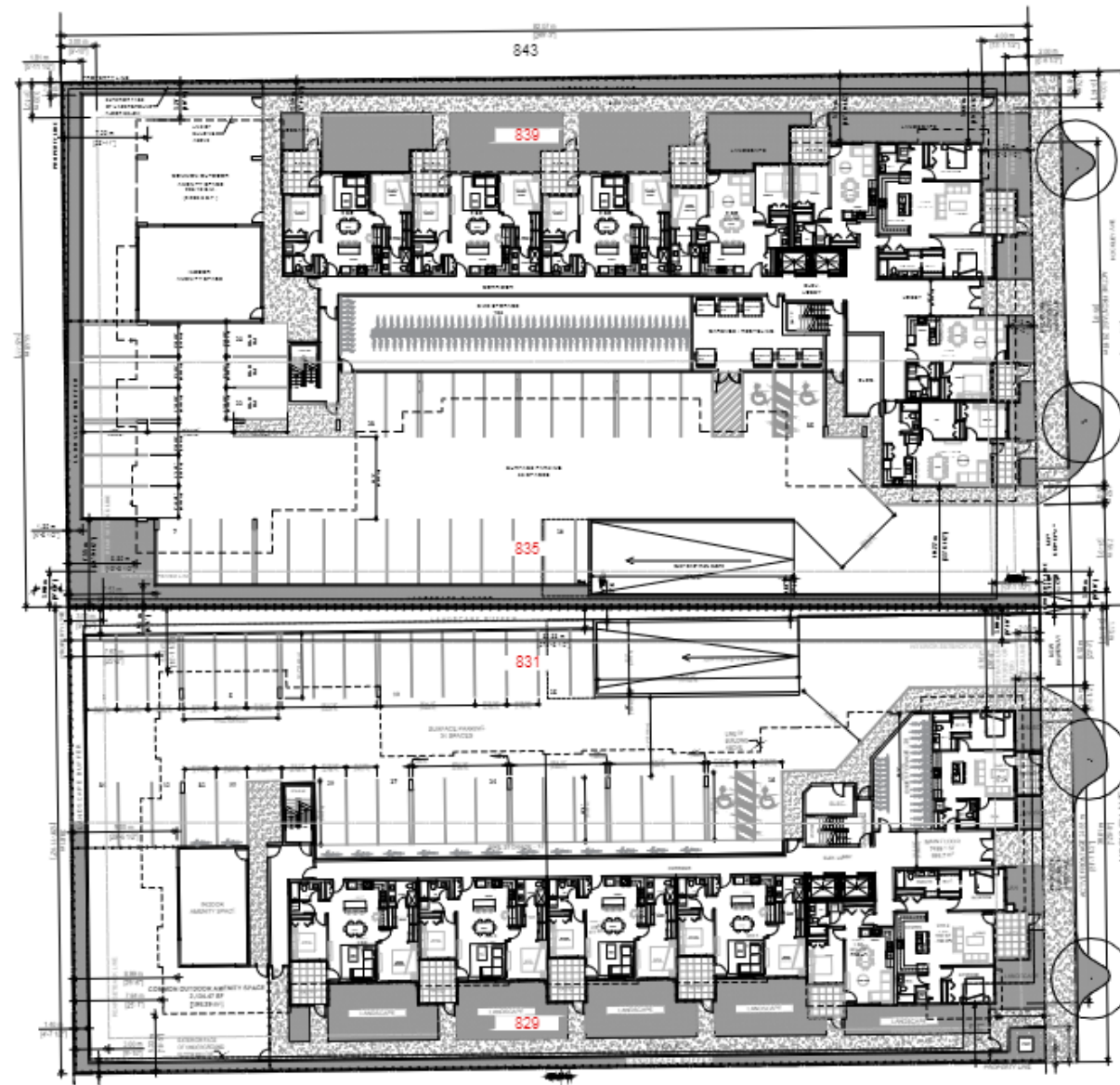


1 LOCATION PLAN  
ASK-02 2012-1012

alan **lowe** architect inc.  
112 - 21 BAY BL.  
VICTORIA, BRITISH COLUMBIA  
V 280 280 2333

REZONING APPLICATION  
92 & 103 UNIT RESIDENTIAL BUILDINGS  
829-831 & 835-839 HOCKLEY AVENUE, LANGFORD, BC

**ASK-02**  
DATE: MARCH 2022  
SCALE: N.T.S.



1 PROPOSED SITE PLAN  
SCALE: N.T.S.

alan **lowe** architect inc.  
110 - 21 Bldg. B,  
Vancouver, British Columbia V6C 2B6  
+1 280 280 2335

REZONING APPLICATION  
92 & 103 UNIT RESIDENTIAL BUILDINGS  
829-831 & 835-839 HOCKLEY AVENUE, LANGFORD, BC

**ASK-03**  
DATE: MARCH 2022  
SCALE: N.T.S.

# Dola One & Two

- ▶ Home's on Hockley Avenue were provided an invitation to a open house and a website address where the proposed project details are located. There is also an ability to ask questions or sign up for further details on this website. To date we have had no questions on the website and have had one person sign up for updates on the project.
- ▶ The invitation also provided the contact information for the developer. To date we have not been contacted.
- ▶ A copy of the invitation is on the next slide.



QUALITY CONSTRUCTION. TRUSTED SERVICE.

## 829/831 & 835/839 Hockley Virtual Open House

Verity Construction is planning a new project in your neighbourhood. Please come and visit us at [www.dolacondos.ca](http://www.dolacondos.ca) to view the proposed project and register for our Virtual Open House. The Open House will be held on March 8<sup>th</sup> at 5pm and will be on Microsoft Teams.

Our contact info is 250.474.0139 or [admin@verityconstruction.ca](mailto:admin@verityconstruction.ca)

We hope to see you there.

# Dola Homes

- ▶ 829/831 Hockley will be built first, proposed to be started in the fall of 2022.
- ▶ 835/839 Hockley will be built second, and is currently proposed to start after the framing of DoLa one (829/831) is complete.
- ▶ Thank you for your time. We would be happy to address any comments.

## Trina Cruikshank

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**From:** Trina Cruikshank  
**Sent:** March 7, 2022 9:39 AM  
**To:** Trina Cruikshank  
**Subject:** FW: File No: Z21-0023 location 829,831,835 and 839 Hockley ave Langford BC

---

**From:** jeremiah mathis [REDACTED]  
**Sent:** Friday, March 4, 2022 2:30 PM  
**To:** Langford Planning General Mailbox <[planning@langford.ca](mailto:planning@langford.ca)>  
**Subject:** File No: Z21-0023 location 829,831,835 and 839 Hockley ave Langford BC

My name is Jeremiah. I currently live [REDACTED] on Hockley ave. I received a notice in the mail today in regards to future development. I see that there is a meeting in regards to re-zoning on my street.

I really think that you as the city of Langford, need to take the construction of these new buildings into careful consideration. The neighbouring trailer park is a home to many animals like spotted owls, ravens and eagles amongst others.

I know that there is a big demand for housing here in Langford and the greater Victoria area in general, However there is also a need to have the means to support it. I am making reference to things like water, traffic, parking and hospitals. I believe that we need to reconsider the way we build buildings and make them more green and friendly. Things like mandatory rainwater cisterns for flushing toilets, wheelchair and mobility friendly suites, that can be reached by something other than the elevator when the power goes out...

Then there are the children and the dogs, they need a green space or at least a playground and bathrooms in the downtown core.

I expect a response to my e-mail before future development starts. With hopes to have detail on the consumption of water and if the current system can maintain the expansion and meet the demand during the drought times in the dry summer months.

Thank you for your consideration as well as your time!  
Jeremiah Mathis

## Trina Cruikshank

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**From:** Ralph Stoerzer [REDACTED]  
**Sent:** March 7, 2022 8:15 PM  
**To:** Langford Planning General Mailbox  
**Subject:** dola condos traffic parking

Sir/Madam! We are directly west of the proposed project. Over the last several years we have experienced the frustration of increased traffic and parking problems on Hockley itself and even on our own private property. This proposed project will bring increased traffic to the area that is already over loaded. We see no reason why any traffic not destined for Woodland Park continue past the project . Traffic continues to use Woodlands Park driveways to turn around. This is a service that we do not wish to provide to the city. There have also been incidents of threats, theft, trespass, and road rage on our property despite many private property signs. We feel it would be best if all the traffic destined for this project stay in the projects foot print and not continue past the western boundary of the site as there is no turn around on the public street. Per Woodlands Park, Ralph Stoerzer.



## Trina Cruikshank

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**From:** Stacey O'Sullivan [REDACTED]  
**Sent:** March 7, 2022 7:07 PM  
**To:** Langford Planning General Mailbox  
**Subject:** Application to rezone 829-839 Hockley Avenue

Hi there,

I would like to submit some questions and concerns regarding the application to rezone 829, 831, 835, and 839 Hockley Avenue from R2 and RM3 to CC1 zone, ahead of the meeting on March 14.

Myself and my partner Patrick live in unit 206 of 821 Hockley Avenue, which faces and overlooks the properties looking to be rezoned.

If two 6-storey buildings were to be built, our questions are:

1. What will the hours of construction be? What will be done to mitigate construction noise and dust so as to minimize impacts on neighbours?
2. Will street parking be maintained? Hockley Avenue is a small street that is rapidly densifying, and adequate customer and visitor parking needs to be maintained.
3. What will be done to minimize traffic disruption during construction? With other buildings on the street, when large vehicles or cranes were needed they often parked in the street which is quite narrow, and it created both inconvenient and dangerous traffic conditions due to blind spots created by the large vehicles and insufficient traffic control.
4. The street currently does not have adequate commercial zone parking, again creating dangerous traffic conditions when commercial vehicles park in the street, and traffic must flow around them in a narrow street and without traffic control. Will the issue of insufficient commercial zone parking be addressed with this new development?
5. How close will the new buildings be to existing buildings, and how will the new buildings be configured? What steps will be taken to mitigate negative impacts on privacy to tenants in existing buildings and the proposed buildings? I.e. will the buildings be very close together with balconies directly facing into neighbouring units? This will create uncomfortable conditions when simply having blinds open or trying to enjoy outdoor space.
6. Related to the above question, is concerns with access to direct sunlight and views of the sky and trees for tenants facing the proposed development. Densification within city centres is good, but there can be too much of a good thing. The existing apartment buildings all have sufficient space between them to allow for all units to get direct light (i.e. are not shaded by neighbouring buildings) and have relatively unimpeded views of the sky.
7. There is a line of very tall and mature trees near 848 Hockley. Will this line of mature trees be maintained? If trees are cut down, what will be done to ensure no net loss of tree canopy in the area, in order to mitigate heat island effects, absorb CO2, keep the neighbourhood aesthetically appealing, and provide tenants with some views of natural and green space, which is hard to come by in urban areas.

Thank you,  
Stacey O'Sullivan and Patrick Jolliffe  
206-821 Hockley Avenue





# Staff Report to the Planning, Zoning and Affordable Housing Committee

**DATE:** Monday, March 14, 2022

**DEPARTMENT:** Planning

**APPLICATION NO.:** Z21-0043

**SUBJECT:** 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

## **PURPOSE**

Les Bjola of Turner Lane Developments has applied on behalf of Marc & Sandra Dumais, and Amanda & Vasile Dumitru to rezone 936 and 942 Klahanie Drive from RR2 (Rural Residential 2) to R2 (One- and Two-Family Residential) to allow for the future development of 10 single family lots, 2 duplexes, and a strata townhouse site. The proposal includes 15% open space dedicated to the City as park, and one meter buffer from the Agricultural Land Reserve that abuts the development site on two sides.

## **BACKGROUND**

### **PREVIOUS APPLICATIONS**

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

**Table 1: Site Data**

<i>Applicant</i>	Les Bjola, Turner Lane Developments
<i>Owner</i>	Marc & Sandra Dumais (942 Klahanie Drive) Amanda & Vasile Dumitru (936 Klahanie Drive)
<i>Civic Address</i>	936 and 942 Klahanie Drive
<i>Legal Description</i>	LOT 3, SECTION 80, METCHOSIN DISTRICT, PLAN 22557 (936 Klahanie) LOT 2, SECTION 80, METCHOSIN DISTRICT, PLAN 22557 (942 Klahanie)
<i>Size of Property</i>	4.2 acres (combined)
<i>DP Areas</i>	Riparian, Potential Habitat and Biodiversity, and High Fire Hazard Area
<i>Zoning Designation</i>	RR2 (Rural Residential 2)
<i>OCP Designation</i>	Neighbourhood

#### SITE AND SURROUNDING AREA

The subject properties are located on Klahanie Drive, south of Latoria. The two properties each contain a single-family home and various detached structures. A ditch that forms part of Pritchard Creek runs along the front of both properties. While 936 Klahanie is predominately unvegetated, 942 Klahanie has many trees located along the northwest property boundary which is adjacent to Pritchard Creek.

The neighbourhood is made up of predominately single-family homes and agricultural properties. The western boundary of 942 Klahanie and the northern boundary of 942 and 936 Klahanie abut properties located within the Agricultural Land Reserve. Increased density and development have been occurring along Latoria, including an anticipated new school. Additionally, the nearby Olympic View lands are zoned for a variety of commercial, recreational and residential uses.

**Figure 1: Subject properties**



**Table 2: Surrounding Land Uses**

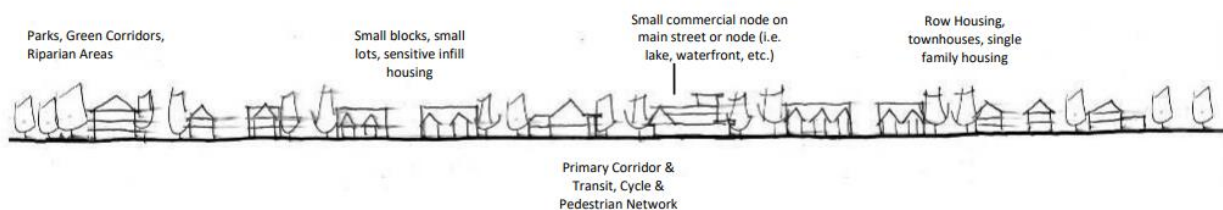
	<b>Zoning</b>	<b>Use</b>
<i>North</i>	AG1 - Agriculture	Single Family Residential
<i>East</i>	RR2 – Rural Residential 2	Single Family Residential
<i>South</i>	RR2 – Rural Residential 2	Single Family Residential
<i>West</i>	AG1 - Agriculture	Equestrian

**OFFICIAL COMMUNITY PLAN**

The subject property is designated as Neighbourhood within the Official Community Plan Bylaw No. 1200 as described below:

- Predominately 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 servicing local residents is encouraged along transportation corridors
- Home-based businesses, live-work housing is encouraged
- Parks, open spaces and recreational facilities are integrated throughout the area
- This area allows for *Neighbourhood Centres* to emerge in the form of medium density mixed-use nodes at key intersections
- Transit stops are located where appropriate

**Figure 1: A Concept for Neighbourhood Areas**



**DEVELOPMENT PERMIT AREAS**

The subject properties are located within portions of the Riparian DP Area, Potential Habitat and Biodiversity DP Area, and High Fire Hazard DP Area. As such, the applicant has submitted an Environmental Assessment that indicates a proposed 15 m Streamside Enhancement Protection Area (SPEA) around the ditch fronting the property that forms part of Pritchard Creek. This will help to enhance the riparian area, create a forested habitat, provide flood mitigation, and project the integrity of the watercourse. The applicant will work with the project biologist to re-naturalize the SPEA with native plants to help create

riparian habitat for this bio-geoclimatic zone. The project biologist has noted that the creation of this habitat will be a substantial net improvement of the current mowed ditch. Specific replanting and mitigation details will be secured through an environmental development permit after the rezoning process is complete. The applicant will also submit a Wildfire Hazard Assessment completed by registered professional forester with their application for an environmental development permit.

Additionally, as the applicant is proposing townhouses, duplexes, and single-family lots less than 550 m<sup>2</sup>, a form and character development permit will be required prior to the issuance of a building permit or subdivision approval, whichever is first.

As the subject properties abut the Agricultural Land Reserve (ALR) on two sides, the applicant has commissioned an Agrologist report to determine the impact of the proposed development on the ALR lands. That agrologist report recommended an ALR buffer requiring fencing and 1 meter of landscaping which has been incorporated into the applicants proposed site plan.

## **COMMENTS**

### **DEVELOPMENT PROPOSAL**

The applicant is proposing to rezone 936 and 942 Klahanie Drive to the R2 (One- and Two-Family Residential) Zone to allow for a development consisting of approximately 10 single family lots with suites, 2 duplex lots, and a strata townhouse site, which may accommodate up to 50 units. The actual density that can be achieved on the townhouse site will be demonstrated as part of the Development Permit process, which will include a review of the architectural design, landscaped areas as well as zoning regulations including off-street parking.

As part of this proposal, the applicant is offering to retain 15% of the property as open space along the front of the site which is located within the Riparian Area. Additionally, as noted above, a 1-meter landscaping buffer and fencing is required along all property lines that abut the ALR. The proposed site plan is attached as Appendix A.

The R2 Zone currently allows for single family homes with suites on lots over 400 m<sup>2</sup>, and duplexes on lots over 600 m<sup>2</sup>, and townhouses on certain development lots. If Council is supportive of permitting townhouses at this location, they may wish to add townhouses as a permitted use specifically for the subject properties, as has been done for other sites. Council may wish to proceed with allowing townhouses as they are a more affordable form of family housing than single family dwellings.

Council may recall that during the process of developing edge planning principles for agricultural and adjacent lands that the City's agricultural consultant (Brian French, P.Ag) recommended that strata development abutting ALR lands was preferable, as collective strata ownership would have a greater appreciation for the adjoining agricultural open space and would be less likely to lead to conflict, when compared to one residential property owner v. one farm owner. For this reason, townhouse development along the westerly boundary of the subject property, as proposed, fits with this objective.

The applicant is proposing two entrances to the development, one strata road entrance to the townhouse site on the western side, and a half municipal road to provide access to the single family and duplex lots along the boundary of 936 and 932 Klahanie Drive. The half road will accommodate development at 932 Klahanie Drive in the future, as part of which they would be responsible for dedicating and constructing the second half of the road. As the half road proposed as part of this development will be at least 8 m wide, it will be able to function independently until adjacent development occurs. Council may wish to note that further changes to the plan included as Appendix A may need to occur in order to accommodate a cul-de-sac at the end of the municipal road where it meets the strata road. This level of detail would be worked out at the time of subdivision application to ensure the proposal meets Bylaw No. 1000 requirements.

**Table 3: Proposal Data**

	<b>Permitted by RR2 (Current Zoning)</b>	<b>Proposed Zoning (R2)</b>
<i>Minimum Lot Size</i>	40,000 m <sup>2</sup>	Single Family with Suite – 400 m <sup>2</sup> Duplex – 600 m <sup>2</sup>
<i>Height</i>	10.5 m	9 m
<i>Site Coverage</i>	n/a	50%
<i>Front Yard Setback</i>	7.5 m	3 m, or 5.5 m for garage/carport
<i>Interior Side Yard Setback</i>	3 m	1.5 m
<i>Exterior Side Yard Setback</i>	3 m or 5.5 m for any garage or carport	3.5 m, or 5.5 m for garage/carport
<i>Rear Yard Setback</i>	10 m	5.5 m

#### OPEN SPACE PRESERVATION

As noted, the applicant intends to provide 15% of the land as open space (shown on Appendix A). The 15% is concentrated along the front property line on Klahanie Drive, overlapping with the Riparian Area. While this area is currently predominately unvegetated, the applicant will work with a registered professional biologist to replant and re-instate the streamside protection enhancement area to a more natural state around Pritchard Creek. Council may wish to require that the applicant provide a replanting plan for the open space area as part of the environmental development permit. The applicant has agreed to make an additional cash payment of \$447,288 towards the General Amenity Fund which is equal to approximately 15% of the land value. This would result in a combined land and cash contribution of 30%.

For neighbourhood context, Council may wish to be aware of the open space contributions made in surrounding developments. The Latoria neighbourhood has a history of providing 30% open space at the time of rezoning. This has shifted more towards a combination of land and a cash contribution totaling 30% in the past few years and has on occasion totaled to only 20%. The most recent rezoning, and one

closest to the development site was 887 Klahanie Drive which provided 25% open space in private covenanted open space, and a 5% cash contribution. As such, Council may wish to accept the applicant's proposal.

#### PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The proposed development site is serviced by local transit bus routes 54 Metchosin, 55 Happy Valley, and 64 Sooke/East Sooke. These routes provide further connection to local neighbourhoods and destinations, as well as to more rapid and frequent bus routes. While no sidewalk is required directly in front of the development, a road edge trail is planned across the street. The Director of Engineering has noted that a signal will be installed at the Latoria and Klahanie intersection within the next three years. The Director of Engineering also noted that a Traffic Impact Assessment is not warranted for this application.

#### FRONTAGE IMPROVEMENTS

Frontage improvements will be required to Bylaw No. 1000 standards which may include the installation of streetlights. The Director of Engineering has noted that no sidewalk or road edge parking will be required on this side of the street as it is anticipated to be constructed across the street.

#### STORMWATER MANAGEMENT

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

#### SEWER

There is currently no sewer main along the frontage of the property. Prior to subdivision approval, the sewer main must be extended and any sewer extensions or modifications within the municipal road allowance will be constructed by West Shore Environmental Services at the applicant's expense.

#### POTENTIAL NUISANCES

As has been past practice in Agricultural areas, Council may wish to require the applicant to provide a Section 219 Covenant registered on title prior to Bylaw Adoption that provides future landowners with the understanding that a variety of agricultural uses are located within close proximity of the site, that these uses may result in general nuisances, and that future landowners understand and accept the potential disruption to their residential occupancy of the site.

#### **FINANCIAL CONTRIBUTIONS**

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

**Table 4 – Amenity Contributions per Council Policy**

Amenity Item	Per unit contribution	Total
<i>General Amenity Reserve Fund</i>	SFD less than 550 m <sup>2</sup> / half duplex = \$3,960	TBD
	SFD over 550 m <sup>2</sup> = \$6,000	
	Townhouse = \$3,660	
<i>Affordable Housing Reserve Fund</i>	SFD less than 550 m <sup>2</sup> / half duplex = \$660	TBD
	SFD over 550 m <sup>2</sup> = \$1,000	
	Townhouse = \$610	
<i>Open Space Contribution</i>		\$447,228

**Table 5 – Development Cost Charges**

Development Cost Charge	Per unit contribution	Total
<i>Roads</i>	Small lot and duplex per unit = \$3,865	TBD
	Large lot = \$5,876	
	Townhouse = \$3,865	
<i>Storm Drainage</i>	Small lot and duplex = \$1,166	TBD
	Large lot = \$1,878	
	Townhouse = \$1,166	
<i>Park Improvement</i>	Small lot and duplex per unit = \$1,890	TBD
	Large lot = \$1,890	
	Townhouse = \$1,890	
<i>Park Acquisition</i>	Small lot and duplex per unit = \$1,100	TBD
	Large lot = \$1,100	
	Townhouse = \$1,100	
<i>Incremental Storage Improvement Fees</i>	Small lot = \$371.25	TBD
	Duplex = \$742.50	
	Large lot = \$495	
	Townhouse = \$371.35	
<i>Integrated Survey Area</i>	Small lot and duplex = \$50	TBD



	Large lot = \$50	
	Townhouse = \$50 per lot	
<b>Subtotal (DCCs paid to City of Langford)</b>		<b>TBD</b>
<i>CRD Water</i>	TBD – based on overall density	TBD
<i>School Site Acquisition</i>	TBD – based on overall density	TBD
<b>TOTAL (estimate) DCCs</b>		<b>TBD</b>

**OPTIONS:****Option 1**

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:
    - i. 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:
      - I. \$660 towards the Affordable Housing Reserve Fund per half duplex or single-family lot less than 550 m<sup>2</sup>;
      - II. \$3,960 towards the General Amenity Reserve Fund per half duplex or single-family lot less than 550 m<sup>2</sup>;
      - III. \$1,000 towards the Affordable Housing Reserve Fund per single family lot 550 m<sup>2</sup> or greater;
      - IV. \$6,000 towards the General Amenity Reserve Fund per single family lot 550 m<sup>2</sup> or greater;
      - V. \$610 towards the Affordable Housing Reserve Fund per townhouse unit and;
      - VI. \$3,660 towards the General Amenity Reserve Fund per townhouse unit

- ii. That the applicant provides, **as a bonus for increased density**, \$447,228 towards the General Amenity Reserve Fund prior to subdivision approval;
- iii. 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;
- iv. 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:
  - I. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior subdivision approval or the issuance of a building permit, whichever is first:
    - a. Full frontage improvements;
    - b. A storm water management plan;
    - c. 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 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;
  - IV. 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;

- b) Amend the R2 Zone to permit townhouses on the subject properties;

#### **OR Option 2**

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

- 1. Reject this application for rezoning at 936 and 942 Klahanie Drive.

**SUBMITTED BY: Julia Buckingham, Planner II**

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

**Concurrence:** Donna Petrie, Manager of Business Development and Events

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

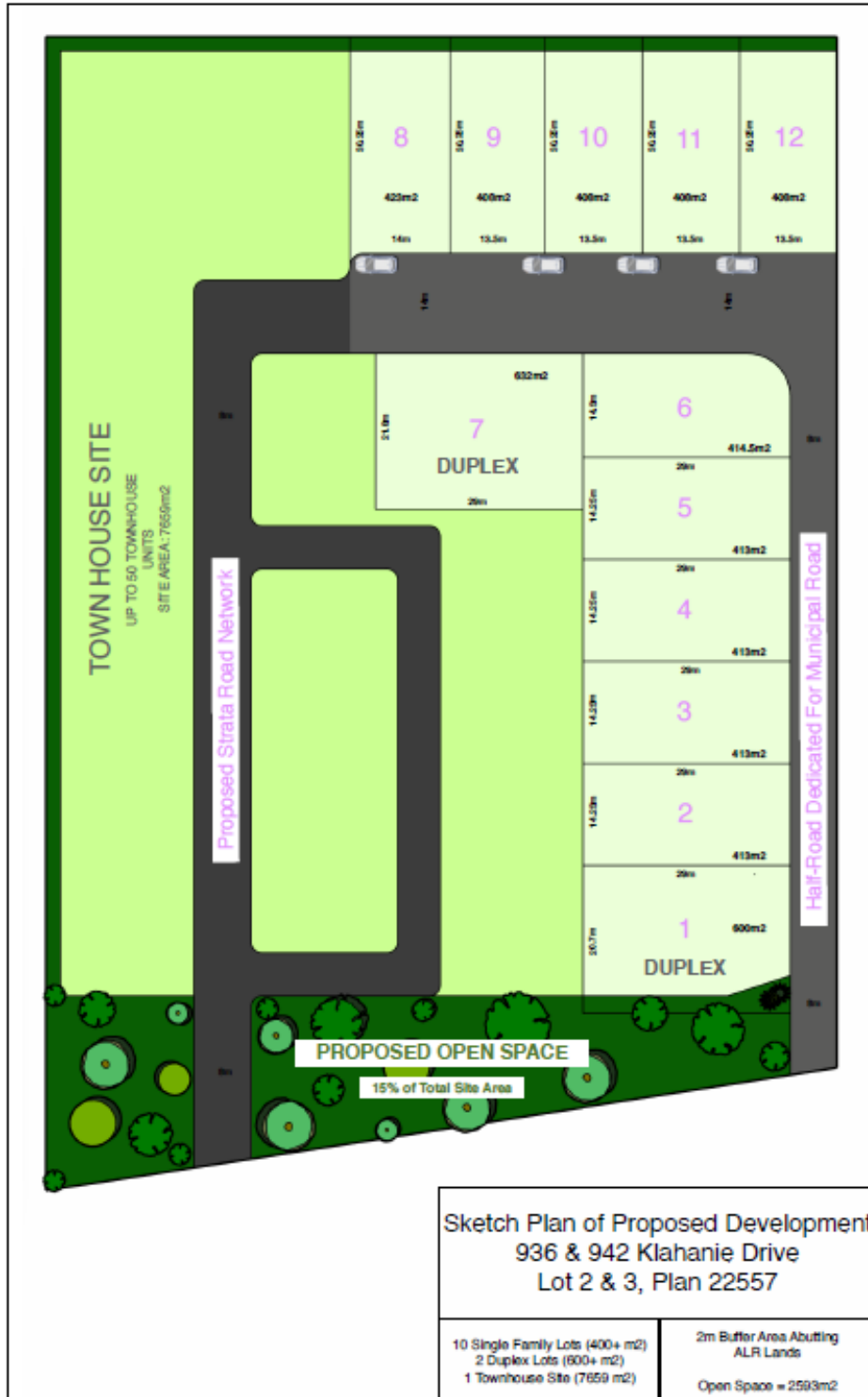
**Concurrence:** Michelle Mahovich, P.Eng, P.Geo, Director of Engineering and Public Works

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

**Concurrence:** Marie Watmough, Acting Director of Corporate Services

**Concurrence:** Darren Kiedyk, Chief Administrative Officer

Appendix A – Proposed Site Plan



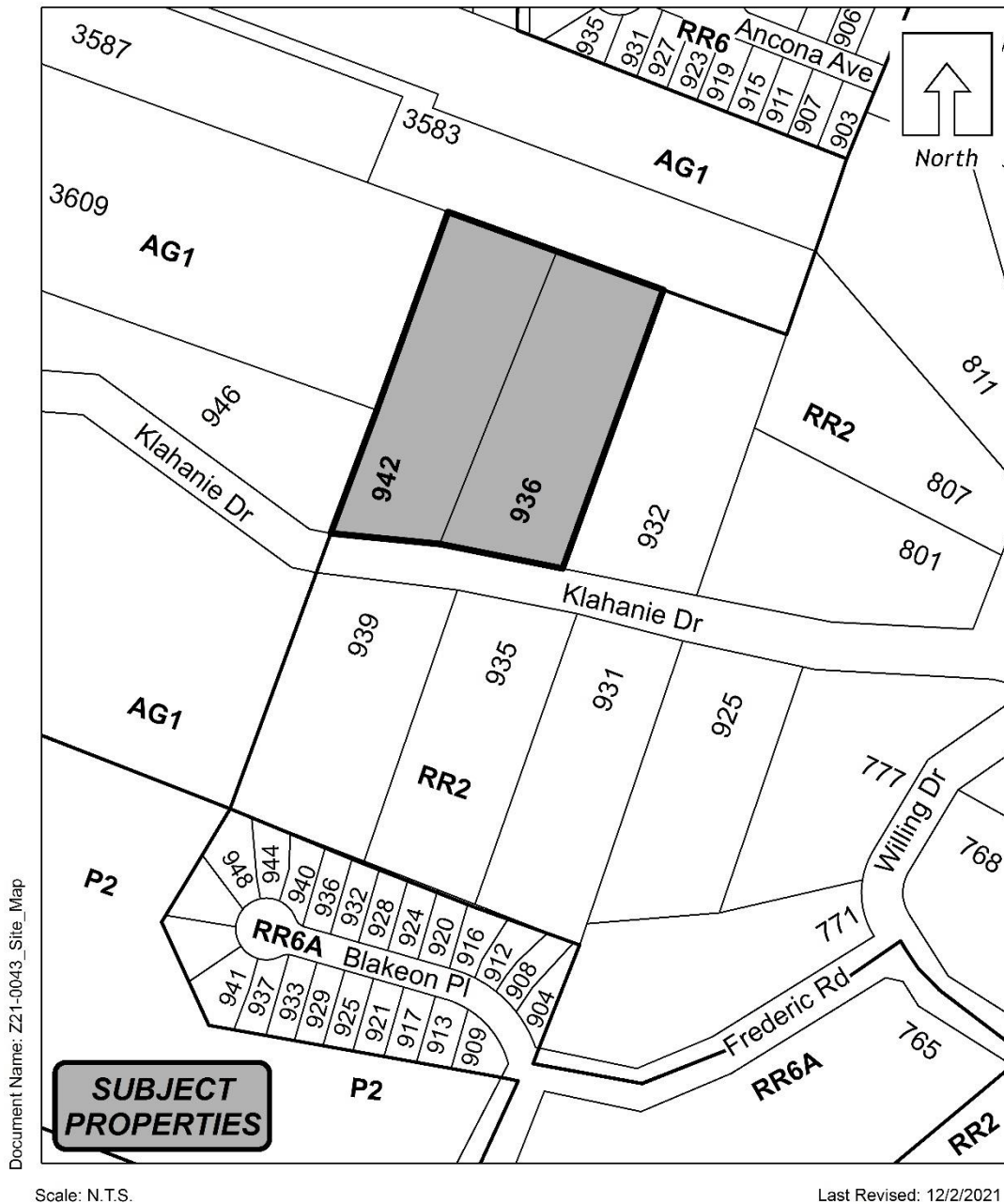
Appendix B – Location Map

**REZONING BYLAW AMENDMENT  
( Z21-0043 )  
936 Klahanie Dr & 942 Klahanie Dr**



Appendix C – Site Map

**REZONING BYLAW AMENDMENT  
( Z21-0043 )  
936 Klahanie Dr & 942 Klahanie Dr**



# WELCOME TO 936 / 942 KLAHANIE

A RESIDENTIAL DEVELOPMENT PROPOSAL



# AREA MAP



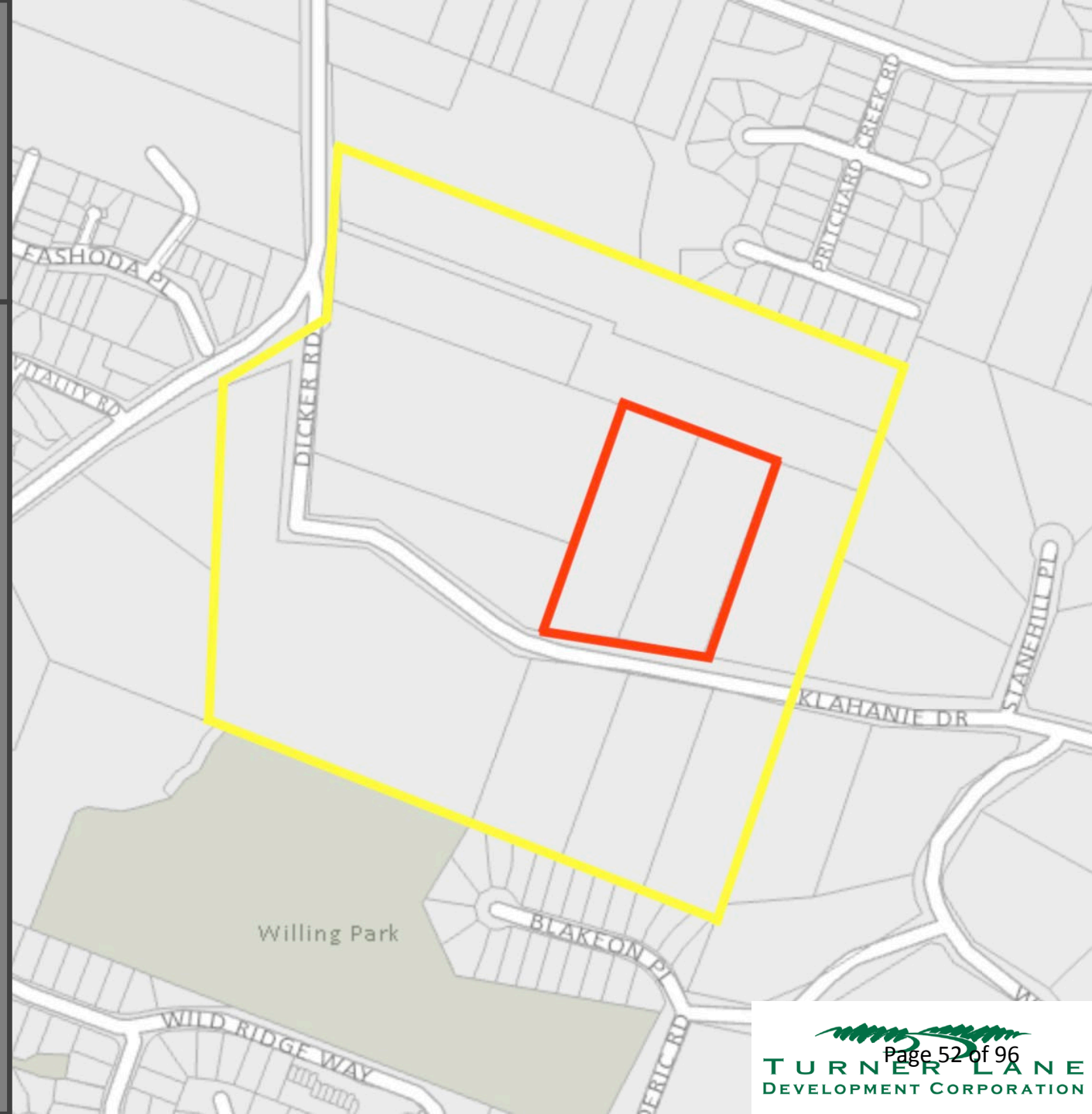
A RESIDENTIAL PROPOSAL IN THE  
HAPPY VALLEY AREA  
OF THE CITY OF LANGFORD

# NEIGHBOURS

OUR TEAM HAS SPOKEN WITH THE NEIGHBOURS  
(AS SHOWN) ABOUT THE PROPOSAL, AND HAVE  
NOTIFIED THEM ABOUT THE APPLICATION GOING  
FORWARD.

WE HAVE ALSO TALKED TO A NUMBER OF  
LANGFORD RESIDENTS ABOUT THIS PROPOSAL.

THE MOST DETAILED CONVERSATIONS WERE  
WITH THE DIRECT NEIGHBORS TO THE EAST.





# CONSULTANTS REPORTS



WE HAVE ENGAGED THE BIOLOGIST SERVICES OF JULIE BUDGEN BSC, RPBIO OF CORVIDAE ENVIRONMENTAL CONSULTING INC. TO DO A DETAILED ASSESSMENT OF THE PROPERTIES. HER REPORT HAS BEEN SUBMITTED TO THE CITY. AND SHE IS ON THIS CALL TONIGHT

WE HAVE ENGAGED BRIAN FRENCH P.A.G., C&F LAND RESOURCE CONSULTANT FOR AN IMPACT ASSESSMENT OF THE PROPOSAL ON THE ADJOINING ALR LANDS. HIS REPORT HAS BEEN SUBMITTED TO THE CITY.

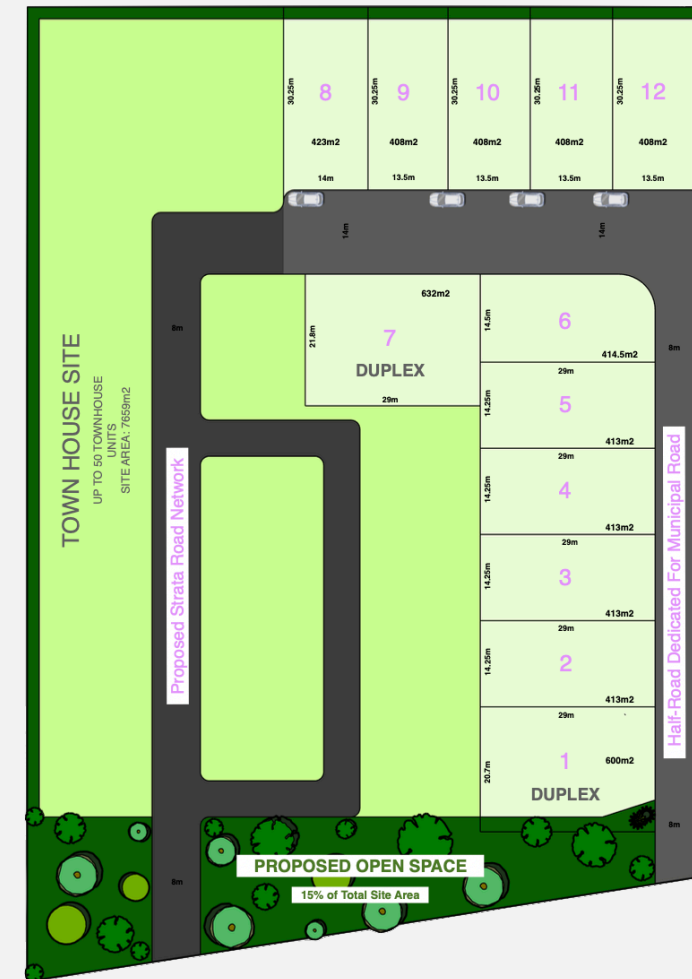
# CONCEPT PROPOSAL LAYOUT

WE ARE IN COMPLIANCE WITH THE  
OFFICIAL COMMUNITY PLAN WITH  
OUR PROPOSAL

WE ARE PROPOSING SINGLE FAMILY,  
SINGLE FAMILY WITH SUITES, DUPLEX,  
AND TOWNHOUSE USES.

WE ARE IN COMPLIANCE WITH THE  
OFFICIAL COMMUNITY PLAN WITH  
OUR PROPOSAL

WE ARE PROPOSING SINGLE FAMILY,  
SINGLE FAMILY WITH SUITES, DUPLEX,  
AND TOWNHOUSE USES.



## PARK DEDICATION AND GREENSPACE

- We are proposing a 15% land dedication for Riparian Area, which we will restore to its natural quality, and further, provide 15% of 2022 assessed land value for a financial contribution to the City of Langford Amenity Fund of more than \$447,000.
- We believe the replanting of the Riparian area is by far and away the most valuable contribution we can make for the restoration of the environment.
- The plantings will be at the direction of our professional Biologist. The applicant has many restoration projects in Langford that we can reference.





# STREAMSIDE PROTECTION AND ENHANCEMENT AREA

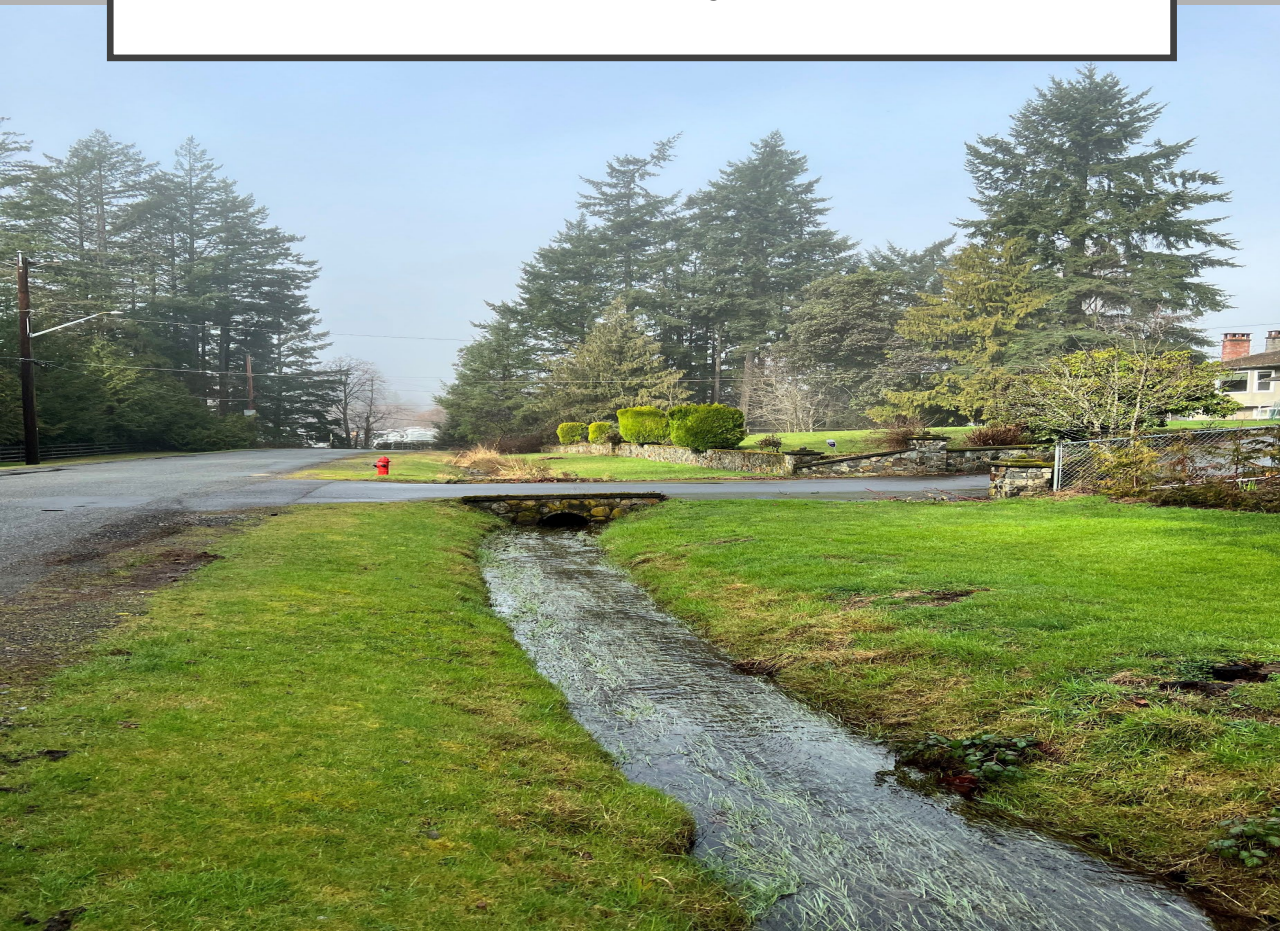
THE PRIMARY ENVIRONMENTAL BENEFIT  
THAT WE ARE PROPOSING IS THE RE-  
INTRODUCTION OF A NATURAL RIPARIAN  
AREA ON THE LAWNS AND OPEN DITCH  
AREA OF THE PROPERTY

THIS IS A VIEW OF THE NATURAL AREA  
UPSTREAM ( EAST)



# EXISTING PROPERTY LINE

THIS BOULEVARD (LOOKING WEST) WILL BE REPLACED TO ITS NATURAL STATE CREATING A CONTIGUOUS NATURAL RIPARIAN AREA WITH THE NEIGHBORING PROPERTIES EAST AND WEST



# FUTURE PROPERTY LINE



THANK YOU FOR YOUR TIME AND CONSIDERATION

## Trina Cruikshank

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**From:** Holly St.Cyr [REDACTED]  
**Sent:** March 8, 2022 1:10 PM  
**To:** Langford Planning General Mailbox  
**Subject:** Re: file Z21-0043 proposed subdivision of 936/942 Klahanie Drive

Good evening planning and zoning committee.  
Laurent and Holly St.Cyr of 951 Klahanie Drive

Thank you for allowing us to voice our concerns regarding this proposal.  
We would first like to say we are not wholly against the proposal. However, the concerns we have is that it is proposed for high density. We are still very rural and enjoy the feel of being so.  
With the new development behind us, on Willing road area, we feel that Klahanie Drive/ Dicker road is not up to standards to carry more vehicle/pedestrian traffic, safely. With the proposed subdivision it will certainly bring more of both. If you are not familiar with the area/roads, we invite you to travel along the road . On any given day there is a lot of vehicle, industrial and personal, traffic, with no safety guards in place. We are happy to see families move to the area and enjoy what it has to offer. However, the safety of all should be in the forefront.  
Another worry for us, the flooding that has gotten worse with each year.  
With constant worry due to climate change, the ground water issue must be addressed thoroughly. This past winter with the atmospheric river our property not only flooded, as it does every winter, but it caused the sewer pump station, on the corner of Happy Valley road and Dicker road, to back up and over flow on to and into our field that runs parallel to Bilston creek. This needs to be addressed seriously prior to any further development in the area.  
So in closing we are happy to welcome single family homes, single family homes with suites but not townhouses or duplexes.

Thank you for your attention,  
Regards,  
Laurent and Holly St.Cyr  
951 Klahanie Drive, Victoria,B.C.

[REDACTED]

[REDACTED]

## Trina Cruikshank

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**From:** Mike Turner [REDACTED]  
**Sent:** March 7, 2022 3:00 PM  
**To:** Roger Wade; Mayor Young; Lanny Seaton; Matt Sahlstrom; Norma Stewart; Lillian Szpak; Langford Planning General Mailbox; Denise Blackwell  
**Cc:** Matthew Baldwin; Michelle Mahovlich  
**Subject:** 936 and 942 Klahanie

Hello,

I want to give feedback on the rezoning of 936 and 942 Klahanie. The rezoning is a proposed change from RR2 to R2 to allow 10 single family lots, two duplexes, and a townhouse site.

1. I strongly oppose the idea of adding both 10 single family lots and 2 duplexes and a townhouse site. I want to suggest approving rezoning to a zone type that allows for only single family dwellings, and remove the ability to add townhouses and duplexes. The reason for this is that the area and subject properties are primarily rural, bordered by a significant riparian zone (Pritchard Creek) and ALR land on the west and north sides that will likely never be subdivided further. Additionally, all of the recent developments in the Klahanie drive area have been single family developments, including Latoria Heights, and the new development on Frederic Drive- all single family homes with yards and suites. So in keeping with the feel and character of the neighbourhood which has both older (1980s era) and newer (2018-2022) single family housing developments, adding townhouses and duplexes in the middle of that, adjacent to rural ALR is disparate planning. It would be much more appropriate to have only single family homes with suites instead of going the townhouse and duplex route.

2. There needs to be significant road improvements on Klahanie and Dicker roads in order to accommodate this rezoning and the presumed increase in traffic. Klahanie is a rural, non-conforming road that went from being a quiet, country backroad, to now the main thoroughfare for the new Frederic development and Latoria heights, in order to get to Happy Valley road, without having to make a left turn off Klahanie onto Latoria, or Latoria onto Happy Valley. The traffic and speeds, and general use by construction tandem trucks far exceeds the capacity of the road. Additionally, the corner where Klahanie meets Dicker is a 90degree non-conforming curve that is dangerous and overused. Even as recently as Thursday, March 3, 2022, West Shore RCMP were there attending an accident as someone went too fast and could not navigate the curve and crashed. This is in the midst of fenced fields with horses grazing and ducks swimming in the flood plain areas of Pritchard and Bilston creeks. This new development, plus the coming extension of Gwendolyn drive into the new Olympic View development is going to further increase traffic on Klahanie and it is a road not equipped to handle this. While I think the intent of these rezoning assumes most traffic will exit the area via Klahanie to Latoria, in fact, a strong proportion of the traffic goes through Klahanie and Dicker in order to avoid going down Latoria. While I assume the rezoning and future development will require improvements adjacent to the subject properties themselves (bike lanes and sidewalks), given they are bordered by ALR properties on unsafe farm roads that won't be developed, I suggest any development require improvements from the subject properties westward along Klahanie and Dicker, by the ALR properties, to ensure safe and appropriate road capacity to Happy Valley. Anything short of this will simply result in the continued and unsafe use of Klahanie and Dicker, which bisect large ALR properties, as people drive from the area to meet Happy Valley road by the bridge for Bilston Creek.

[REDACTED]

4. Associated with the riparian area, and recognizing an assessment is still needed to determine the SPEA, I want to note there are two substantial douglas fir trees used by a breeding pair of bald eagles, that are more central to the properties, and likely not within the riparian buffer. I want to recommend they are retained and built around in any future development, not just removed for convenience. Having lived here [REDACTED] I have seen and watched those

eagles use those trees for years on a daily basis, and recognizing the pending massive clearcutting that will take place less than 1km away in the Olympic View development, these trees of significance, and regular use by eagles and other birds (I have a great photo of a great horned owl sitting in one) need to be retained. I would go as far to say they are assets to a future development and would likely be seen as natural centrepieces of a neighbourhood.

5. The property bordering the east side of 936 Klahanie (925Klahanie) is currently operated as a metal recycling operation and horse stables. Again, this makes any future development on 942 and 936 taking place directly in between a large ALR property used for horses and horse lessons on the West border, and a metal recycling/horse stable on the East border. There needs to be some attempt to integrate into the character of this neighbourhood and actually have Langford put its money where its mouth is around it's outdated and intentionally shelved local agricultural priorities.

5. While I understand this is a rezoning only, and not a development permit, I know most of my comments are focused on the eventual development, not the rezoning itself, but given this, they are all relevant to the future of these sites. I would also note that this rezoning appears premature as there does not seem to be any details around a development plan, location, sizing, scale, improvements, developer, etc. available. To me this seems like an opportunistic attempt to rezone in advance of the inevitable loss of pro-development councillors come election 2022.

For context and credibility, I live at 801 Stanehill Place, which has a large frontage on Klahanie and is one property separated from the subject properties, and [REDACTED], and a [REDACTED]. I have lived in Langford [REDACTED] prior to that [REDACTED], where I worked my summers for [REDACTED].

Thank you,  
Mike Turner



## Trina Cruikshank

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**From:** Mike Turner [REDACTED]  
**Sent:** March 7, 2022 9:23 PM  
**To:** Matthew Baldwin; Langford Planning General Mailbox  
**Subject:** OV and Klahanie

Hello,

I have a few questions I've been meaning to ask re: planning in Klahanie area I'm hoping for responses for please:

1. The OV development references improvements to Gwendolyn drive and 'Klahanie frontage'. I understand the Gwendolyn piece, but I don't see any piece of the OV lands that touch Klahanie and am wondering what is considered the 'frontage' that was referenced in the city docs? I'm wondering if Burrard will be responsible for improvements along Klahanie heading north from Gwendolyn to the connection with Latoria? However there are other developments underway along that side of Klahanie and I would assume they are responsible for the improvements in front of their properties so it's not making sense to me where this is.
2. Are there any improvements related to the OV development toward the west end of Klahanie and Dicker roads? Given Gwendolyn drive will become an artery of access into OV, traffic that needs to leave OV to go to Happy Valley will continue down Klahanie and Dicker to exit the neighbourhood. You've seen my comments on the Klahanie properties up for rezoning around significant concerns with the west end of Klahanie and Dicker and the fact those roads are unlikely to have improvements given they abutt ALR, however will be subject and are already subject to a lot of increased traffic due to the new Frederic drive development up Willing. Is engineering and planning looking at major road improvements through the ALR lands and on Klahanie to address the future flow of traffic from OV to Happy Valley this way? I would offer that it would be quite reasonable given a number of factors (including the 90degree turn at Dicker/Klahanie, and the dangerous access of Dicker at Happy Valley) to completely close off Dicker at Happy Valley, and make Klahanie a dead end near the ALR properties, forcing traffic out Klahanie to Latoria where the planned lit intersection is at the SD62/Langdon Weir lands.
3. Where are the sewer and gas lines going to 942 and 936 Klahanie drive? By my count, there is gas at the corner of Willing and Klahanie, and there is sewer at the corner of Happy Valley and Dicker. I'm not asking because of any self interest in hooking up to either of those, but rather am hopeful they are not being run along my frontage of Klahanie due to the potential impact on the existing vegetation and tree root systems, which seem already quite stressed due to the frequent drought years.
4. You saw my comments to council around 942 and 936 klahanie and mention of a tree used by eagles. I wanted to ask, when a natural feature, such as a tree with eagle or owl nest, exists outside a riparian area and outside the SPEA, how is it protected? The process seems to be in place for that riparian piece, but not for non-riparian features or habitat that might be important for species-at-risk or of concern.

Thanks,  
Mike Turner



# Staff Report to the Planning, Zoning and Affordable Housing Committee

**DATE:** Monday, March 14, 2022

**DEPARTMENT:** Planning

**APPLICATION NO.:** Z21-0046

**SUBJECT:** 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.

## **PURPOSE:**

Kelsey Waller of 2621 Sooke Developments Ltd. has applied on behalf of Bodman Construction Ltd, T.J. Ridley Investments Ltd, and Ron and Donna LaRose to rezone 2621 Sooke Road and 3260 Jacklin Road from One- and Two-Family Residential (R2) zone to Residential Townhouse (RT1) zone to allow for the construction of approximately 92 townhouses.

## **BACKGROUND:**

### **PREVIOUS APPLICATIONS**

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

**Table 1: Site Data**

<i>Applicant</i>	Kelsey Waller, 2621 Sooke Developments Ltd.
<i>Owner</i>	Bodman Construction Ltd, T.J. Ridley Investments Ltd, and Ron and Donna LaRose
<i>Civic Address</i>	2621 Sooke Road & 3260 Jacklin Road
<i>Legal Description</i>	<b>2621 Sooke Road:</b> That Part of Section 83, Esquimalt District, Shown in Red on Plan Deposited Under DD 15425F, Except that Part Outlined in Red on Plan 1091R and Except those Parts in Plans 25997 and 49185 (PID: 001-892-738) <b>3260 Jacklin Road:</b> Lot 1, Section 83, Esquimalt District, Plan 49185 (PID: 014-871-891)
<i>Size of Property</i>	<b>2621 Sooke Road:</b> 11,481 m <sup>2</sup> (2.88 acres) <b>3260 Jacklin Road:</b> 951 m <sup>2</sup> (0.25 acres)

<i>DP Areas</i>	Sooke Road Commercial Revitalization Development Permit Area	
<i>Zoning Designation</i>	Existing: One- and Two-Family Residential (R2)	Proposed: Residential Townhouse 1 (RT1)
<i>OCP Designation</i>	Existing: Neighbourhood Centre & Neighbourhood	Proposed: Neighbourhood Centre & Neighbourhood

#### **SITE AND SURROUNDING AREA**

The existing properties are treed and contain an unoccupied dwelling on the south side of the property near Jacklin Road. The properties immediately surrounding the site contain single-family homes, multi-family, multi-use buildings as well as a group daycare. This general area of Sooke Road has experienced redevelopment to multi-family residential and mixed-use buildings.

**Table 2: Surrounding Land Uses**

	<b><i>Zoning</i></b>	<b><i>Use</i></b>
<i>North</i>	R2 (One- and Two-Family Residential)	Single-Family Residential
<i>East</i>	R2 (One- and Two-Family Residential) CD7 (Comprehensive Development – Sooke/Jacklin)	Single-Family Residential Multi-Use/Multi-Family Residential Group Daycare
<i>South</i>	R2 (One- and Two-Family Residential)	Single-Family Residential
<i>West</i>	R2 (One- and Two-Family Residential) CD9 (Community Town Centre Pedestrian 9)	Single-Family Residential

Figure 1: Subject Property



## COUNCIL POLICY

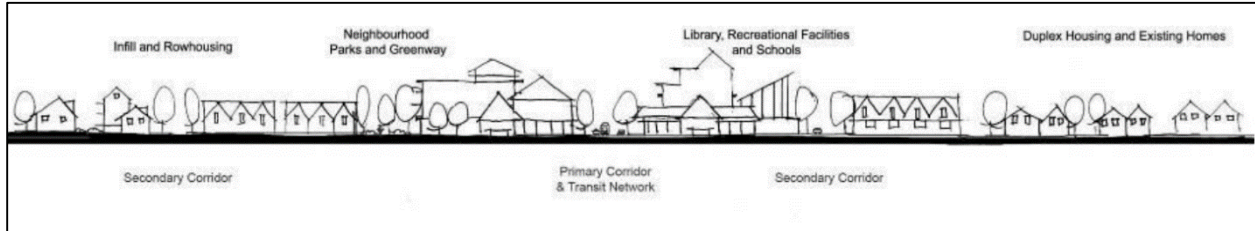
### **OFFICIAL COMMUNITY PLAN**

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



### 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 are serviced by transit;
- Schools, community facilities and other institutional uses are permitted throughout the area;
- Retail serving local residents is encouraged along transportation corridors;
- Home-based businesses, live-work housing is encouraged;
- Parks, open spaces and recreational facilities are integrated throughout the area;
- This area allows for *Neighborhood Centres* to emerge in the form of medium density mixed-use nodes at key intersections;
- Transit stops are located where appropriate.

### **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. As a townhouse project, the development proposal does not meet this design and land use intent for the Sooke Rd frontage.

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.

**COMMENTARY:**

The proposal is to rezone the subject property to RT1 (Residential Townhouse 1), which would allow for the construction of approximately 92 townhouses. The applicant has applied to adjust the boundary between the two existing lots to construct these townhouses in two separate projects, one of which would have access from Jacklin Rd and contain approximately 28 townhouses while the other site would have right in-right out access from Sooke Rd and contain approximately 64 townhouses.

Resident parking will be provided in accordance with Section 4.01 of Zoning Bylaw No. 300 with two enclosed stalls for each unit. The applicant has proposed the necessary amount of visitor parking located throughout the property. At the time of Development Permit, the applicant will need to provide a turning template for the maneuverability within the property.

No variances are requested with this application.

**Table 1: Proposal Data**

	<b>Permitted by R2 (Current Zone)</b>	<b>Permitted by RT1 (Proposed Zone)</b>
<i>Density (min. lot size)</i>	400 m <sup>2</sup> (4,305 ft <sup>2</sup> )	100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> )
<i>Height</i>	9 m (29.5 ft)	10 m (32.8 ft)
<i>Site Coverage</i>	40%	60%
<i>Front Yard Setback</i>	3.0 m (9.8 ft), or 5.5m (18 ft) for the garage portion	3.0 m (9.8 ft), or 5.5m (18 ft) for the garage portion
<i>Interior Side Yard Setback</i>	1.5 m (4.9 ft)	1.2 m (3.9 ft)
<i>Exterior Side Yard Setback</i>	3.0 m (9.8 ft), or 5.5m (18 ft) for the garage portion	3.5 m (11.5 ft), or 5.5m (18 ft) for the garage portion
<i>Rear Yard Setback</i>	5.5 m (18 ft)	5.5 m (18 ft)
<i>Parking Requirement</i>	2 per dwelling unit + 1 per suite	2 per dwelling unit plus 2-5 visitor spaces depending on number of units

**FRONTAGE IMPROVEMENTS**

Sooke Road at this location is owned and maintained by the Ministry of Highways and Infrastructure. Council may wish for the applicant to provide a road cross section showing all required frontage improvements prior to Public Hearing.



Jacklin Road at this location is owned and maintained by the City of Colwood. The applicant has been in discussions with the neighbouring Municipality and will need to confirm their frontage requirements.

The applicant has provided road dedication on Sooke Road of approximately 3.0 m and requests to purchase the City's Road Right of Way fronting Jacklin Road. The exact amount of road dedication along Sooke Road still needs to be determined and dedicated 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.

#### CONSTRUCTION PARKING MANAGEMENT AND DELIVERY PLAN

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

### **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 2: Amenity Contributions per Council Policy**

Amenity Item	Contribution Rates	Total (Approx. 92 units)
<i>General Amenity Reserve Fund</i>	\$2,074 per unit	\$192,808
<i>Affordable Housing Reserve Fund</i>	\$610 per unit	\$56,120

<b>TOTAL POLICY CONTRIBUTIONS</b>		<b>\$246,928</b>
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**Table 3: Estimated Development Cost Charges**

<b>Development Cost Charge</b>	<b>Per Unit Contribution</b>	<b>Total (Approx.)</b>
<i>Roads</i>	\$3,865	\$355,580
<i>Storm Drainage</i>	\$1,166	\$107,272
<i>Park Improvement</i>	\$1,890	\$173,880
<i>Park Acquisition</i>	\$1,100	\$101,200
<i>Incremental Storage Improvement Fees</i>	\$371.25	\$34,155
<b>Subtotal (DCCs paid to City of Langford)</b>		<b>\$772,087</b>
<i>CRD Water</i>	\$1,644	\$151,248
<i>School Site Acquisition</i>	\$800	\$73,600
<b>TOTAL DCC's (estimated)</b>		<b>\$996,935</b>

**OPTIONS:**

**Option 1**

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.

#### **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. 2044.

#### **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 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 – Site Plan





## Appendix B – Elevations







**Appendix D – Location Map**

**REZONING BYLAW AMENDMENT  
( Z21-0046 )  
2621 Sooke Rd, 3260 Jacklin Rd**



# CITY OF LANGFORD BYLAW NO. 2044

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

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

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

1. By deleting from the One- and Two-Family Residential (R2) Zone and adding to Residential Townhouse 1 (RT1) Zone the properties legally described as:

- That Part Of Section 83, Esquimalt District, Shown in RED on Plan Deposited Under DD 15425F, Except That Part Outlined in Red On Plan 1091R and Except Those Parts in Plans 25997 and 49185, PID No. 001-892-738 (2621 Sooke Road); and
- Lot 1, Section 83, Esquimalt District, Plan 49185, PID No. 014-871-891 (3260 Jacklin Road);

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

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

Zone	Bylaw No.	Legal Description	Amenity Contributions	Eligible for Reduction in Section 2 of Schedule AD (Column 5)
RT1	2044	<ul style="list-style-type: none"> <li>· That Part Of Section 83, Esquimalt District, Shown in RED on Plan Deposited Under DD 15425F, Except That Part Outlined in Red On Plan 1091R and Except Those Parts in Plans 25997 and 49185, PID No. 001-892-738 (2621 Sooke Road); and</li> <li>· Lot 1, Section 83, Esquimalt District, Plan 49185, PID No. 014-871-891 (3260 Jacklin Road)</li> </ul>	<ul style="list-style-type: none"> <li>a) \$3,400 per new residential unit created towards the General Amenity Reserve Fund;</li> <li>b) \$1,000 per new residential unit created towards the Affordable Housing Reserve Fund;</li> </ul>	No

B. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw, Amendment No. 661, (2621 Sooke Road and 3260 Jacklin Road), Bylaw No. 2044, 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.

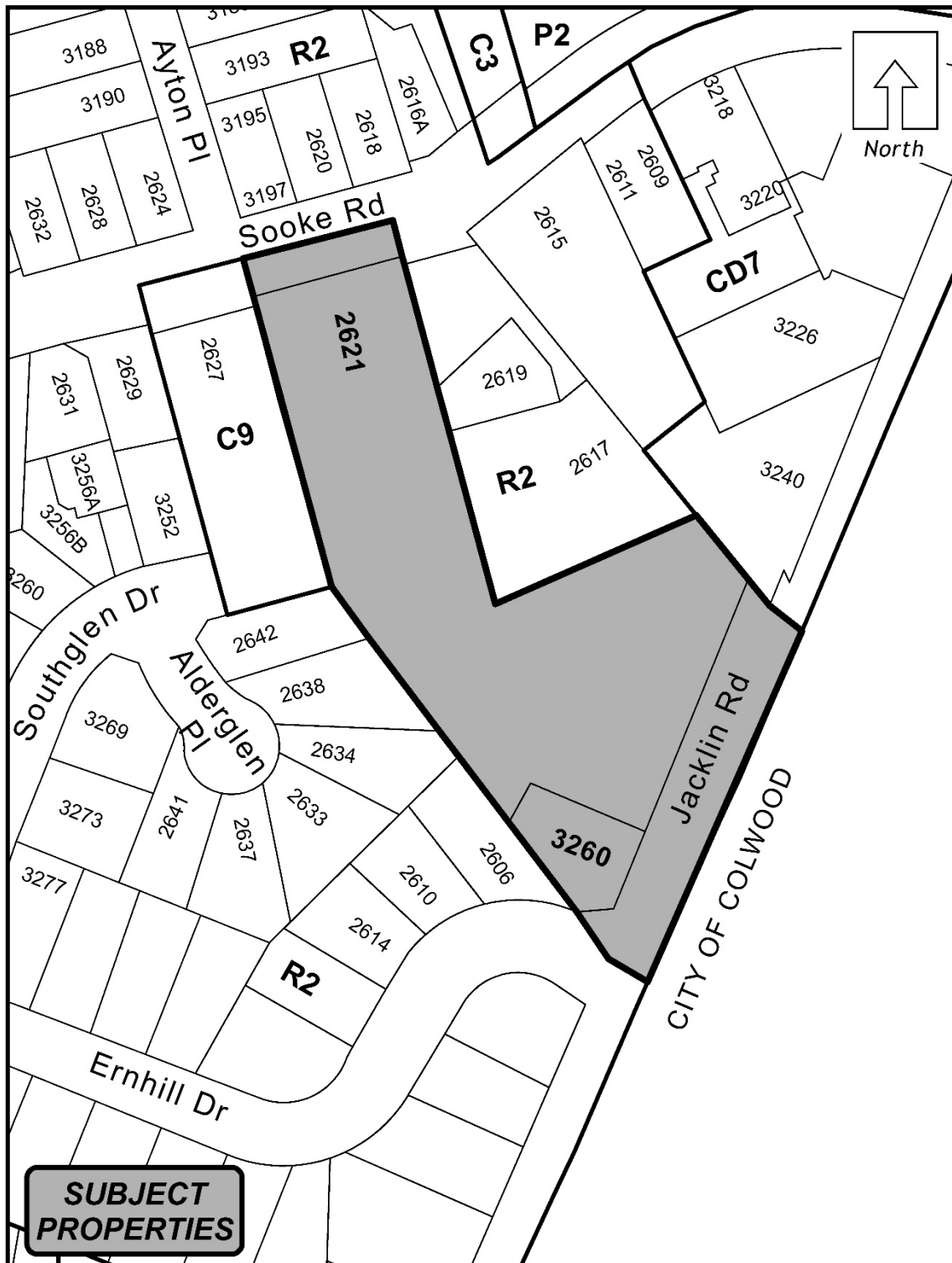
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PRESIDING COUNCIL MEMBER

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CORPORATE OFFICER

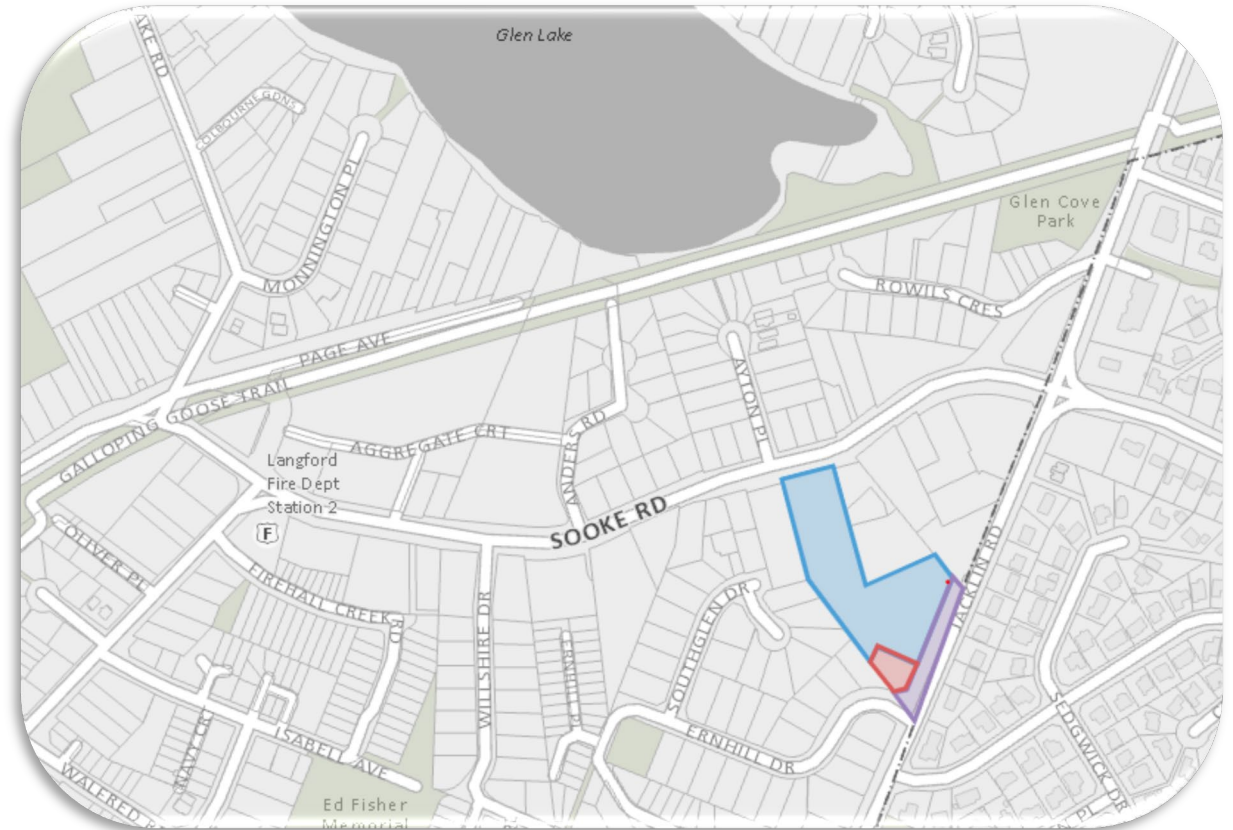
Schedule A



# Planning, Zoning & Affordable Housing Committee

March 14<sup>th</sup>, 2022

2621 SOOKE ROAD  
3260 JACKLIN ROAD





# Our Project Team

## Kelsey Waller

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# About Abstract Developments

Designing and building innovative, community-minded spaces has always been the foundation of our work.

- Green Builder of the Year (CARE, 2021)
- Project of the Year – Multi-Family (CARE, 2021)
- Best Multi-Family/Townhouse Project (CARE, 2021)
- Multi-family Townhome (VREB, 2021)



\$500M

600+

400+

140+

\$300K+

IN LOCAL ECONOMIC  
DEVELOPMENT

HOMES BUILT

IN PLANNING

HOMEBUILDING AWARDS

IN COMMUNITY  
GIVING

# Official Community Plan (OCP)

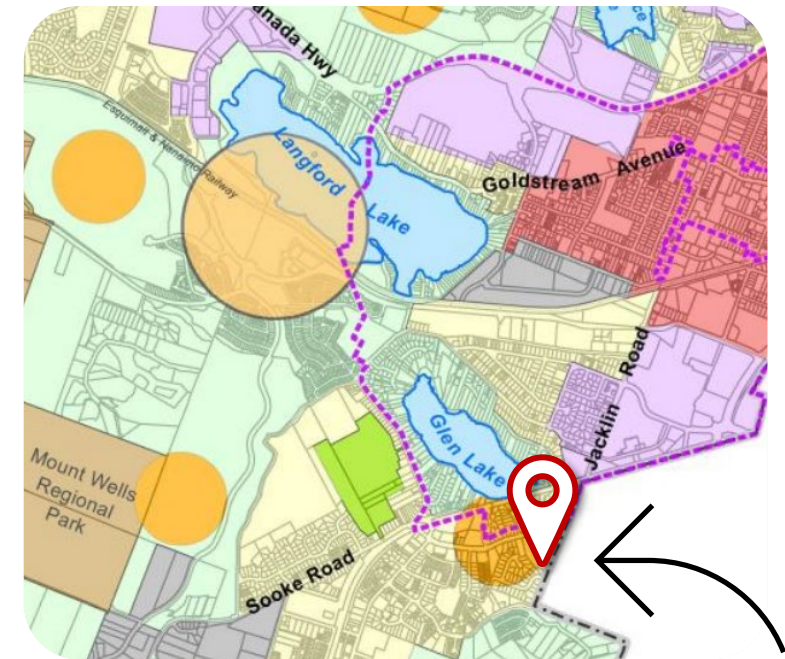
- The proposal is compliant with the OCP land use designations: Neighbourhood & Neighbourhood Centre

- **Neighbourhoods:**

- Predominantly residential precinct that supports a range of low and medium density housing choices
- Encourage alternative housing types such as coach housing, row housing, live/work units and townhouses that diversify the housing stock.

- **Neighbourhood Centres:**

- Predominantly residential precinct that supports a range of medium and high-density housing
- Transit stops are located at centres where appropriate



2621 Sooke &  
3260 Jacklin

## OCP Designations

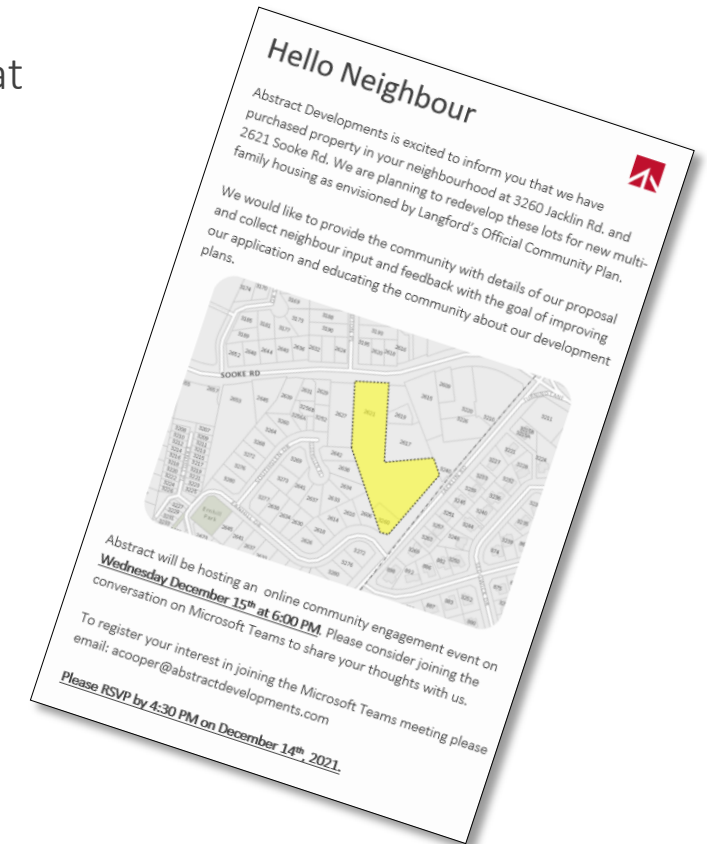
Agricultural	Hillside or Shoreline	Open Space
Business or Light Industrial	Mixed Use Employment Centre	Village Centre
City Centre	Neighbourhood	Town Centre
	Neighbourhood Centre	

# Neighbourhood Input

We believe it is important that we hear the community's thoughts and understand what the community values.

- Invitations were hand-delivered on December 3<sup>rd</sup>, 2021 to nearby residents, including Colwood homeowners across from Jacklin Road.
- Online Microsoft Teams Community Engagement Session held on December 15<sup>th</sup>, 2021
- The recording of this event, along with a record of the community's questions and comments can be found here:

<https://abstractdevelopments.com/2621-sooke-project-update/>

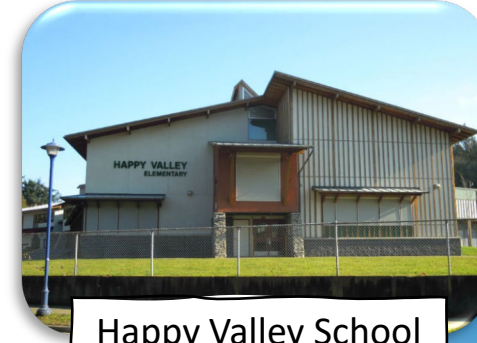




## Site Characteristics

- There is an existing abandoned structure on 2621 Sooke Road and a residential home on 3260 Jacklin Road.
- There is an existing multi-family building at the corner of Jacklin Road and Sooke Road as well as a 6-storey rental building under construction next door.
- The site is near many amenities:
  - Nature: Galloping Goose, Glen Lake, Ernhill Park
  - Services: Belmont Market, Westshore Town Centre
  - Schools: Happy Valley Elementary, Belmont Secondary
  - Transit: Bus stop directly in front of site

Existing  
abandoned  
structure



Happy Valley School



Belmont Market

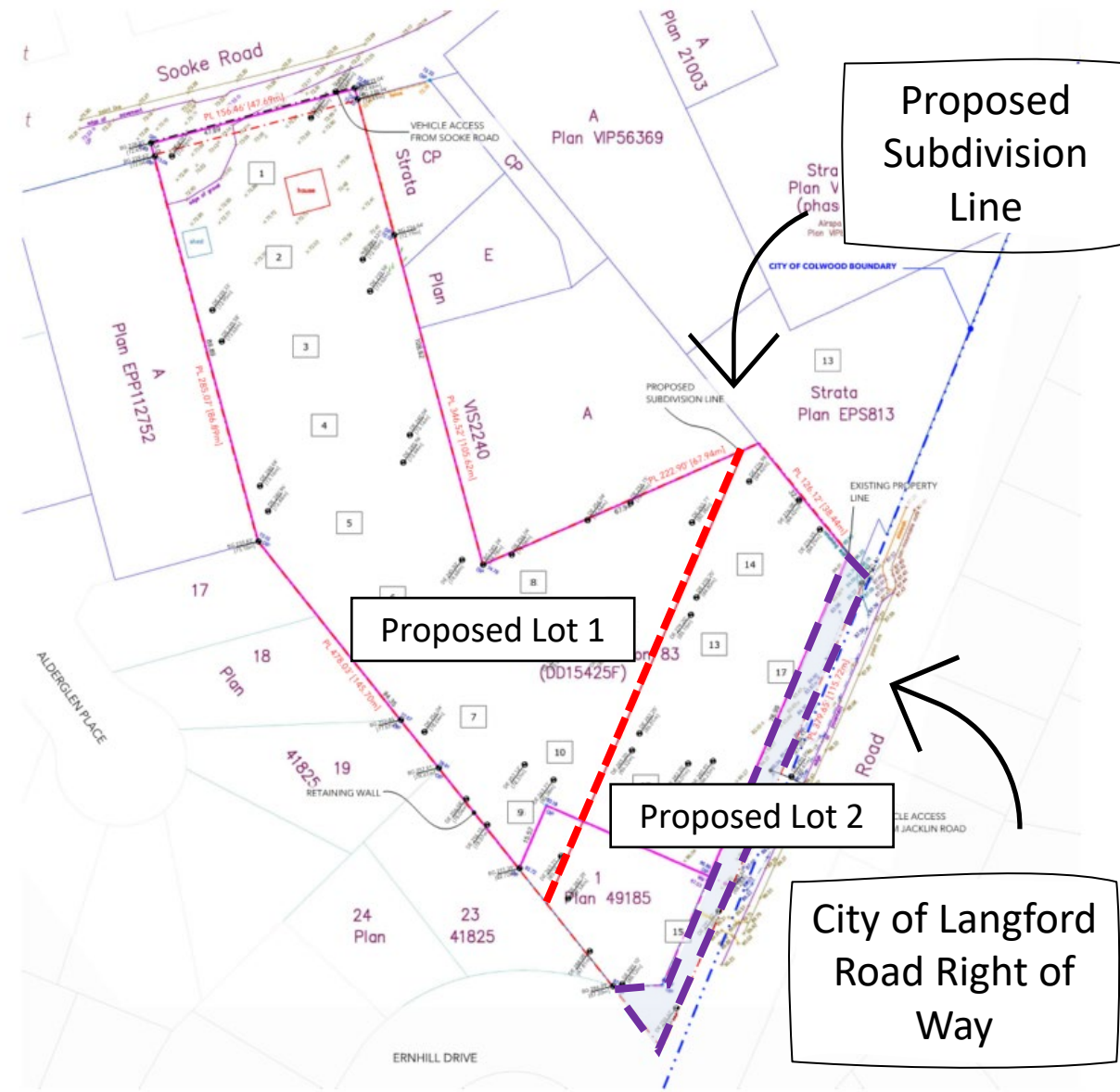


Glen Lake



# The Proposal

- ✓ Rezone the site from the existing R2 One & Two Family Residential zone to the RT1 Residential Townhouse zone
- ✓ Separate from the rezoning application, the following applications have been made:
  - ✓ Road Closure of City of Langford Road Right of Way as per Road Closure Bylaw process
  - ✓ Boundary Adjustment Subdivision Application to create two separate lots



# The Proposal

- ✓ Rezone the site to allow for up to 100 ground-oriented family-friendly townhomes across the two proposed sites
- ✓ 2 parking stalls per residential home
- ✓ Visitor parking to meet bylaw requirements (5 parking stalls per proposed lot)





# Our Vision: A Family Townhome Community

- Up to 100 ground oriented family friendly townhomes
- All homes to be 3 bedroom and flex room (office/guest room) with 2 parking stalls
- Private outdoor space for every home
- Landscaped mews connecting townhome blocks
- On site central community gathering green space with children's play area













Thank You For Sharing Your Time With Us!



# Staff Report to the Planning, Zoning and Affordable Housing Committee

**DATE:** Monday, March 14, 2022

**DEPARTMENT:** Planning

**APPLICATION NO.:** TUP21-0006

**SUBJECT:** Application for a temporary use permit at 1057 Marwood Avenue to allow for a light industrial use in a Heavy Industrial (M3) zone.

## PURPOSE:

Jordan Owen of RedBlue Heating and Refrigeration has applied to temporarily permit the light industrial business of fabrication, installation, and service of HVAC/R systems on the subject property.

## BACKGROUND:

In 2007, the subject property was a part of a rezoning application, along with the other 12 properties, to be rezoned to Business Park 2. The application was later withdrawn.

**Table 1: Surrounding Land Uses**

<i>Applicant</i>	Jordan Owen
<i>Owner</i>	O And M Enterprises Inc.
<i>Civic Address</i>	1057 Marwood Avenue
<i>Legal Description</i>	Lot 3, Block 3, Sections 86 and 87, Metchosin District, Plan 1718, PID 005-208-131
<i>Size of Property</i>	2,218 m <sup>2</sup>
<i>DP Areas</i>	Industrial
<i>Zoning Designation</i>	Heavy Industrial (M3)
<i>OCP Designation</i>	Neighbourhood

## SITE AND SURROUNDING AREA

The subject property contains a principal building with a floor area of approximately 550m<sup>2</sup> and a large amount of unenclosed storage to the back, mostly in the form of cars. Although it is assumed that the

area will be cleared of any items and materials that do not pertain to the business with the change of tenancy, Council may wish to make it a condition of the temporary use permit. The site is located south of Sooke Road and is accessible from both Marwood Avenue and Brown Road.

The property at 1057 Marwood Avenue is flat in nature, with no vegetation aside from a single tree situated on the rear property line in the eastern corner of the lot. Throughout the residentially zoned neighboring properties, there are few large trees and bushes, and a larger pocket of mature vegetation north of the subject property.

Current M3 zoning allows for a variety of uses such as asphalt plant, gravel processing, commercial composting, sawmill, and other heavy and high impact industrial operations; however the Zone does not allow for the proposed use, so the applicant must either obtain a temporary use permit or rezoning approval in order to proceed with the business.

**Table 2: Surrounding Land Uses**

	<b><i>Zoning</i></b>	<b><i>Use</i></b>
<i>North</i>	R2, P4	Residential, Luxton Fair Ground
<i>East</i>	RR2	Rural Residential
<i>South</i>	RR2	Rural Residential
<i>West</i>	RR2	Rural Residential

## OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) Bylaw No. 1200 designates the subject property as 'Neighborhood', 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;
- Home-based businesses, live-work housing is encouraged;
- Parks, open spaces and recreational facilities are integrated throughout the area;
- This area allows for *Neighborhood Centres* to emerge in the form of medium density mixed-use nodes at key intersections;
- Transit stops are located where appropriate.

The applicant has indicated that they plan to pursue this use on a permanent basis. As the proposed use does not meet the objectives of the current OCP designation, any subsequent rezoning applications will have to be accompanied by an amendment to the Official Community Plan to Business or Light Industrial Centre designation. It is noteworthy to mention that the immediately adjacent properties are also within the Neighbourhood designation; however properties west of Luxton Road fall under Business or Light Industrial Centre designation.

**Figure 3: Surrounding OCP Designations**



## 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 issuance of a Building Permit if the applicant chooses to make changes to the exterior of the existing building. Additionally, a Building Permit will be required for any interior tenant improvements. At this time, the proposed light industrial business does not plan to carry out any alterations to the exterior of the existing building at 1057 Marwood Avenue, other than new signage which will be addressed through a future Sign Permit.

## DEVELOPMENT PROPOSAL

As noted, the applicant wishes to run an HVAC/R fabrication, installation, and service business from the subject property. The proposed use will be located in a long-standing building, and a Building Permit for tenant improvements will be required prior to any internal renovations. The intent of the business is to fully occupy the building, with the front of the building used as office space and heat pump equipment storage, and the back of the building to be used as a sheet metal shop. All the business activities on site are to be carried out in the enclosed building. As a result, it is not expected that geotechnical evaluation, environmental analysis, stormwater management plan, groundwater management plan or soil removal plan will be required. The applicant will however be required to obtain a Business License and a Sign Permit for any signage the company wishes to install.

Council may wish to note that the subject property, while industrially zoned, abuts residentially zoned parcels. Council may wish to place a condition of the temporary use permit that restricts business operation to hours that align with regular business hours, from 7 a.m. to 7 p.m. Council may also wish to ask for the site lighting plan, as a condition of the temporary use permit, however if work is being conducted during normal business hours, it may be sufficient to simply require that any site lighting is shielded so that it is fully downcast and does not shine onto or spill onto neighboring properties.

As per Part 4 of the Zoning Bylaw 300, the proposed light industrial use requires double the amount of dedicated parking spaces as heavy industrial uses:

- Light and general industrial uses - 1 per 45m<sup>2</sup> (484.4 ft<sup>2</sup>) GFA.
- Heavy industrial uses – 1 per 90m<sup>2</sup> (968.8 ft<sup>2</sup>) GFA.

Council may wish to note that the applicant has provided a parking plan to demonstrate that the site can support the required parking for the proposed use.

## LEGAL IMPLICATIONS:

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

Council has no specific policies with respect to temporary use permits. Applications for Temporary Commercial Use Permits are considered on their individual merit. However, Council does regulate Temporary Use Permits through Part 3 of Zoning Bylaw No. 300. Sections 3.27.03 and 3.27.04 of the Zoning Bylaw 300 give Council the right to require that the form and character of the building meets guidelines for commercial properties and allow Council to ask for specific information or reports. Currently, there are no plans to alter the exterior of the property, aside from installing a new signage, which will require a Sign Permit.



**OPTIONS:**

**Option 1**

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;

**OR Option 2**

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

1. Reject this application for a temporary use permit.

**SUBMITTED BY:** Anastasiya Mysak, Planning and Land Development Technician

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

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

**Concurrence:** Donna Petrie, Manager of Business Development and Events

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

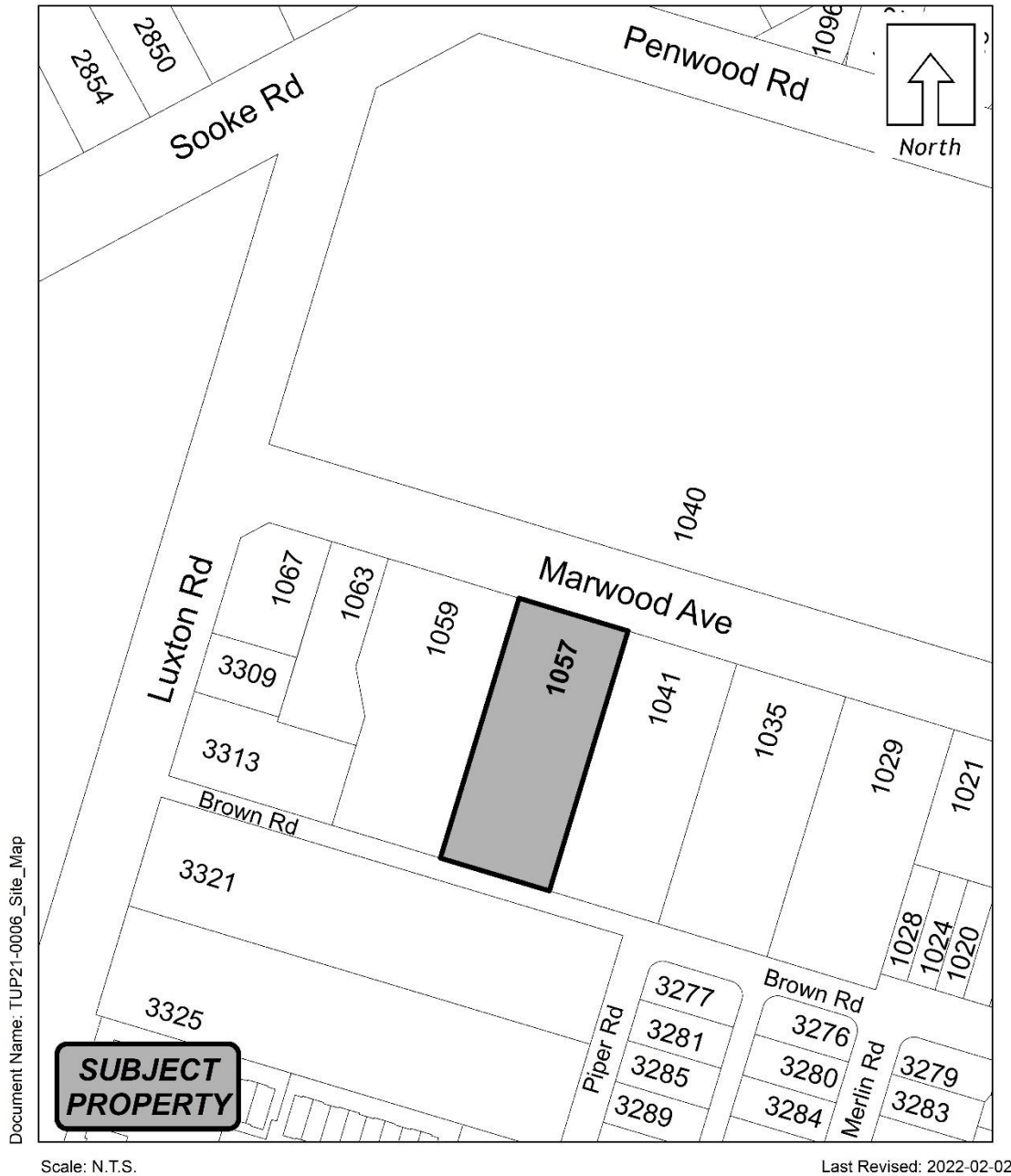
**Concurrence:** Michael Dillabaugh, CPA, CA, Director of Finance

**Concurrence:** Marie Watmough, Acting Director of Corporate Services

**Concurrence:** Darren Kiedyk, Chief Administrative Officer

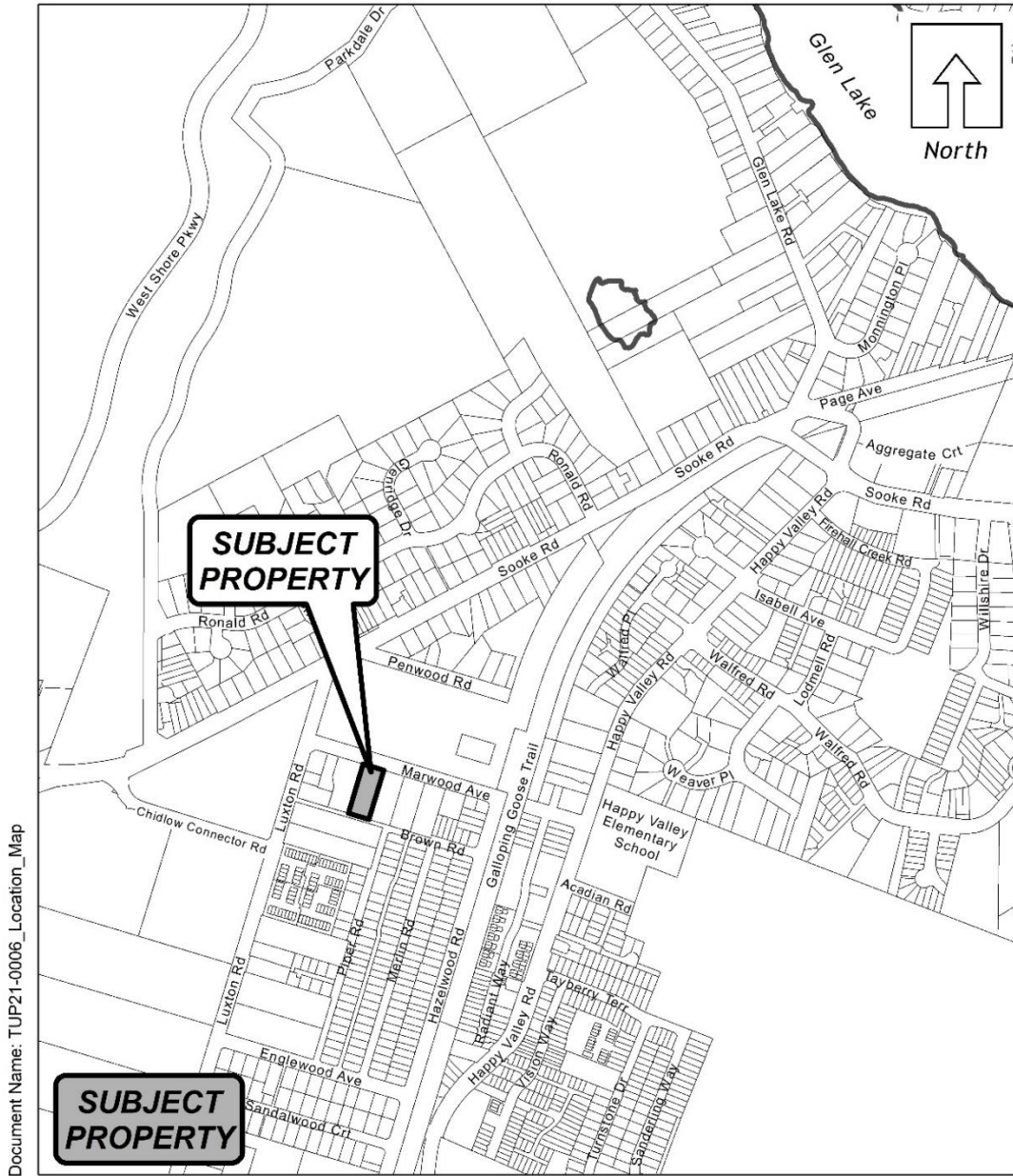
SUBJECT PROPERTY MAP

**TEMPORARY USE PERMIT**  
**( TUP21-0006 )**  
**1057 Marwood Ave**



LOCATION MAP

**TEMPORARY USE PERMIT**  
**( TUP21-0006 )**  
**1057 Marwood Ave**



Document Name: TUP21-0006\_Location\_Map

Scale: N.T.S.

Last Revised: 2022-02-02