

Public Hearing Binder

The general purpose of proposed “**Official Community Plan No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)**” is to amend the City of Colwood’s Official Community Plan to create the North Latoria Area Plan, which will include land use policies specific to the properties in the North Latoria Corridor, which includes the 13 privately owned lands shown in the figure below:



Within the electronic binder, please find a copy of:

1. Staff Report to the Planning and Land Use Committee (July 7, 2025), the Committee of the Whole (July 14, 2025) and the Special Meeting of Council (October 6, 2025)
2. North Latoria Area Plan (August 2025)
3. OCP Policy Review
4. Prefeasibility Report
5. Proposed Changes to Land Use Designations
6. Staff Presentation to Special Meeting of Council (October 6, 2025)
7. Proposed Bylaw 1700-14
8. Notices of Public Hearing (Newspaper/Website Ad and Postcards)
9. Public Input

Minutes and videos of Council are publicly available and can be accessed through the following link:

- [City of Colwood - Home \(civicweb.net\)](https://civicweb.net)



STAFF REPORT

Planning and Land Use
Committee
Meeting Date: July 7, 2025

To: CAO – Jason Johnson
Submitted: June 11, 2025
From: Desiree Givens
RE: North Latoria Area Plan
File: OCP00003

RECOMMENDATION

THAT the Planning and Land Use Committee recommend to Council:

THAT Council consider endorsing the North Latoria Area Plan dated June 2025;

AND THAT amendments be made to the Official Community Plan to incorporate the North Latoria Area Plan.

SUMMARY AND PURPOSE

Building on public and stakeholder engagement and existing policy directions in the Official Community Plan, the North Latoria Area Plan (**Appendix 1**) provides long-term vision and policies to guide development of properties within the North Latoria Corridor area, an area in South Colwood consisting of the properties outlined in **Figure 1**. The purpose of this staff report is to seek Council's endorsement of the proposed North Latoria Area Plan, which is one of the final steps in the overall project process.

Figure 1: Subject Properties Map



STRATEGIC PLAN (*economy infrastructure engagement wellbeing environment*)

The proposed local area plan for the North Latoria Corridor aligns with the following pathways identified in the Strategic Plan 2024-2027:

- **Economy** pathway, by supporting the objective of increasing the number of housing starts and commercial gross floor area, which could help strengthen the City's economy;
- **Infrastructure** pathway, by planning for the creation of new parkland, trails, roads and cycling facilities, which will enhance the quality of life for Colwood residents, visitors and regional commuters;
- **Engagement** pathway, by drawing upon extensive public and stakeholder engagement over the last two years to inform policies to guide development;
- **Well-being** pathway, by strongly encouraging the provision of childcare space, affordable housing, seniors housing, accessible housing and rental housing in all new developments within the corridor; and,
- **Environment** pathway, by prioritizing active transportation through the provision of pedestrian and cycling infrastructure and by prioritizing the protection and restoration of biodiversity and ecological features on the lands through policies to protect and retain natural attributes of the lands (e.g., steep slopes, watercourses, mature stands of trees and tree canopy) and to restore ecologically sensitive areas where recommended by a qualified professional.

RELATED POLICIES

City of Colwood's Housing Needs Report (2024)

The City of Colwood's Housing Needs Report (2024) identifies seven key areas of housing need in Colwood, including affordable housing, rental housing, housing for people with specific housing needs, housing for seniors, housing for families, housing for individuals experiencing homelessness or at risk of homelessness and housing that supports transit-oriented development and complete communities.

To keep pace with the demand, the report states that there is a need to create 1,562 new rental or ownership housing units within the next 5 years and 5,111 new rental or ownership housing units within the next 20 years.

The policies in the North Latoria Area Plan have been prepared to help address several of the key areas of housing need described in the Housing Needs Report by:

- Including policies to strongly support developments that deliver one or more of the following key areas of housing need: housing for families, affordable housing, housing for seniors, rental housing, and housing for people with specific housing needs; and,
- Supporting density that will contribute between 1,000-1,300 new units to the City's housing stock.

Official Community Plan (2018)

The City of Colwood's Official Community Plan (OCP) identifies Colwood as an area for future urban growth and densification, with most of the projected growth occurring in the Seaside, Royal Bay, Colwood Corners and Latoria neighbourhoods (OCP, p. 18). The proposed North Latoria Area Plan will support density within a Latoria neighbourhood in the form of multi-unit buildings (e.g., apartments)

that can increase the demand for transit in the area and support the viability of nearby neighbourhood shops and services at Royal Bay and Latoria Walk.

The properties within the North Latoria Corridor are currently designated in the OCP as Neighbourhood Centre, Neighbourhood Hillside and Shoreline, and Neighbourhood as shown in **Figure 2**, with most of the properties located in the Neighbourhood Hillside and Shoreline land use designation, which supports low rise multi-unit residential buildings up to 6 storeys only “in very limited situations, and only where significant environmental and ecological benefits to the overall site can be achieved, while minimizing ecosystem disturbance, protecting habitat areas and incorporating existing natural features” (OCP p.53).

The North Latoria Area Plan is intended to provide greater clarity regarding the meaning of “significant environmental and ecological benefits” to support a very limited situation in which 6-storey multi-residential buildings will be supported.

Appendix 2 details how the local area plan aligns with other key policies in the OCP.

Figure 2: Existing Land Use Designations



Sewer Master Plan (2022)

The existing 300mm sewer pipe running along Latoria Road has a capacity of approximately 146 litres per second (L/s). This capacity was evaluated as part of the 2022 Sewer Master Plan and was determined to be adequate to support the full buildout of the City’s Official Community Plan (OCP), including projected development in Olympic View, Royal Bay, and Royal Beach.

The Metchosin Lift Station, which supports this system, has a rated capacity of 129 L/s. This lift station is projected to reach capacity prior to full OCP buildout. Accordingly, the City has planned for an upgrade to the lift station once incoming flows approach this threshold.

As of the latest modeling, peak flow into the lift station is estimated at 24.9 L/s. However, operational data indicates that actual flows are typically about half of this amount, suggesting that there is currently ample capacity in the system.

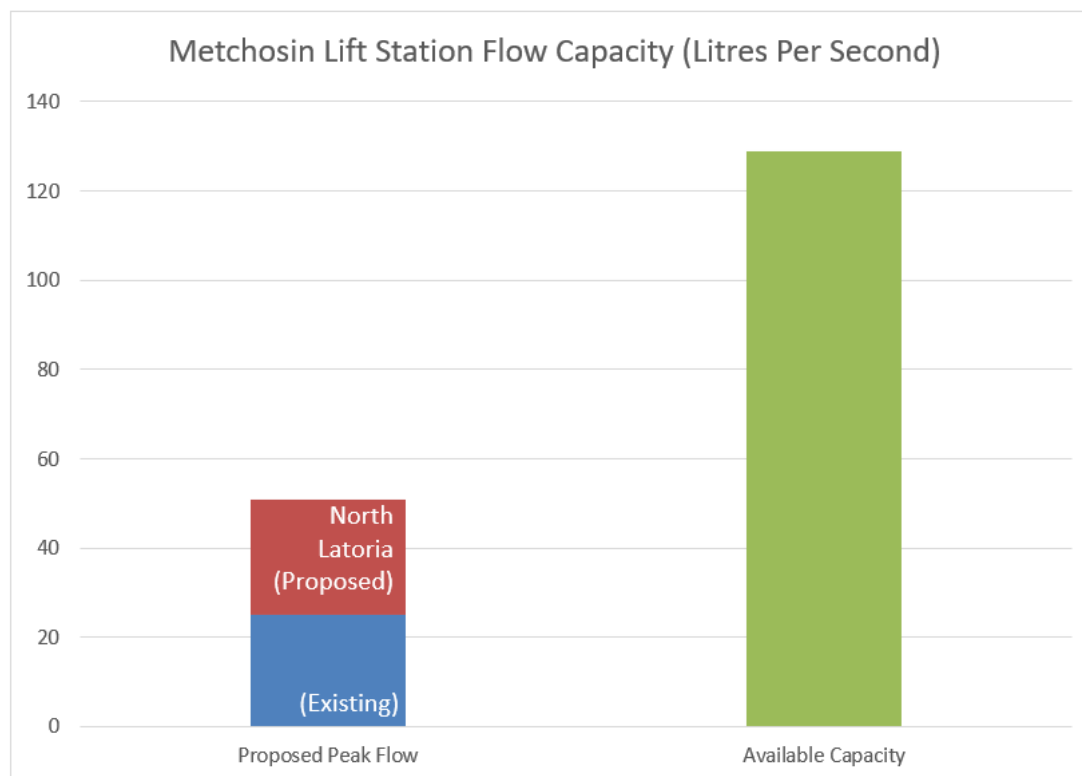
Importantly, the planned density in the North Latoria area was incorporated into the 2022 Sewer Master Plan, and based on that plan, it is reasonable to conclude that the City's sewer system can support future flows from this area under the existing OCP.

Should the OCP density in North Latoria increase beyond what was previously projected, the most likely impact would be that the timing for the lift station upgrade would need to be advanced.

The City remains proactive in its infrastructure planning, and regular updates to the Sewer Master Plan will continue to allow for reassessment and adaptation of the sewer network in response to evolving development patterns and growth in line with the OCP.

Below is a chart illustrating the existing lift station capacity and the approximate flow contribution from the redevelopment of the North Latoria Corridor.

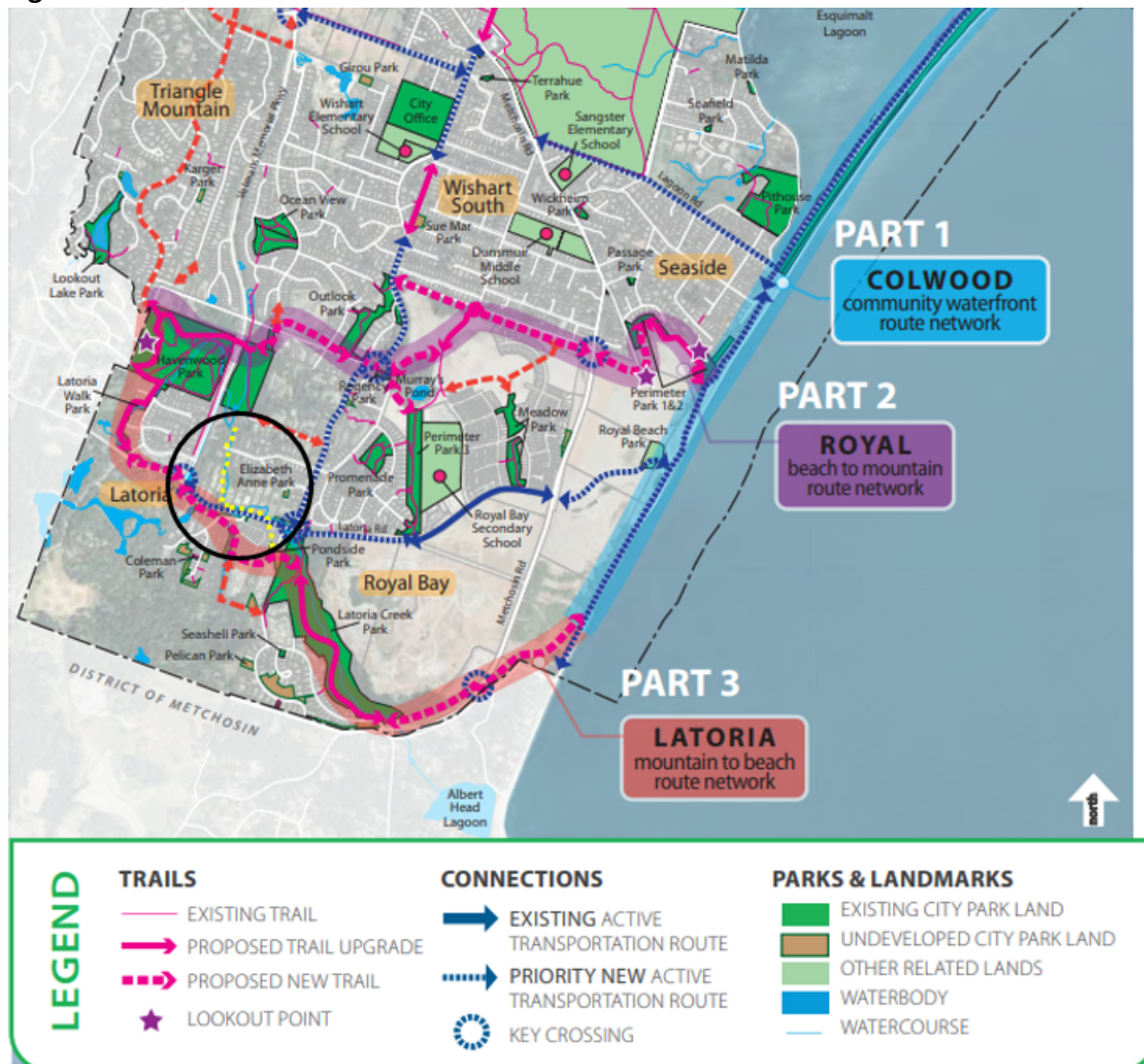
Figure 3: Metchosin Lift Station Sewer Capacity



Parks and Recreation Master Plan (2021)

The City of Colwood's Parks and Recreation Master Plan envisions a Beach to Mountain Trail Route Network in South Colwood that will link the ocean to the mountain and provide a continuous loop for park and trail users. The proposed land use concept in the local area plan could potentially complement the Beach to Mountain trail network by providing additional trail connections to link Latoria Creek Park to the southwest end of Havenwood Park as illustrated by the dotted yellow line in **Figure 4** below.

Figure 4: Beach to Mountain Trail Network



BACKGROUND

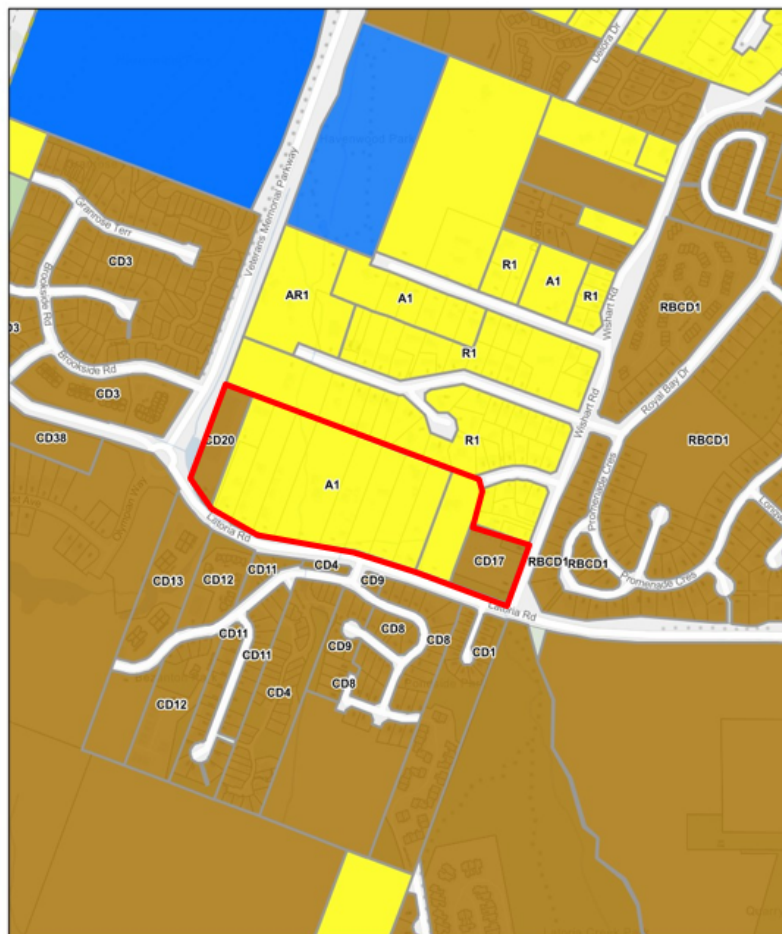
Site Context

Located in South Colwood, the North Latoria Corridor area is approximately 7.5 hectares (19 acres) and located in a hillside area with gentle slopes interspersed with steeper sections.

The area contains several ecologically significant features, including Latoria Creek and its tributaries and mature tree canopy, with stands of Douglas fir, western red cedar, and arbutus.

Figure 5 illustrates the community context, including the existing zones of properties adjacent to the area.

Figure 5: Community Context Map



Most of the properties in the area are zoned Rural 1 (A1) and the primary land use in the area is residential, with a mix of low- to medium-density developments. To the north, Veterans Memorial Parkway provides access to commercial amenities. The proximity of the area to Royal Bay and its commercial and recreational amenities enhances the area's connectivity and future growth potential.

Project Overview

Several of the properties within the area have seen significant interest from the development community in recent years. As applications were submitted to the City, it became evident that site-specific policies to guide the development of the area as a whole (as opposed to development on a parcel-by-parcel basis) would best support the objectives for the area and that the existing land use designations may be insufficient in delivering the level of environmental protection and neighbourhood enhancements that were desired for the area. In early 2022, the City of Colwood embarked on a visioning exercise for the area.

The purpose of the visioning exercise was to create a unified, cohesive vision and plan for the area that could:

- Ensure that the community's priorities guide growth and development in the area;
- Provide exceptional protection of the area's natural assets;
- Consider the necessary transportation infrastructure improvements; and,
- Secure neighbourhood enhancements and desired community amenities and benefits.

Urban Systems Ltd. was brought on as a project consultant to provide technical support. The project was envisioned to be completed in four phases. Each phase would involve engagement with Council, the public and key stakeholders, as well as an update to Council at the end of each phase to summarize what was heard and recommend next steps.

Phase 1: Initial Policy Review (Fall 2022 – Winter 2023)

At the start of the project, staff developed a project workplan and reviewed existing City plans, policies and Council resolutions impacting the subject area, including the Official Community Plan, Land Use Bylaw, and Transportation Master Plan. The project workplan and results of the policy review were then presented to Council at its Regular Meeting of Council on [December 12th, 2022](#).

Following this, staff developed an engagement plan for Phase 1, which sought to present the project to the public at a high level and seek their input to inform a vision for the subject area. Urban Systems supported the project team in the development of engagement materials (e.g., storyboards). Public engagement was conducted by staff between July and September 2023. The results of this engagement and a project update were shared with Council at its Regular Meeting of Council on [October 23rd, 2023](#).

Phase 2: Develop Land Use Concepts (Winter 2023 – Spring 2025)

Based on the outcomes of Phase 1, staff worked with Urban Systems to develop and explore various land use concepts with Council, stakeholders and the general public. The draft land use concept for the area evolved throughout Phase 2 to respond to stakeholder and public input. At the Special Meeting of Council on [March 27th, 2025](#), the final version of the land use concept was presented to Council for endorsement, along with a project update and results of Phase 2 engagement. Council resolved to direct staff to prepare a local area plan to guide development of the lands in accordance with the land use concept presented (#R2025-72).

Phase 3: Policy Development (Spring 2025 – Present) [WE ARE HERE](#)

The first step in this project phase involved retaining a land economist, Coriolis Consulting Corporation (Coriolis), to conduct a preliminary financial analysis to confirm the economic feasibility of the final land use concept. Building from the work completed in first two project phases, staff prepared a local area plan to guide future development of the area to achieve the desired outcomes envisioned by the final land use concept. More detail about this process and Phase 3 project activities are presented in the "Local Area Plan Development" section below.

Phase 4: Policy Adoption (Anticipated Fall 2025)

If Council endorses the local area plan, the final step in the visioning process will be to consider the amending bylaw to incorporate it into the OCP.

Local Area Plan Development

Prior to preparing a local area plan, staff retained Coriolis to complete a preliminary financial analysis to ensure that the land use concept endorsed by Council in March 2025 was economically viable. Their findings concluded that the proposed bonus density framework within the land use concept is not a viable tool; specifically, although the bonus density and height (2.5 FAR and 6 storeys) in the land use concept could feasibly support the desired mix of land uses and community amenities, the base density and height (1.75 FAR and 4 storeys) would not be adequate to support the community's desired outcomes (see **Appendix 3**).

With this in mind, staff revised the land use concept by removing the bonus density framework and began drafting the North Latoria Area Plan (**Appendix 1**), translating the revised land use concept into a clear and implementable policy framework. This involved drafting a vision statement that reflects the community's aspirations for the future of the area, supported by goals that address the key themes that have emerged throughout the visioning process such as environmental stewardship, transportation, built and natural infrastructure, housing and social amenities.

Specific policies were then developed to guide land use, built form, infrastructure, and public realm improvements in alignment with these goals. The draft policies were informed by prior community engagement, interdepartmental collaboration, and technical analysis, ensuring that the policies are grounded in both community input and best planning practices. The resulting draft plan is intended to provide clear direction for future development while remaining flexible enough to adapt over time.

Staff are seeking comments from the Planning and Land Use Committee on the draft North Latoria Area Plan at its regular meeting on July 7, 2025.

Council will be provided an opportunity to review and workshop the draft plan at an upcoming Committee of the Whole meeting on July 14, 2025. Following this, the plan may be revised to consider feedback from both the Committee and Council before being presented for endorsement at the Regular Meeting of Council on August 25, 2025.

If Council chooses to endorse the North Latoria Area Plan, the amending bylaw to incorporate the plan into the OCP (a draft of which is provided in **Appendix 4**) would be considered for readings. Please refer to **Appendix 5** for a redline version illustrating the proposed amendments to the OCP. Following endorsement, staff would also complete the public consultation program outlined in the "Communications" section of this report.

Once the amending bylaw is adopted, it will guide development of lands within the area and any proposal to develop a property within the corridor would be required to demonstrate strong alignment with all the policies within the local area plan - particularly as it relates to protection and preservation of riparian features and urban forest, permitted scale of development, and provision of desired community amenities. The local area plan would function similarly to other area plans within the OCP (e.g., Royal Bay Area Plan, Olympic View Area Plan) as it will support the development of a master planned community, though at a smaller scale.

OPTIONS / ALTERNATIVES

- **Option 1:** The staff recommendation; OR
- **Option 2:** The staff recommendation provided the following specific amendments are reflected in the final local area plan document *[List of amendments to be specified by Council]*; OR
- **Option 3:** Maintain the existing policy directions for the area and do not endorse the North Latoria Area Plan; OR
- **Option 4:** Defer decision and direct staff to provide the following additional information: *[Items to be specified by Council]*

COMMUNICATIONS & ENGAGEMENT

The North Latoria visioning process builds off previous engagements completed during the summers of 2023 and 2024.

This report is publicly available on the City's website as part of the agenda and the report will be available in the public Council Highlights. Minutes will be posted online and sent to subscribers by email.

Prior to a public hearing, the North Latoria Area Plan will be referred to partners and stakeholders, including:

- BC Transit
- Capital Regional District
- Citizens Environment Network
- City of Langford
- Department of Fisheries and Oceans
- District of Metchosin
- Friends of Havenwood Park
- Greater Victoria Green Team
- Habitat Acquisition Trust
- Intermunicipal Advisory Committee on Disability Issues
- Island Health
- Land Conservancy of BC
- Ministry of Transportation and Infrastructure
- Ministry of Water, Land and Resource Stewardship
- School District 62
- Sc'ianew (Beecher Bay) First Nation
- Songhees Nation
- Urban Development Institute of BC
- Victoria Natural History Society
- Westshore Chamber of Commerce
- Westshore Parks and Recreation Society Board
- Xwsepsum (Esquimalt) Nation

Prior to a public hearing, landowners within 100m of the North Latoria Corridor lands will receive a direct mailout referring them to the City website where the North Latoria Area Plan will be available for public review.

TIMELINES

July 7, 2025	July 14, 2025	August 25, 2025	October 14/27, 2025
The North Latoria Area Plan is introduced to the Planning and Land Use Committee for review and comment.	A workshop will be held with Council on the draft North Latoria Area Plan, which will include a presentation from Coriolis on the preliminary financial analysis findings.	The recommendation from the Planning and Land Use Committee will be forwarded to Council and Council will consider endorsement of the North Latoria Area Plan. If endorsed, the amending bylaw will be given 1st and 2nd reading and a public hearing will be held in September 2025.	Following the public hearing in September 2025, the amending bylaw to incorporate the area plan into the OCP will be considered for 3rd reading and adoption.

CLIMATE CONSIDERATIONS

The proposed policies in the North Latoria Area Plan align with the following strategies in the City's Climate Action Plan (2023):

- **Strategy T1 (to prioritize climate resiliency of new development)** by supporting the creation of new mixed use and transit-friendly densities and focusing growth in the Latoria neighbourhood in alignment with the focused growth direction in the OCP
- **Strategy T2 (to increase active transportation & connected networks)** by including opportunities to expand pedestrian spaces via park dedication and the creation of new trails that could eventually link to Latoria Creek Park and Havenwood Park
- **Strategy T3 (to support enhanced transit services and use)** by encouraging new developments to expand or improve transit services and provide transit amenities in accordance with BC Transit's standards
- **Strategy N2 (to protect and restore biodiversity and ecological connectivity)** by requiring new developments to preserve mature tree canopy, dedicate environmental conservation areas to the City as parkland and contribute toward the restoration of Latoria Creek and watercourses on private property

FINANCIAL CONSIDERATION

There are no specific financial implications related to the consideration of the Staff Recommendation or Options/Alternatives contained in this report.

CONCLUSIONS

The North Latoria Area Plan provides a long-term vision for the study area and is presented to the Planning and Land Use Committee and Council for endorsement. This Plan has been prepared based on existing policy directions in the Official Community Plan and was informed by engagement with Council, landowners, agencies and stakeholders.

Attachments:

[Appendix 1: Draft North Latoria Area Plan](#)

[Appendix 2: OCP Policy Review](#)

[Appendix 3: Financial Analysis](#)

[Appendix 4: Proposed Changes to Land Use Designations](#)

[Appendix 5: Draft Amending Bylaw 1700-14](#)

[Staff Presentation](#)

Approved by:

Mairi Bosomworth, Senior Planner

Marcy Lalande, Manager of Corporate Services

Kathy McLennan, Director of Finance

Jason Johnson, Chief Administrative Officer

Status:

Approved - 19 Jun 2025

Approved - 20 Jun 2025

Approved - 26 Jun 2025

Approved - 30 Jun 2025



STAFF MEMO

Committee of the Whole
Meeting Date: July 14, 2025

To: CAO – Jason Johnson
Submitted: June 23, 2025
From: Desiree Givens
RE: North Latoria Corridor Prefeasibility Study
File: OCP00003

SUMMARY AND PURPOSE

The purpose of this memo is to provide Council with the prefeasibility study for the North Latoria Corridor and to share a copy of the draft North Latoria Area Plan for feedback.

BACKGROUND

Project Overview

The North Latoria Visioning exercise is a project that was envisioned to be completed in four phases. Each phase would involve engagement with Council, the public and key stakeholders, as well as an update to Council at the end of each phase to summarize what was heard and recommend next steps.

Phase 1: Initial Policy Review (Fall 2022 – Winter 2023)

At the start of the project, staff developed a project workplan and reviewed existing City plans, policies and Council resolutions impacting the subject area, including the Official Community Plan, Land Use Bylaw, and Transportation Master Plan. The project workplan and results of the policy review were then presented to Council at its Regular Meeting of Council on [December 12th, 2022](#).

Following this, staff developed an engagement plan for Phase 1, which sought to present the project to the public at a high level and seek their input to inform a vision for the subject area. Urban Systems supported the project team in the development of engagement materials (e.g., storyboards). Public engagement was conducted by staff between July and September 2023. The results of this engagement and a project update were shared with Council at its Regular Meeting of Council on [October 23rd, 2023](#).

Phase 2: Develop Land Use Concepts (Winter 2023 – Spring 2025)

Based on the outcomes of Phase 1, staff worked with Urban Systems to develop and explore various land use concepts with Council, stakeholders and the general public. The draft land use concept for the area evolved throughout Phase 2 to respond to stakeholder and public input. At the Special Meeting of Council on [March 27th, 2025](#), the final version of the land use concept was presented to Council for endorsement, along with a project update and results of Phase 2 engagement. Council resolved to direct staff to prepare a local area plan to guide development of the lands in accordance with the land use concept presented (#R2025-72).

Phase 3: Policy Development (Spring 2025 – Present) WE ARE HERE

The first step in this project phase involved retaining a land economist, Coriolis Consulting Corporation (Coriolis), to conduct a preliminary financial analysis to confirm the economic feasibility of the final land use concept. Building from the work completed in first two project phases, staff prepared a local area plan to guide future development of the area to achieve the desired outcomes envisioned by the final land use concept. More detail about this process and Phase 3 project activities are presented in the “Local Area Plan Development” section below.

Phase 4: Policy Adoption (Anticipated Fall 2025)

If Council endorses the local area plan, the final step in the visioning process will be to consider the amending bylaw to incorporate it into the OCP.

Local Area Plan Development

Prior to preparing a local area plan, staff retained Coriolis to complete a preliminary financial analysis (**Appendix 1**) to ensure that the land use concept endorsed by Council in March 2025 was economically viable. Their findings concluded that it would not be financially feasible for the City to seek bonus density contributions, meaning that the bonus density framework that was originally proposed within the land use concept would not be a viable tool for securing community amenities and benefits. Specifically, although the bonus density and height (2.5 FAR and 6 storeys) in the land use concept could potentially be viable in supporting the community's desired outcomes, the base density and height (1.75 FAR and 4 storeys) is unlikely to be viable. The study also found that rental apartment proposals and proposals with higher land dedications would be challenging from a financial perspective due to current market conditions, remaining land after land dedications, and current CAC rates. To help ensure that projects remain viable, Coriolis recommends reducing CACs or providing DCC credits (where permissible), particularly if the City will be requiring significant contributions toward off-site road or infrastructure or creek enhancement.

Based on the findings in the prefeasibility study, staff revised the land use concept by removing the bonus density framework and began drafting the North Latoria Area Plan (**Appendix 2**), translating the revised land use concept into a clear and implementable policy framework. This involved drafting a vision statement that reflects the community's aspirations for the future of the area, supported by goals that address the key themes that have emerged throughout the visioning process such as environmental stewardship, transportation, built and natural infrastructure, housing and social amenities.

Specific policies were then developed to guide land use, built form, infrastructure, and public realm improvements in alignment with these goals. The draft policies were informed by prior community engagement, interdepartmental collaboration, and technical analysis, ensuring that the policies are grounded in both community input and best planning practices. The resulting draft plan is intended to provide clear direction for future development while remaining flexible enough to adapt over time. To support the financial viability of development projects in the area, the draft plan also includes a policy statement to support reduced or waived CACs.

Staff are providing Council with an opportunity to review the draft local area plan at its Committee of the Whole meeting on July 14, 2025. Following this, the plan may be revised to consider feedback from

Council and the Planning and Land Use Committee before being presented for endorsement at the Regular Meeting of Council on August 25, 2025.

TIMELINES

July 14, 2025	August 25, 2025	October 14, 2025	October 27, 2025
Committee of the Whole to present the prefeasibility study and draft local area plan, which includes a presentation from Coriolis on the preliminary financial analysis findings.	Council will consider endorsement of the North Latoria Area Plan. If endorsed, the amending bylaw will be given 1st and 2nd reading and a public hearing will be held in September 2025.	Following the public hearing in September 2025, the amending bylaw to incorporate the area plan into the OCP will be considered for 3rd reading.	The amending bylaw will be considered for adoption.

FINANCIAL CONSIDERATION

There are no specific financial implications related to the consideration of the Staff Recommendation or Options/Alternatives contained in this report.

CONCLUSIONS

This report is being provided to share the results of the prefeasibility study for the North Latoria Corridor and the draft North Latoria Area Plan. Feedback provided will be incorporated into the next version of the local area plan, which will be brought back to Council on August 25, 2025.

Attachments:

- [Appendix 1: Prefeasibility Study](#)
- [Appendix 2: Draft North Latoria Area Plan](#)
- [Staff Presentation](#)

Approved by:

Yazmin Hernandez, Director of Planning
Marcy Lalande, Manager of Corporate Services
Kathy McLennan, Director of Finance
Jason Johnson, Chief Administrative Officer

Status:

Approved - 24 Jun 2025
Approved - 24 Jun 2025
Approved - 04 Jul 2025
Approved - 07 Jul 2025



STAFF REPORT

Council
Meeting Date: October 6,
2025

To: CAO – Jason Johnson
Submitted: August 5, 2025
From: Desiree Givens, Planner
RE: North Latoria Area Plan
File: OCP00003

RECOMMENDATION

THAT Council consider endorsing the North Latoria Area Plan dated August 2025;

AND THAT the “Official Community Plan Bylaw No. 1700, 2018, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)” be given first reading;

AND THAT Council considers “Official Community Plan Bylaw No. 1700, 2018, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)” in conjunction with the City’s 2025-2029 Financial Plan and applicable waste management plans;

AND THAT the “Official Community Plan Bylaw No. 1700, 2018, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)” be given second reading;

AND FURTHER THAT staff be directed to complete the public consultation program as outlined in the Communications section of this report in compliance with section 475 of the *Local Government Act*.

SUMMARY AND PURPOSE

Building on public and stakeholder engagement and existing policy directions in the Official Community Plan, the North Latoria Area Plan (Appendix 1) provides long-term vision and policies to guide development of properties within the North Latoria Corridor area, an area in South Colwood consisting of the properties outlined in Figure 1. The purpose of this staff report is to seek Council’s endorsement of the proposed North Latoria Area Plan dated August 2025. This is one of the final steps in the overall project process.

Figure 1: Subject Properties Map



STRATEGIC PLAN

- *Strengthen Community + Sustain Nature*
- *Invest in Infrastructure*
- *Pursue Economic Growth + Vitality*
- *Provide Excellence in Governance + Services*

The proposed local area plan for the North Latoria Corridor aligns with the following pillars of the refined 2025-2027 Strategic Plan:

- **Pillar 1: Strengthen Community + Sustain Nature**, by expanding recreational opportunities for all ages and by implementing priority actions from the Climate Action Plan (see also "Climate Considerations" below);
- **Pillar 2: Invest in Infrastructure**, by prioritizing road and infrastructure upgrades within the draft plan;

- **Pillar 3: Pursue Economic Growth + Vitality**, by leveraging new development to secure new and desired community amenities; and,
- **Pillar 4: Provide Excellence in Governance + Services**, by drawing upon extensive public and stakeholder engagement over the last two years to inform policies to guide new development in the area.

RELATED POLICIES

City of Colwood's Housing Needs Report (2024)

The City of Colwood's Housing Needs Report (2024) identifies seven key areas of housing need in Colwood, including affordable housing, rental housing, housing for people with specific housing needs, housing for seniors, housing for families, housing for individuals experiencing homelessness or at risk of homelessness and housing that supports transit-oriented development and complete communities.

To keep pace with the demand, the report states that there is a need to create 1,562 new rental or ownership housing units within the next 5 years and 5,111 new rental or ownership housing units within the next 20 years.

The policies in the North Latoria Area Plan have been prepared to help address several of the key areas of housing need described in the Housing Needs Report by:

- Including policies to strongly support developments that deliver one or more of the following key areas of housing need: housing for families, affordable housing, housing for seniors, rental housing, and housing for people with specific housing needs; and,
- Supporting density that will contribute between 1,000-1,300 new units to the City's housing stock.

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The City of Colwood's Official Community Plan (OCP) identifies Colwood as an area for future urban growth and densification, with most of the projected growth occurring in the Seaside, Royal Bay, Colwood Corners and Latoria neighbourhoods (OCP, p. 18). The proposed North Latoria Area Plan will support density within a Latoria neighbourhood in the form of multi-unit buildings (e.g., apartments) that can increase the demand for transit in the area and support the viability of nearby neighbourhood shops and services at Royal Bay and Latoria Walk.

The properties within the North Latoria Corridor are currently designated in the OCP as Neighbourhood Centre, Neighbourhood Hillside and Shoreline, and Neighbourhood as shown in Figure 2, with most of the properties located in the Neighbourhood Hillside and Shoreline land use designation, which supports low rise multi-unit residential buildings up to 6 storeys only "in very limited situations, and only where significant environmental and ecological benefits to the overall site can be achieved, while minimizing ecosystem disturbance, protecting habitat areas and incorporating existing natural features" (OCP p.53).

The North Latoria Area Plan is intended to provide greater clarity regarding the meaning of "significant environmental and ecological benefits" to support a very limited situation in which 6-storey multi-residential buildings will be supported.

Appendix 3 details how the local area plan aligns with other key policies in the OCP.

Figure 2: Existing Land Use Designations



Sewer Master Plan (2022) - Engineering Department Comments:

The existing 300mm sewer pipe running along Latoria Road has a capacity of approximately 146 litres per second (L/s). This capacity was evaluated as part of the 2022 Sewer Master Plan and was determined to be adequate to support the full buildout of the City's Official Community Plan (OCP), including projected development in Olympic View, Royal Bay, and Royal Beach.

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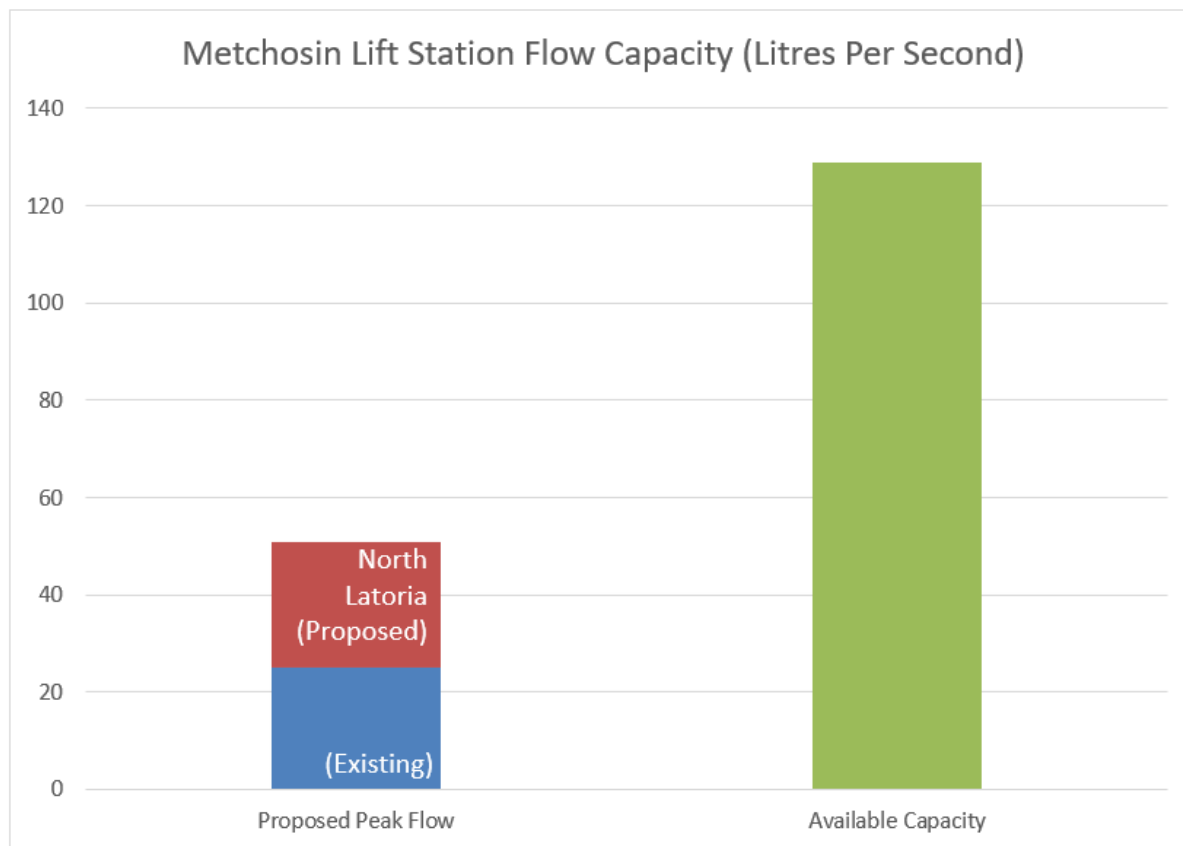
Importantly, the planned density in the North Latoria area was incorporated into the 2022 Sewer Master Plan, and based on that plan, it is reasonable to conclude that the City's sewer system can support future flows from this area under the existing OCP.

Should the OCP density in North Latoria increase beyond what was previously projected, the most likely impact would be that the timing for the lift station upgrade would need to be advanced.

The City remains proactive in its infrastructure planning, and regular updates to the Sewer Master Plan will continue to allow for reassessment and adaptation of the sewer network in response to evolving development patterns and growth in line with the OCP.

Below is a chart illustrating the existing lift station capacity and the approximate flow contribution from the redevelopment of the North Latoria Corridor.

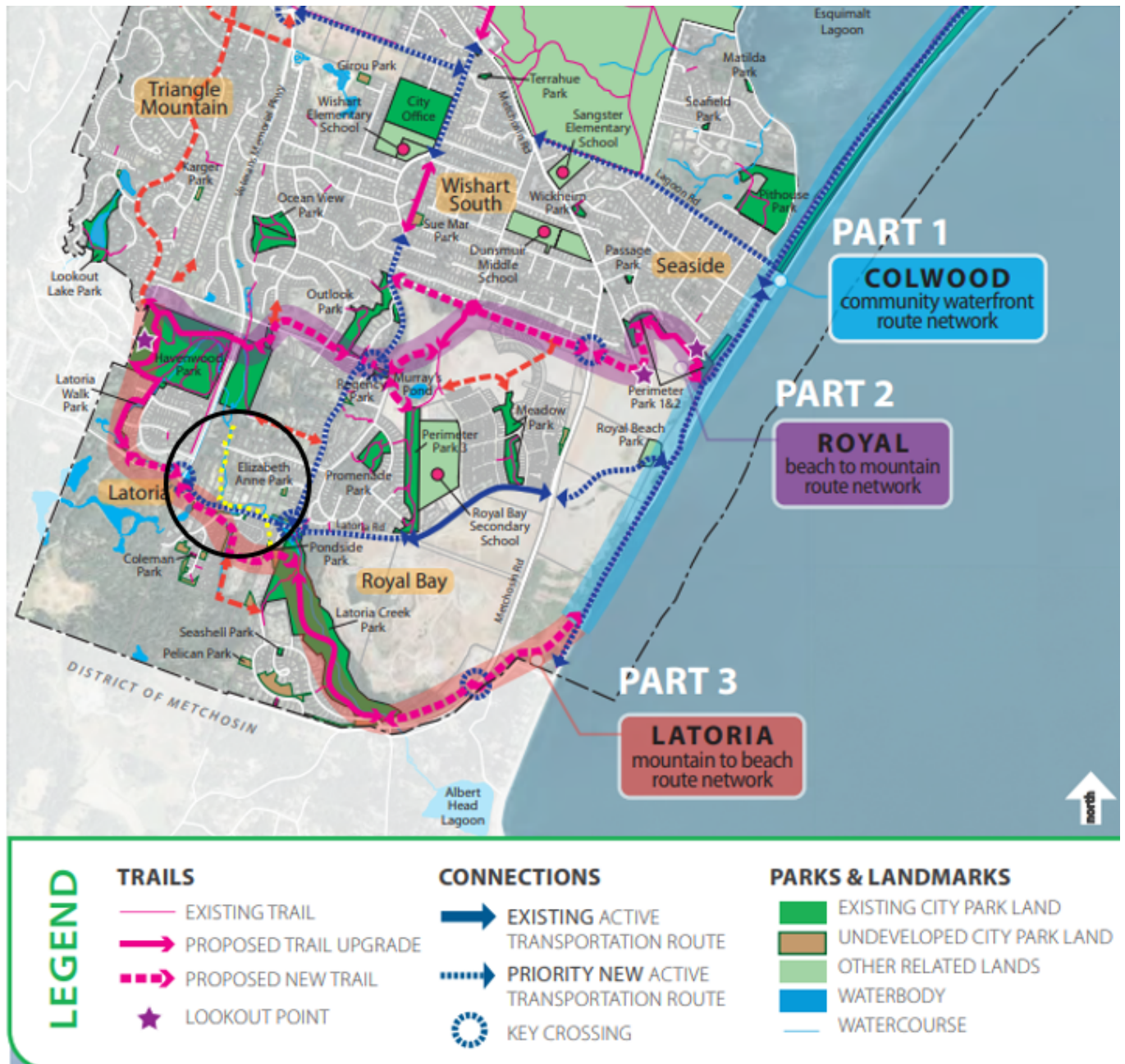
Figure 3: Metchosin Lift Station Sewer Capacity



Parks and Recreation Master Plan (2021)

The City of Colwood's Parks and Recreation Master Plan envisions a Beach to Mountain Trail Route Network in South Colwood that will link the ocean to the mountain and provide a continuous loop for park and trail users. The proposed land use concept in the local area plan could potentially complement the Beach to Mountain trail network by providing additional trail connections to link Latoria Creek Park to the southwest end of Havenwood Park as illustrated by the dotted yellow line in Figure 4 below.

Figure 4: Beach to Mountain Trail Network



BACKGROUND

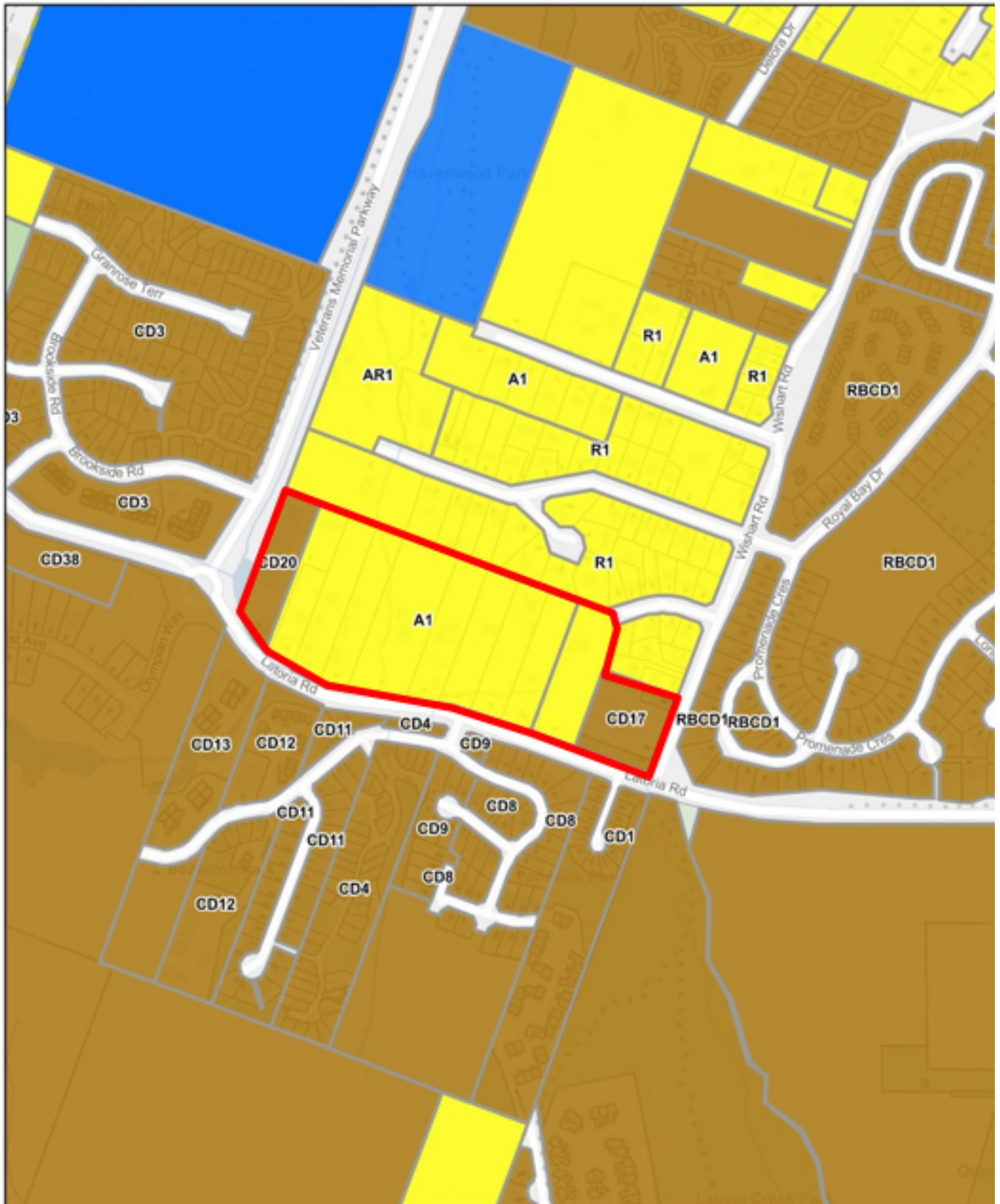
Site Context

Located in South Colwood, the North Latoria Corridor area is approximately 7.5 hectares (19 acres) and located in a hillside area with gentle slopes interspersed with steeper sections.

The area contains several ecologically significant features, including Latoria Creek and its tributaries and mature tree canopy, with stands of Douglas fir, western red cedar, and arbutus.

Figure 5 illustrates the community context, including the existing zones of properties adjacent to the area.

Figure 5: Community Context Map



Most of the properties in the area are zoned Rural 1 (A1) and the primary land use in the area is residential, with a mix of low- to medium-density developments. To the north, Veterans Memorial Parkway provides access to commercial amenities. The proximity of the area to Royal Bay and its commercial and recreational amenities enhances the area's connectivity and future growth potential.

Project Overview

Several of the properties within the area have been purchased by developers in recent years. As rezoning applications were submitted to the City, it became evident that site-specific policies to guide the development of the area as a whole (as opposed to development on a parcel-by-parcel basis) would best support the objectives for the area and that the existing land use designations may be insufficient in delivering the level of environmental protection and neighbourhood enhancements that were desired for the area. In early 2022, the City of Colwood embarked on a visioning exercise for the area.

The purpose of the visioning exercise was to create a unified, cohesive vision and plan for the area that could:

- Ensure that the community's priorities guide growth and development in the area;
- Provide exceptional protection of the area's natural assets;
- Consider the necessary transportation infrastructure improvements; and,
- Secure neighbourhood enhancements and desired community amenities and benefits.

Urban Systems Ltd. was brought on as a project consultant to provide technical support. The project was envisioned to be completed in four phases. Each phase would involve engagement with Council, the public and key stakeholders, as well as an update to Council at the end of each phase to summarize what was heard and recommend next steps.

Phase 1: Initial Policy Review (Fall 2022 – Winter 2023)

At the start of the project, staff developed a project workplan and reviewed existing City plans, policies and Council resolutions impacting the subject area, including the Official Community Plan, Land Use Bylaw, and Transportation Master Plan. The project workplan and results of the policy review were then presented to Council at its Regular Meeting of Council on [December 12, 2022](#).

Following this, staff developed an engagement plan for Phase 1, which sought to present the project to the public at a high level and seek their input to inform a vision for the subject area. Urban Systems supported the project team in the development of engagement materials (e.g., storyboards). Public engagement was conducted by staff between July and September 2023. The results of this engagement and a project update were shared with Council at its Regular Meeting of Council on [October 23, 2023](#).

Phase 2: Develop Land Use Concepts (Winter 2023 – Spring 2025)

Based on the outcomes of Phase 1, staff worked with Urban Systems to develop and explore various land use concepts with Council, stakeholders and the general public. The draft land use concept for the area evolved throughout Phase 2 to respond to stakeholder and public input. At the Special Meeting of Council on [March 27, 2025](#), the final version of the land use concept was presented to Council for endorsement, along with a project update and results of Phase 2 engagement. Council resolved to

direct staff to prepare a local area plan to guide development of the lands in accordance with the land use concept presented (#R2025-72).

Phase 3: Policy Development (Spring 2025 – Present) WE ARE HERE

The first step in this project phase involved retaining a land economist, Coriolis Consulting Corporation (Coriolis), to conduct a preliminary financial analysis to confirm the economic feasibility of the final land use concept. Building from the work completed in first two project phases, staff prepared a local area plan to guide future development of the area to achieve the desired outcomes envisioned by the final land use concept. The Planning and Land Use Committee considered the draft local area plan on [July 7, 2025](#), and moved the staff recommendation to endorse the plan. Staff presented the draft local area plan to Council at a Committee of the Whole meeting held on [July 14, 2025](#). Since then, staff have revised the local area plan and this report to address concerns raised at the Committee table. More detail about this process and Phase 3 project activities are presented in the “Local Area Plan Development” section below.

Phase 4: Policy Adoption (Anticipated Fall 2025)

If Council endorses the local area plan, the final step in the visioning process will be to consider the amending bylaw to incorporate it into the OCP.

Local Area Plan Development

Prior to preparing a local area plan, staff retained Coriolis to complete a preliminary financial analysis to ensure that the land use concept endorsed by Council in March 2025 was economically viable. Their findings concluded that the proposed bonus density framework within the land use concept is not a viable tool; specifically, although the bonus density and height (2.5 FAR and 6 storeys) in the land use concept could feasibly support the desired mix of land uses and community amenities, the base density and height (1.75 FAR and 4 storeys) would not be adequate to support the community’s desired outcomes (see Appendix 4).

With this in mind, staff revised the land use concept by removing the bonus density framework and began drafting the North Latoria Area Plan (Appendix 1), translating the revised land use concept into a clear and implementable policy framework. This involved drafting a vision statement that reflects the community’s aspirations for the future of the area, supported by goals that address the key themes that have emerged throughout the visioning process such as environmental stewardship, transportation, built and natural infrastructure, housing and social amenities.

Specific policies were then developed to guide land use, built form, infrastructure, and public realm improvements in alignment with these goals. The draft policies were informed by prior community engagement, interdepartmental collaboration, and technical analysis, ensuring that the policies are grounded in both community input and best planning practices. The resulting draft plan is intended to provide clear direction for future development while remaining flexible enough to adapt over time.

Staff sought a recommendation from the Planning and Land Use Committee on the draft North Latoria Area Plan at its regular meeting on July 7, 2025. The Committee's recommendation has been forwarded to Council for consideration.

Council was also provided an opportunity to review and comment on the draft local area plan on July 14, 2025, at a Committee of the Whole meeting. Committee discussion focused around:

- Preservation of trees, environmental concerns and access limitations to Latoria Creek.
- Floodplain considerations within the development process.
- Land use designations in relation to the Official Community Plan.
- Sewer infrastructure capacity and allocation.
- Density and consideration of surrounding established neighbourhoods.
- Restoration potential for Latoria Creek and land dedication requirements
- Community Amenity Contributions, floor area ratio and development viability.
- Anticipated benefits to the City in endorsing the North Latoria Area Plan.

Appendix 2 illustrates how the draft local area plan was revised to address any concerns raised at that meeting. Staff are now seeking Council's endorsement of this latest version of the North Latoria Area Plan dated August 2025.

If Council chooses to endorse the North Latoria Area Plan, the amending bylaw to incorporate the plan into the OCP would be considered for readings. Please refer to Appendix 6 for a copy of the draft amending bylaw and Appendix 5 for a redline version illustrating the proposed amendments to the current OCP. Following endorsement, staff would also complete the public consultation program outlined in the "Communications" section of this report.

Once the amending bylaw is adopted, it will guide development of lands within the area and any proposal to develop a property within the corridor would be required to demonstrate strong alignment with all the policies within the local area plan - particularly as it relates to protection and preservation of riparian features and urban forest, permitted scale of development, and provision of desired community amenities. The local area plan would function similarly to other area plans within the OCP (e.g., Royal Bay Area Plan, Olympic View Area Plan) as it will support the development of a master planned community, though at a smaller scale.

OPTIONS / ALTERNATIVES

- **Option 1 (Staff Recommendation):** THAT Council consider endorsing the North Latoria Area Plan dated August 2025;

AND THAT the "Official Community Plan Bylaw No. 1700, 2018, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)" be given first reading;

AND THAT Council considers "Official Community Plan Bylaw No. 1700, 2018, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)" in conjunction with the City's 2025-2029 Financial Plan and applicable waste management plans;

AND THAT the "Official Community Plan Bylaw No. 1700, 2018, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)" be given second reading;

AND FURTHER THAT staff be directed to complete the public consultation program as outlined in the Communications section of this report in compliance with section 475 of the *Local Government Act*; OR

- **Option 2:** The staff recommendation provided the following specific amendments are reflected in the final local area plan document *[List of amendments to be specified by Council]*; OR
- **Option 3:** Maintain the existing policy directions for the area and do not endorse the North Latoria Area Plan; OR
- **Option 4:** Defer decision and direct staff to provide the following additional information: *[Items to be specified by Council]*

COMMUNICATIONS & ENGAGEMENT

The North Latoria visioning process builds off previous engagements completed during the summers of 2023 and 2024.

This report is publicly available on the City's website as part of the agenda and the report will be available in the public Council Highlights. Minutes will be posted online and sent to subscribers by email.

Prior to a public hearing, the North Latoria Area Plan will be referred to partners and stakeholders, including:

- BC Transit
- Capital Regional District
- Citizens Environment Network
- City of Langford
- Department of Fisheries and Oceans
- District of Metchosin
- Friends of Havenwood Park
- Greater Victoria Green Team
- Habitat Acquisition Trust
- Intermunicipal Advisory Committee on Disability Issues
- Island Health
- Land Conservancy of BC
- Ministry of Transportation and Infrastructure
- Ministry of Water, Land and Resource Stewardship
- School District 62
- Sc'ianew (Beecher Bay) First Nation
- Songhees Nation
- Urban Development Institute of BC
- Victoria Natural History Society
- Westshore Chamber of Commerce
- Westshore Parks and Recreation Society Board
- Xwsepsum (Esquimalt) Nation

Prior to a public hearing, landowners within 100m of the North Latoria Corridor lands will receive a direct mailout referring them to the City website where the North Latoria Area Plan will be available for public review.

TIMELINES

October 6, 2025	November 27, 2025	December 8, 2025
The recommendation from the Planning and Land Use Committee is forwarded to Council. Council will consider endorsement of the revised North Latoria Area Plan dated August 2025. If endorsed, the amending bylaw will be given 1st and 2nd reading.	A public hearing will be held in November 2025.	The amending bylaw to incorporate the area plan into the OCP will be considered for 3rd reading and final adoption.

CLIMATE CONSIDERATIONS

The proposed policies in the North Latoria Area Plan align with the following strategies in the City's Climate Action Plan (2023):

- **Strategy T1 (to prioritize climate resiliency of new development)** by supporting the creation of new mixed use and transit-friendly densities and focusing growth in the Latoria neighbourhood in alignment with the focused growth direction in the OCP
- **Strategy T2 (to increase active transportation & connected networks)** by including opportunities to expand pedestrian spaces via park dedication and the creation of new trails that could eventually link to Latoria Creek Park and Havenwood Park
- **Strategy T3 (to support enhanced transit services and use)** by encouraging new developments to expand or improve transit services and provide transit amenities in accordance with BC Transit's standards
- **Strategy N2 (to protect and restore biodiversity and ecological connectivity)** by requiring new developments to preserve mature tree canopy, dedicate environmental conservation areas to the City as parkland and contribute toward the restoration of Latoria Creek and watercourses on private property

FINANCIAL CONSIDERATION

The North Latoria Area Plan will require ongoing monitoring to ensure that infrastructure upgrades and developer contributions remain aligned with the pace of development. Sustained oversight will help maintain the plan's financial sustainability as market conditions continue to evolve.

CONCLUSIONS

The North Latoria Area Plan provides a long-term vision for the study area and is presented to the Planning and Land Use Committee and Council for endorsement. This Plan has been prepared based on existing policy directions in the Official Community Plan and was informed by engagement with Council, landowners, agencies and stakeholders.

Attachments:

[Appendix 1, North Latoria Area Plan - August 2025](#)

[Appendix 2, Changes to Draft NLAP](#)

[Appendix 3, OCP Policy Review](#)

[Appendix 4, Prefeasibility Study](#)

[Appendix 5, Proposed Changes to Land Use Designations](#)

[Appendix 6, Draft Amending Bylaw 1700-14](#)

[Staff Presentation](#)

Approved by:

Marcy Lalande, Manager of Corporate Services

Kathy McLennan, Director of Finance

Jason Johnson, Chief Administrative Officer

Status:

Approved - 25 Sep 2025

Approved - 28 Sep 2025

Approved - 29 Sep 2025

31.4 North Latoria Area Plan

31.4.1 Introduction

This local area plan applies to the properties within the North Latoria Corridor, an area within the City of Colwood that occupies 7.7 hectares of privately owned land as shown in Figure 1. The area is bounded by Veterans Memorial Parkway to the west, Wishart Road to the east and Latoria Road to the south.

The purpose of this local area plan is to provide a conceptual idea of how the lands within the corridor may be developed over time. Development of the lands will be subject to City approvals. Each rezoning application will be reviewed against applicable bylaws and policies, including the policies in this local area plan, to ensure that the lands are developed in accordance with the community's vision.

31.4.2 Vision Statement

The North Latoria Corridor will be thoughtfully developed to support controlled growth in a manner that will balance the City's needs for housing, parkland, environmental protection, transportation and infrastructure. The area will protect and enhance the natural environment (most notably Latoria Creek) and will be characterized by public green space, ecosystem restoration, the retention of mature tree canopy and landscaping that integrates native plant species. Nestled between Royal Bay and Olympic View, the area will support nearby commercial uses by enabling a diverse range of housing options and by enhancing connectivity for pedestrians and cyclists.

31.4.3 Goals

- Protect and enhance the natural environment (e.g., natural infrastructure and ecologically sensitive features)
- Enhance ecological habitat by requiring green space and soft landscaping
- Encourage the provision of active transportation facilities (e.g., multi-use paths, bike lanes, crosswalks and other physical infrastructure or amenities designed to support active transportation modes)

2. North Latoria Area Plan (August 2025)

North Latoria Area Plan (August 2025)

- Enable a diverse range of land uses to support nearby commercial hubs
- Improve the function and performance of Latoria Road as an arterial road, that safely accommodates multi-modal movements
- Ensure that infrastructure master planning considers any necessary improvements to accommodate growth by defining the projected density for the North Latoria Corridor

31.4.4 Local Area Plan Implementation

- a. Implementation of the North Latoria Area Plan will be achieved through a series of phases. Each phase of development will identify the anticipated build-out and servicing needed to support the development, as well as planned community amenities to be provided. Several City approvals may be required, such as subdivision, rezoning, development permit, building permit and civil engineering design approval. Each application will need to be consistent with the policies and directions of this local area plan and other relevant bylaws.
- b. Applicants requesting a rezoning must enter into a Development Agreement with the City to provide greater certainty to the City regarding the proposed phasing of infrastructure and community amenities relative to the development of private lands. This agreement will become binding to the development of any lands within the North Latoria Corridor for any future applicant and the City.
- c. In accordance with provincial and federal regulations pertaining to changes in and about a stream, the realignment and enhancement of Latoria Creek cannot be completed through a phased approach. Recognizing this, the North Latoria Area Plan requires land adjacent to Latoria Creek to be controlled by the City to facilitate the restoration and enhancement of the creek as a single, municipal-led project.

31.4.5 Land Use Concept

This section illustrates the land use concept for the area based on the long-term, full build-out of the local area plan's vision, goals and policies.

2. North Latoria Area Plan (August 2025)

North Latoria Area Plan (August 2025)

The land use concept for the North Latoria Corridor is illustrated in Figure 1. It is intended to reflect what is envisioned for the North Latoria Corridor, including new streets, parks and green spaces, and the maximum possible density and height for new development.

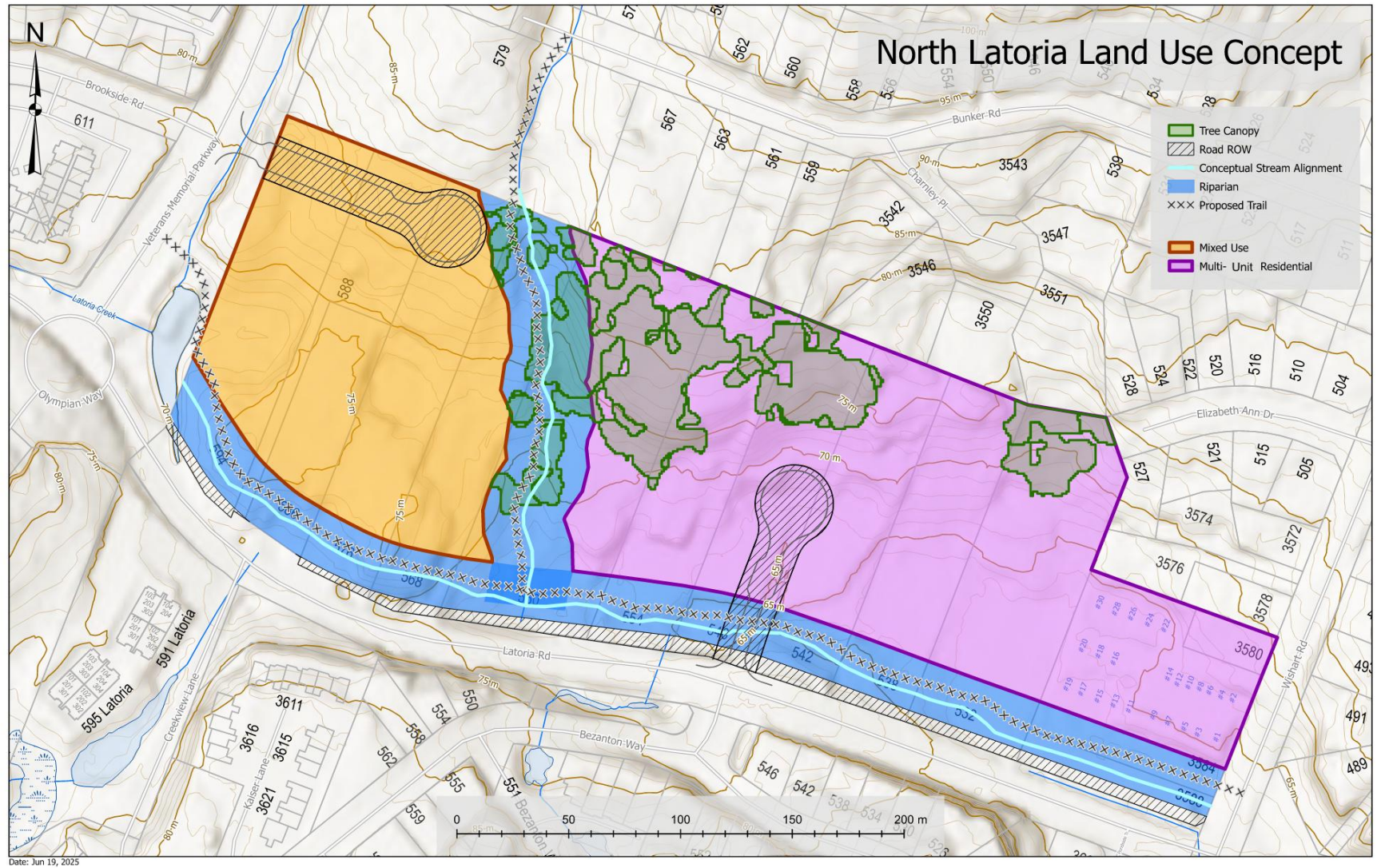
The land use concept is conceptual in nature and is not intended to provide detailed designs or exact locations of proposed community amenities and infrastructure, such as parks, roads or environmental conservation areas. Specific details within the concept are subject to change as development applications are received and considered by the City.

The land use concept developed for the corridor is based on site-adaptive planning and design principles as outlined in Policy 11.2.2.3 and Section 18.4. Hence, the land use concept map identifies the ecologically significant features of the lands that are to be preserved to ensure that development occurs only in a manner that will provide exceptional protection of those features.

2. North Latoria Area Plan (August 2025)

North Latoria Area Plan (August 2025)

Figure 1: North Latoria Land Use Concept



2. North Latoria Area Plan (August 2025)

North Latoria Area Plan (August 2025)

31.4.6 Built Form and Land Use

OBJECTIVE: Encourage a coordinated and holistic approach to the development of the North Latoria Corridor as a complete neighbourhood.

- a. The North Latoria Corridor is divided into two sub-areas as shown in Figure 1. The table below provides key built form and land use policies for each sub-area, including permitted uses and maximum heights and densities.

SUB AREA	USES	MAXIMUM HEIGHT	MAXIMUM DENSITY
Mixed Use	i. Mixed use buildings ii. Multi-unit residential iii. Commercial (e.g., office, retail) iv. Institutional (e.g., day care) v. Live/work and home occupations	6 storeys	2.5 FAR
Multi-unit Residential	i. Multi-unit residential ii. Institutional (e.g., daycare) iii. Limited small-scale commercial and mixed-use iv. Live/work and home occupations		

- b. Only consider development proposals that incorporate at least two contiguous legal lots in the corridor.
- c. Accommodate the needs of existing and future residents in the area by supporting a diversity of institutional uses.
- d. In alignment with Policy 11.2.2.3 and Section 18.4, the siting of all

2. North Latoria Area Plan (August 2025)

North Latoria Area Plan (August 2025)

buildings and structures in the North Latoria Corridor should be arranged to:

- i. Preserve existing protected trees; and
- ii. Minimize impacts to ecologically sensitive features.

31.4.7 Housing

OBJECTIVE: Support a diverse range of housing types and tenures within the corridor to accommodate residents of all ages and abilities and a range of income levels.

- a. Uphold universal design as a core value of development within the North Latoria Corridor by enabling units to be adapted easily and cost-effectively to keep pace with changing needs and abilities.
- b. Target 20% of the total proposed units within each development for the purpose of delivering one or more of the City's housing needs, including, but not limited to:
 - Housing for families (e.g., housing with 3+ bedroom units)
 - Affordable housing
 - Housing for seniors
 - Purpose-built rental
 - Housing for people with disabilities.
- c. Enter into Housing Agreements as a condition of zoning adoption to ensure diverse housing types and tenures are retained for a minimum of 20 years.
- d. Consider waiving CACs or other amenity contributions for affordable housing units that will be delivered through a partnership with a non-market housing provider and that align with one of the classes of affordable housing described in the *BC Prescribed Classes of Affordable Housing Regulation* ([B.C. Regulation 156/2024](#)).
- e. Consider waiving CACs or other amenity contributions to encourage the delivery of secure seniors housing delivered through partnership with a Seniors Living Association or similar entity.

North Latoria Area Plan (August 2025)

31.4.8 Green Space and Environment

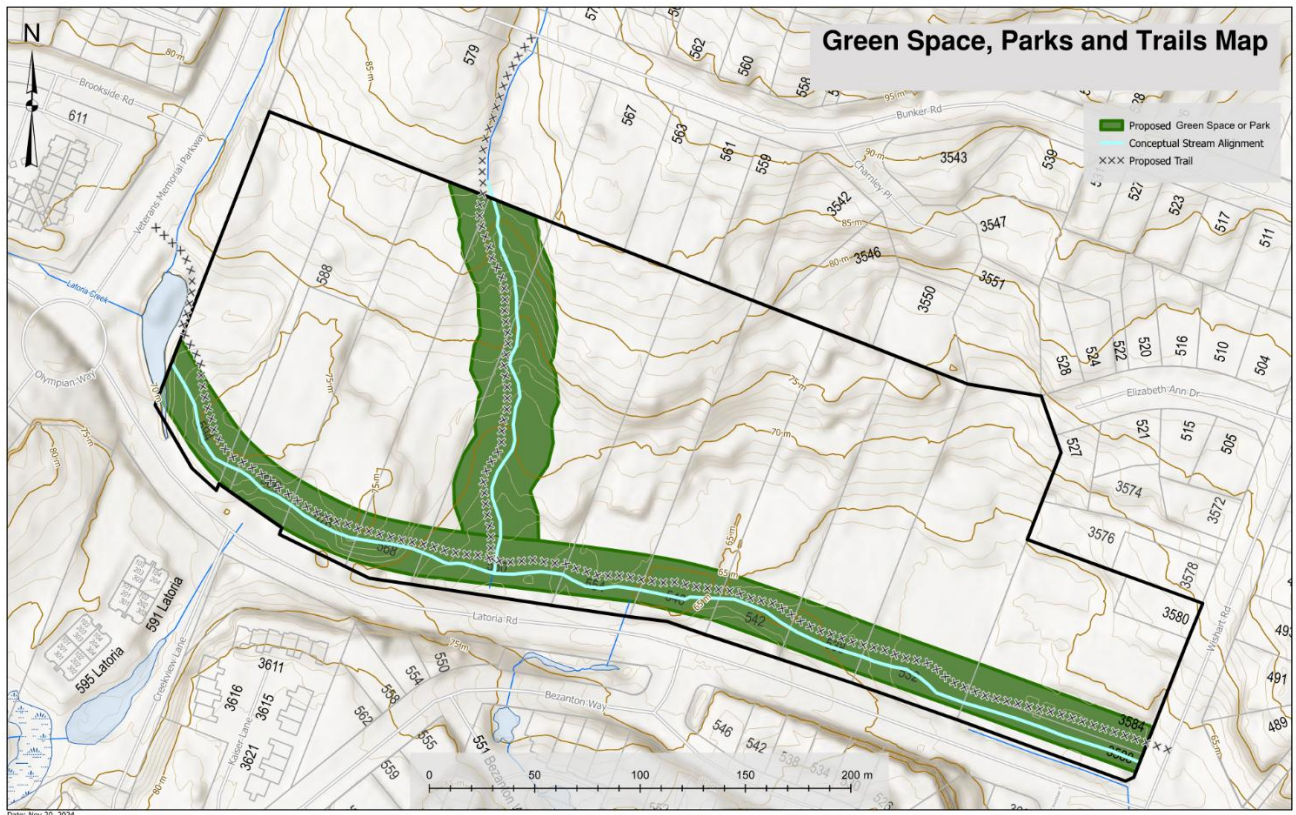
OBJECTIVE: Preserve and enhance sensitive riparian ecosystems and natural land features.

- a. Develop key connections between Latoria Creek Park and Havenwood Park to complement the Beach to Mountain Trail Route Network described in the City of Colwood's Parks and Recreation Master Plan as generally shown in Figure 2.
- b. Secure public use of / access to the following green spaces:
 - i. The portion of the property(ies) that fronts Latoria Road measured to a depth of 30 metres from the existing south property line(s).
 - ii. The streamside protection and enhancement area of North Latoria Creek, the watercourse that runs north to south as shown in Figure 2.
- c. Follow site adaptive planning principles and design as illustrated in Sections 11.2.2.3 and 18.4.
- d. Develop a plan to restore and enhance Latoria Creek and the surrounding green space, including policy statements to guide the public through the green space in a manner that protects the creek (e.g., requiring educational signage or limiting direct access to the creek through split rail fencing or other means).
- e. Ensure the City's park acquisition and improvement development cost charges support future efforts by the City to implement the approved plan to restore and enhance Latoria Creek and surrounding green space.
- f. Require development proposals to demonstrate compliance with provincial flood construction levels and site-specific geotechnical and hydrological assessments.

2. North Latoria Area Plan (August 2025)

North Latoria Area Plan (August 2025)

Figure 2: North Latoria Green Space, Parks and Trails Plan



31.4.9 Tree Protection

OBJECTIVE: Prioritize the retention of protected trees (as defined in the Urban Forest Bylaw) that are in fair or good health and are located along property boundaries, public spaces, or near environmentally sensitive areas.

- Retain and protect at least three quarters of the existing protected trees within the proposed green spaces in Figure 2.
- On land located outside the proposed green spaces, retain and protect at least one third of the existing protected trees. Retained trees within the 'proposed green spaces' in Figure 2 will not count towards meeting this on-site tree retention target.
- Consider variances to setbacks and lot coverage where it can be demonstrated that it will result in the preservation of at least half of the existing protected trees on-site.

31.4.10 Transportation

OBJECTIVE: Connect nature, green space and parkland via public trails and active transportation routes.

- a. Secure desired road dedication, including the provision of new local roads and expansion of existing roads as generally illustrated in Figure 1 and in keeping with the City of Colwood's Transportation Master Plan (as amended or replaced from time to time).
- b. Prioritize adequate connection and access to public transit. New developments should facilitate the improvement of transit services in consultation with the City and BC Transit and may be required to provide transit amenities in accordance with BC Transit's standards.
- c. Consolidate existing accesses onto Latoria Road for transportation and servicing purposes as generally shown in Figure 1. No other accesses will be permitted unless it can be demonstrated that all other options (e.g., shared access, laneway, etc.) have been explored and are deemed not feasible by staff upon review of pertinent studies prepared by a Qualified Professional at the sole cost of the applicant and accepted by the City's Engineering department.
- d. Enhance the pedestrian and bicycle network and provide a system of walkable and bike-friendly routes within and to adjoining areas.
- e. Provide continuous pedestrian connections within private land to adjoining areas, public rights-of-way and trails.

3. OCP Policy Review

OCP Section	OCP Policy Statement	North Latoria Area Plan Alignment
Policy 6.2.5.1: Existing Sewage Infrastructure	Focus new residential and commercial growth in areas serviced by sewage infrastructure.	The North Latoria Corridor properties are serviced by sewage infrastructure that exists on Latoria Road. Further, all new development is required to provide any necessary upgrades to the sewage infrastructure resulting from the proposed development.
Policy 8.2.1.2: Mode Hierarchy	Make decisions about transportation investments, <u>land use</u> , and urban design based on the following modal hierarchy: 1. Walking (including use of wheelchairs and mobility scooters); 2. Transit; 3. Cycling; 4. Goods movement; 5. Autonomous and High Occupancy Vehicles; and 6. Single Occupancy Vehicles.	The local area plan includes policies to enhance the pedestrian and cycling infrastructure along public roads and within private lands to help create a walkable and bike-friendly neighbourhood in the long term. The increased density in this area may support increased transit use.
Policy 8.2.2.2: Multi-Use Trails	Expand the pedestrian network by enhancing and building sidewalks where there are gaps, prioritizing mixed-use centres, schools, and the Frequent Transit Network identified in Figure 12: Transit Network	Latoria Road is identified as a Frequent Transit Network in Figure 12 of the OCP; this policy supports the expansion and construction of sidewalks along Latoria Road. The proposed local area plan aligns with this policy by requiring the enhancement of the pedestrian/bicycle network and provision of walkable and bike-friendly routes along public roads throughout the corridor (proposed Policies 31.4.10.d-e). Specific designs for the Latoria Road cross-section, including the pedestrian network, will be informed by the Transportation Master Plan (as amended or replaced from time to time) and a Traffic Impact Assessment undertaken by the developers of properties within the North Latoria Corridor.
Policy 8.2.3.1: Connected Network	Enhance the bicycle network consistent with Figure 11: Cycling Network, to improve connectivity, linking key destinations such as commercial areas, schools, parks, and community facilities, and with a goal of having all residents and key destinations within 500 metres of a bicycle route.	Figure 11 of the OCP proposes buffered bike lanes on both sides of Latoria Road. The proposed area plan supports this policy by requiring the enhancement of the pedestrian and bicycle network and provision of walkable and bike-friendly routes along roads throughout the corridor (proposed Policies 31.4.10.d-e). Specific designs for the Latoria Road cross-section, including the bicycle network, will be informed by the Transportation Master Plan (as amended or replaced from time to time) and a Traffic Impact Assessment undertaken by the developers of properties within the North Latoria Corridor.
Policy 9.2.2.1: Non-Market	Support new affordable rental housing, particularly in transit-accessible locations by:	The housing policies in the area plan support the creation of affordable rental housing in the

3. OCP Policy Review

OCP Section	OCP Policy Statement	North Latoria Area Plan Alignment
and Rental Housing	- Applying and reviewing the Attainable Housing Policy at least every five years; - Regularly reviewing the disbursement of funds in the Affordable Housing Reserve Fund; - Reducing community amenity contributions for affordable rental housing developments and considering reductions for developments that include secure market rental units - Supporting the addition of ancillary rental or affordable housing on institutional sites, such as places of worship, where additional development can be accommodated - Seeking partnerships with non-profit agencies and other levels of government to access housing programs directed toward specific populations such as indigenous people, seniors, families with children, people with special needs, and those at risk of homelessness - Exploring partnerships with local First Nations (Esquimalt, Sc'ianew (Beecher Bay), and Songhees Nations) and the development community to create attainable housing opportunities in new developments; and - Reducing development cost charges and amenity contributions through specific waivers or grants to support not-for-profit housing projects that provide attainable housing.	North Latoria Corridor, which is an area that will eventually be serviced by frequent transit. In alignment with OCP Policy 9.2.2.1, the plan encourages developers to seek partnerships with non-profit housing providers to deliver affordable rental housing and considers waiving CACs for developments that will include affordable housing (proposed Policy 31.4.7.d).
Policy 9.2.2.2: Distributed Non-Market and Rental Housing	Co-locate non-market, rental, and special needs housing with transit and other amenities to enable accessibility, while ensuring that these housing types are distributed throughout the city and integrated into diverse neighbourhoods.	The local area plan incentivizes the provision of affordable non-market housing in the North Latoria Corridor, an area that will eventually be supported by frequent transit.
Policy 10.3.3.1: Urban Tree Canopy and Green Spaces	Implement the policies in Section 11 (Park Areas and Natural Assets) to improve, increase the area of, and protect urban tree canopy and other vegetated areas throughout the city.	Preservation and enhancement of existing tree canopy and native vegetation is a high priority of the local area plan. The proposed green space/environment policies in Section 31.4.8 and the proposed tree protection policies in Section 31.4.9 of the plan encourage

3. OCP Policy Review

OCP Section	OCP Policy Statement	North Latoria Area Plan Alignment
		tree preservation on private lands (including a minimum target for tree retention), requires development to follow site adaptive planning policies and design, and considers the long-term enhancement and restoration of the riparian area around Latoria Creek and its tributaries.
Policy 11.2.2.2: Limiting Human Disturbance	Limit human disturbance and manage access to ecologically sensitive areas, through limited and clearly defined access routes such as boardwalks. Where possible, promote ecosystem restoration as a means of restoring degraded areas, mimicking pre-disturbance ecosystem qualities.	The local area plan encourages the long-term enhancement and restoration of the riparian area around Latoria Creek (proposed Policies 31.4.8.d-e).
Policy 11.2.2.3: Site Adaptive Planning and Design	Encourage the application of site adaptive planning and design principles on all greenfield and hillside development sites by: • Requiring that a natural assets inventory be provided to the City in support of site adaptive planning, as a first step in the development approvals process; • Minimizing ecosystem disturbance, protecting habitat areas, and incorporating existing natural features such as rock outcrops, streams, cliffs, and stands of trees; • Maintaining windfirm treed buffers between subject parcels and adjacent lots, and generally protecting from wind; • Designating water flow pathways, and avoiding construction in these locations; • Optimizing pedestrian connections and solar access, without compromising tree protection; and • Encouraging the use of creative design solutions for development that supports and enhances ecosystem health and function.	Almost every property within the North Latoria Corridor is located on a hillside site in which site adaptive planning policies would apply. A natural assets inventory is already a minimum submission requirement for developments located on greenfield/hillside sites. Proposed policy 31.4.8 (c) requires developments to follow the site adaptive planning policies found in Sections 11.2.2.3 and 18.4 of the OCP.
Policy 11.2.3.1: Tree Protection and Enhancement	Consistent with the site adaptive planning policies, protect existing trees that do not pose danger to humans, support weather and wind protection, and enhance the overall tree canopy and forest ecosystems by:	The North Latoria Area Plan places a strong emphasis on the protection and retention of existing trees. Proposed Policies 31.4.9 (a-b) requires the retention of at least three quarters of the protected trees located within the proposed green spaces and at least one

3. OCP Policy Review

OCP Section	OCP Policy Statement	North Latoria Area Plan Alignment
	- Prohibiting more tree and vegetation clearance than is necessary to install services; - Prohibiting tree removal on steep slopes, in order to protect soils from erosion and high stormwater runoff volumes; and - Encouraging the planting of new trees that are native to the Coastal Douglas-Fir biogeoclimatic Zone, where soils are suitable, in urban forests and other treed landscapes on both private and public property. Identify tree replacement ratios in the Management and Protection of Urban Forest Bylaw.	third of the existing protected trees outside of the proposed green spaces.
Policy 11.2.4.3: Planning with Topography	Require that site plans be laid out in patterns that complement natural site topography, while also ensuring a high degree of connectivity for pedestrians and cyclists and prohibit grading or alteration of key topographic features such as knolls, ridgelines, rocky outcrops, cliffs, and ravines.	As mentioned above, most of the properties in the study area are considered hillside and must achieve site adaptive planning principles. Proposed Policy 31.4.8 (c) of the plan requires development to follow site adaptive planning principles and design. As per the City's standard practices, and as part of the first step in the development approvals process, the applicants will be required to present a site plan that is laid out in a manner that respects the existing topography of the lands and minimizes impacts to ecologically sensitive features such as steep slopes, watercourses, rocky outcrops, etc.

MEMORANDUM



DATE: 27 June 2025
TO: Desiree Givens, City of Colwood
FROM: Blair Erb, Coriolis Consulting Corp.
RE: Preliminary Financial Evaluation of Bonus Density Zoning – North Latoria Plan

1.0 Background

The City of Colwood is in the process of creating a new Plan for the North Latoria area. Most sites in the area are currently zoned A1 (Rural 1 Zone) but are designated for apartment or mixed-use apartment and commercial development in the draft Plan.

As part of any rezoning and redevelopment of these sites, the City wants to secure land dedications (for expanding road rights of way, protection of riparian areas and for tree canopy protection). The required dedications will vary from site to site.

As part of implementation, the City is considering a new density bonus zoning apartment district for these sites. The new district would have a maximum permitted density of 2.5 FAR and a maximum height of 6 storeys. It would include a base outright density of 1.75 FAR plus the opportunity for an additional 0.75 FAR of bonus density in return for contributions toward amenities or housing. Applicants would rezone into the new density bonus district so CACs under the City's existing Interim Community Amenity Contribution policy would also apply.

The City is interested in understanding if the density bonus zoning will be financially viable for private developers interested in constructing new apartment projects in the area. Therefore, the City retained Coriolis Consulting Corp. to:

- Estimate the financial performance of hypothetical new apartment projects in the study area at the proposed base density of 1.75 FAR and the maximum density of 2.5 FAR.
- Evaluate whether new apartment development will be viable at the base density and the maximum density.
- Comment on the implications for using a density bonus approach to help secure contributions toward amenities, creek restoration, or housing.

This memo provides a summary of our findings, focusing on:

- The approach to the analysis.
- The key assumptions.
- The types of case study sites analyzed.
- The development scenarios tested.
- The main findings of the analysis.

The results of our analysis should be considered approximate. The financial performance of development will vary from site to site in the study area depending on the land dedications required, the cost of providing necessary services and access to the site, the land acquisition cost, and the specifics of the development application (e.g., uses, density, tenure).

4. Prefeasibility Report

Also, the results of our analysis are specific to new apartment projects (strata and rental). The findings could be different for other types of uses that may be permitted in the new zoning (such as senior's housing or office projects).

2.0 Approach

In order for private developers to be interested in proceeding with a new project, the project needs to be financially attractive. This means that developers planning new projects need to think the project will generate a sufficient return on the total investment to obtain project financing and address the costs and risks associated with the new development.

We analyzed the likely financial performance of different development scenarios that could be permitted at representative case study sites in the study area. For each redevelopment scenario, we compared the estimated potential revenues from the completed project with the total anticipated project costs to determine the likely profitability of the scenario. Our approach was as follows:

1. We selected two different case study sites for our analysis in the study area. Both of the case study sites are representative of the typical types of properties that could be redevelopment candidates in the study area. However, for the analysis, the assumed required land dedication and servicing costs vary between the two sites. One site assumes a lower share of the site (20%) is dedicated for the restoration and enhancement of Latoria Creek while the other assumes a slightly higher share (25%) of the site is dedicated for the creek restoration plus the creation of a new on-site road.

The assumed share of land dedicated at the two sites likely brackets the typical amount of land that will be dedicated from most sites in the Plan area. However, it should be noted that development at some sites in the area will be even more constrained due to riparian setbacks from on-site creeks or required tree retention. Redevelopment of more constrained sites will likely be financially challenging.

2. We completed all of the market research needed for the financial analysis including sales prices for new apartment units, rent rates for new apartment units, construction costs and other market variables.
3. We estimated the market value of each site under its existing use and existing zoning. This is the minimum value that a developer would need to pay for a site in order to acquire it for redevelopment. Our estimated existing values are based on a detailed review of assessed values and sales information for A1 zoned sites in the study area as well as other parts of Colwood.
4. We confirmed the redevelopment scenarios to test with the City (e.g., height, density, tenure).
5. We created detailed financial proformas to analyze the likely financial performance of each redevelopment scenario at each case study site.
6. For strata residential scenarios, we used the financial analysis to estimate the profit margin from the completed development (profit on sale of all units divided by total project costs including land cost) if the applicant acquired the property at the value of the property under its existing use and zoning, built the project, and sold all of the units.
7. New rental projects are either retained by the developer or sold by the developer to an investor upon completion, so for the rental scenarios, we used the financial analysis to evaluate different indicators of profitability depending on whether the project was sold or retained by the developer, including:

4. Prefeasibility Report

- The profit margin from the completed development (profit on sale of building divided by total project costs) if the applicant acquired the property at the value of the property under its existing use and zoning, built the project, rented out the units and sold the completed project to an investor.
 - The annual yield to the developer (annual net income divided by total project costs) if the applicant acquired the property at the value of the property under its existing use and zoning, built the project, rented out the units and held the completed project as an income-producing property.
8. For each redevelopment scenario, we then used the results of the proforma analysis to determine whether the redevelopment scenario would likely be financially viable.

3.0 Key Assumptions

The market values, rents and costs used in our analysis are based on market conditions in Q2 2025.

Our financial evaluation is based on the following key assumptions:

1. Permitted floorspace is based on the net site area after any assumed land dedications, not the gross site area before land dedications. So, the land dedications reduce achievable floorspace which negatively impacts the financial performance of each scenario.
2. Projects are not required to include affordable housing units.
3. Rezoning will be required to obtain development approval. The City will not prezone sites in advance.
4. Current 2025 DCC rates will apply to new projects, including the recent increase to the CRD water DCC (the Juan de Fuca Water Distribution Service DCC). However, the proposed new additional CRD regional water supply DCC (\$5,087 per apartment unit) is not included in the analysis as it has not yet been adopted.
5. The current interim CAC policy is assumed to apply to each rezoning. So, total CACs of \$6,000 per apartment unit (for amenities and affordable housing) are included in the analysis.
6. No density bonus contributions are included in scenarios that include bonus density. The analysis is used to determine if a bonus density contribution is financially supportable at 2.5 FAR so we first analyzed the financial viability of each scenario at 2.5 FAR assuming no density bonus contribution to determine if there is financial room for a contribution.
7. A land dedication of 30 metres from the portion of each site fronting on Latoria Road is required for the preservation and enhancement of Latoria Creek.
8. Developers are not required to make contributions to fund new off-site roads and infrastructure or fund enhancements to Latoria Creek. Any costs associated with these items are assumed be funded by CACs or DCCs.
9. Private developers need to earn a sufficient profit margin on total project costs in order for the project to be financially viable. The profit margin targeted in the financial analysis is 15% of total project costs for strata apartment scenarios and 12% for rental scenarios. If the profit margin is significantly lower, the viability of the scenario is questionable.

4. Prefeasibility Report

4.0 Case Study Sites

We selected two different case study sites for the analysis. The case study sites selected for the analysis are acreage properties fronting on Latoria Road that are improved with older residences. A portion of each site has been identified for a 30 metre land dedication to restore and enhance Latoria Creek.

The key difference between the two sites is the share of the site that is assumed be dedicated to the City for creek enhancement and new on-site roads.

The sites include:

1. An assembly of lots currently zoned A1 (Rural 1) that total about 2.8 acres. The analysis assumes that 20% of this site is dedicated for creek enhancement.
2. An assembly of lots currently zoned A1 (Rural 1) that total about 2.9 acres. The analysis assumes that 25% of this site is dedicated for creek enhancement plus a new on-site road.

As mentioned previously, the share of land dedicated at the two sites is assumed to bracket the typical amount of land that will be dedicated from most sites in the Plan area. However, it should be noted that development at some sites in the area will be even more constrained due to riparian setbacks from on-site creeks or required tree retention.

5.0 Development Scenarios Tested

For each case site we analyzed four different redevelopment scenarios to evaluate financial viability under the different assumed densities and different tenures (strata or rental apartment):

1. Strata apartment at 1.75 FAR (the assumed base density).
2. Strata apartment at 2.5 FAR (with the assumed bonus density).
3. Market rental apartment at 1.75 FAR (the assumed base density).
4. Market rental apartment at 2.5 FAR (with the assumed bonus density).

6.0 Summary of Findings

Exhibits 1 and 2 summarize the findings of our financial analysis. The exhibits show:

1. The type of case study development site (lower dedication or higher dedication).
2. The assumed density in the redevelopment scenario.
3. The estimated profit margin (see Exhibit 1) for the case study site and development scenario¹.
4. Whether the scenario is financially viable (Exhibit 2). We categorized scenarios as follows:
 - Viable if the scenario achieves an estimated profit margin of 15% for strata scenarios and 12% for rental scenarios. These viable scenarios are shaded green in the Exhibit.
 - Possibly viable if the profit margin exceeds 10% but is less than 15% for a strata scenario and less than 12% for a rental scenario. These scenarios are shaded yellow in the Exhibit.

¹ The calculated profit margins are specific to the case study sites and scenarios that we analyzed. The profit margin would vary depending on the existing value of the property under current use and zoning (which will vary by site) and the specific details for each development proposal.

4. Prefeasibility Report

- Unlikely viable if the profit margin is between 5% and 9%. These scenarios are shaded orange in the Exhibit.
- Not viable if the profit margin is less than 5% (none of the scenarios fall into this category).

Exhibit 1: Summary of Estimated Profit Margin for Case Study Development Scenarios

Type of Development Site	Market Strata Scenarios		Market Rental Scenarios	
	1.75 FAR (base)	2.5 FAR (bonus)	1.75 FAR (base)	2.5 FAR (bonus)
Site 1: A1 Zoned Site – lower land dedication (20%)	13%	15%	8%	10%
Site 2: A1 Zoned Site – higher land dedication (25%)	11%	13%	6%	8%

Exhibit 2: Summary of Financial Viability of Case Study Development Scenarios

Type of Development Site	Market Strata Scenarios		Market Rental Scenarios	
	1.75 FAR (base)	2.5 FAR (bonus)	1.75 FAR (base)	2.5 FAR (bonus)
Site 1: A1 Zoned Site – lower land dedication	possibly	yes	unlikely	possibly
Site 2: A1 Zoned Site – higher land dedication	possibly	possibly	unlikely	unlikely

Our analysis indicates that:

1. The financial viability of rezoning and redevelopment is marginal at 1.75 FAR. Under current market conditions, we would not expect many projects to proceed in the area if the density was limited to 1.75 FAR.
2. There is significant value associated with the bonus density (0.75 FAR) included in the 2.5 FAR scenarios. The estimated profit margins increase between the 1.75 FAR (base) and 2.5 FAR (bonus) scenarios in all cases.
3. However, even with the full 0.75 FAR of bonus density, most of the 2.5 FAR scenarios that we tested are not achieving the profit margin typically required to address the costs and risks associated with a new apartment development project. At 2.5 FAR with no bonus density contribution, we would expect most types of apartment projects in the area to be challenging from a financial perspective, particularly rental projects and projects at sites with higher land dedication requirements. This is primarily due to the following factors:
 - Each project is assumed to be subject to the current CAC rates which total \$6,000 per unit.
 - Each project will be required to dedicate a significant portion of the existing site to the City for creek enhancement.
 - Market conditions are currently more challenging than in previous years due to softening sales prices and rents for new units and continued pressure on construction costs.
4. So, we do not think it is financially feasible for the City to seek bonus density contributions in addition to the land dedications, DCCs and CACs that will be applicable to new projects in the area.

4. Prefeasibility Report

5. We suggest that the City consider allowing 2.5 FAR as the outright permitted density at sites in the area.
6. The analysis assumes that developers are not required to make any significant contributions toward off-site road and infrastructure improvements or significant contributions to enhance Latoria Creek. If contributions toward off-site infrastructure or creek enhancement are required from applicants, we suggest that the City consider reducing CACs or providing DCC credits (where permissible). Otherwise, it is possible that new apartment projects in the area will not be financially viable.

5. Proposed Changes to Land Use Designations

1. Proposed Changes to Neighbourhood Centre Land Use Designation

	Neighbourhood Centre	Redline of Proposed Amendments
Land Uses	- Commercial - Customer service oriented industrial uses* - Institutional - Multi-unit residential and mixed-use	- Commercial - Customer service oriented industrial uses* - Institutional - Multi-unit residential and mixed-use
Built Forms	Ground-oriented and low-rise buildings Up to approximately 4 storeys at the core of the centres and tapering to lower buildings toward the edge	Ground-oriented and low-rise buildings Up to approximately 4 storeys at the core of the centres and tapering to lower buildings toward the edge, except that up to 6 storeys may be supported on lands that are subject to the provisions of the North Latoria Area Plan.
Densities	FAR ranging up to approximately 1.75	FAR ranging up to approximately 1.75, except that a maximum FAR of up to 2.5 may be supported on lands that are subject to the provisions of the North Latoria Area Plan.
Other Directions	Support the land use objectives for Neighbourhood Centres by: - Encouraging small-scale, neighbourhood-serving retail uses to support the needs of neighbourhood residents. - Supporting a diversity of housing types and choices that support businesses. - Establishing a high quality public realm, with spaces for gathering adjacent to active uses such as shops and services that support street life. - Creating and maintaining a high degree of permeability – including direct walking connections – with neighbouring residential areas. - Providing maximum and minimum building setbacks to ensure there is sufficient space to accommodate sidewalk seating and other amenities within public and semi-public spaces in retail areas, while maintaining an intimate relationship between the building and the sidewalk. - Situating parking behind buildings and, if possible, underground. - Designing buildings, public open spaces, and transportation networks to protect natural assets, consistent with the site adaptive policies in	Support the land use objectives for Neighbourhood Centres by: - Encouraging small-scale, neighbourhood-serving retail uses to support the needs of neighbourhood residents. - Supporting a diversity of housing types and choices that support businesses. - Establishing a high quality public realm, with spaces for gathering adjacent to active uses such as shops and services that support street life. - Creating and maintaining a high degree of permeability – including direct walking connections – with neighbouring residential areas. - Providing maximum and minimum building setbacks to ensure there is sufficient space to accommodate sidewalk seating and other amenities within public and semi-public spaces in retail areas, while maintaining an intimate relationship between the building and the sidewalk. - Situating parking behind buildings and, if possible, underground. - Designing buildings, public open spaces, and transportation networks to protect natural assets, consistent with the site adaptive policies in

5. Proposed Changes to Land Use Designations

	Neighbourhood Centre	Redline of Proposed Amendments
	Section 11: Park Areas and Natural Assets. Detailed urban design directions for Neighbourhood Centres are provided in the Form and Character Development Permit Area for “Centres”.	Section 11: Park Areas and Natural Assets. Detailed urban design directions for Neighbourhood Centres are provided in the Form and Character Development Permit Area for “Centres”.

2. Proposed Changes to Neighbourhood Hillside Land Use Designation

	Neighbourhood Hillside & Shoreline Policies	Redline of Proposed Amendments
Land Uses	• Single-detached residential • Secondary suites and coach houses • Ground-oriented multi-unit residential including duplexes and townhouses and apartments that are subject to the provisions of the Royal Beach Sub Area Plan • Live/work and home occupations • Institutional • Limited small-scale and mixed-use (to a maximum of 250m2) sensitive to the existing neighbourhood. • Low rise multi-unit residential in very limited situations, and only where significant environmental and ecological benefits to the overall site can be achieved, while minimizing ecosystem disturbance, protecting habitat areas and incorporating existing natural features.	• Single-detached residential • Secondary suites and coach houses • Ground-oriented multi-unit residential including duplexes and townhouses and apartments that are subject to the provisions of the Royal Beach Sub Area Plan or the North Latoria Area Plan • Live/work and home occupations • Institutional • Limited small-scale and mixed-use (to a maximum of 250m2) sensitive to the existing neighbourhood. • Low rise multi-unit residential if located on lands that are subject to the provisions of the North Latoria Area Plan. On all other lands, low rise multi-unit residential will be supported in very limited situations, and only where significant environmental and ecological benefits to the overall site can be achieved, while minimizing ecosystem disturbance, protecting habitat areas and incorporating existing natural features.
Built Forms	Ground-oriented buildings up to approximately 3 storeys Low rise buildings of no more than 6 storeys Apartments up to 4 storeys (in Royal Beach)	Ground-oriented buildings up to approximately 3 storeys Low rise buildings of no more than 6 storeys Apartments up to 4 storeys (in Royal Beach)
Densities	FAR ranging up to approximately 1.2	FAR ranging up to approximately 1.2, except that a maximum FAR of 2.5 may be supported on lands that are subject to the provisions of the North Latoria Area Plan.

5. Proposed Changes to Land Use Designations

	Neighbourhood Hillside & Shoreline Policies	Redline of Proposed Amendments
Other Directions	Support the land use objectives for Neighbourhood – Hillside and Shoreline areas by: - Adhering to the “Other Directions” policies for the Neighbourhood land use designation. - Applying an especially strong focus on site adaptive policies for both hillsides and shorelines in Section 11 (Park Spaces and Natural Assets), including clustering of development in order to be set back from and preserve nature features and sensitive ecosystems, consistent with Figure 16. - Protecting and optimizing views from public spaces. - Applying alternative infrastructure standards, where feasible, such as reduced rights-of-way requirements, to reduce the development footprint. - When considering development on greenfield sites, retain a minimum of 40% of the site area as part public and part private open space. If an area plan is in place, each subdivision application will benefit from the overall conditions of the plan as it relates to open space retention on an area-wide basis. That is, if 40% of the area has been retained for open space through the area-wide plan, individual parcels created through subdivision within designated development areas will not be expected to achieve the 40% open space on a site by site basis. Detailed urban design directions and other guidelines for hillsides and shorelines are provided in both the Environmental Development Permit Area and Form and Character Development Permit Area.	Support the land use objectives for Neighbourhood – Hillside and Shoreline areas by: - Adhering to the “Other Directions” policies for the Neighbourhood land use designation. - Applying an especially strong focus on site adaptive policies for both hillsides and shorelines in Section 11 (Park Spaces and Natural Assets), including clustering of development in order to be set back from and preserve nature features and sensitive ecosystems, consistent with Figure 16. - Protecting and optimizing views from public spaces. - Applying alternative infrastructure standards, where feasible, such as reduced rights-of-way requirements, to reduce the development footprint. - When considering development on greenfield sites, retain a minimum of 40% of the site area as part public and part private open space. If an area plan is in place, each subdivision application will benefit from the overall conditions of the plan as it relates to open space retention on an area-wide basis. That is, if 40% of the area has been retained for open space through the area-wide plan, individual parcels created through subdivision within designated development areas will not be expected to achieve the 40% open space on a site by site basis. Detailed urban design directions and other guidelines for hillsides and shorelines are provided in both the Environmental Development Permit Area and Form and Character Development Permit Area.

North Latoria Area Plan

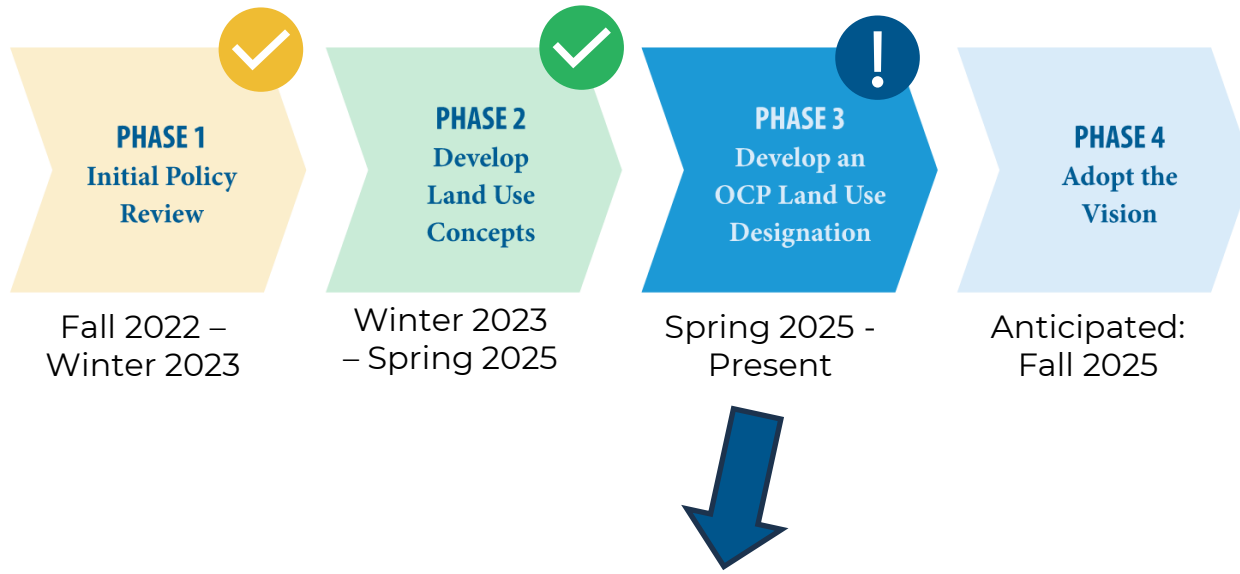
Council

October 6, 2025

Agenda

- 1 Share a project update
- 2 Present the revised North Latoria Area Plan
- 3 Present options and next steps

Project Update



- **July 7:** Planning and Land Use Committee
- **July 14:** Committee of the Whole

REVISED NORTH LATORIA AREA PLAN

Note: Any changes resulting from previous discussions with Council/Committee are noted in **red text**

Vision Statement

The North Latoria Corridor will support balanced growth with diverse housing, green space, and infrastructure, while protecting Latoria Creek and enhancing connectivity to nearby areas.

Goals



Protect and enhance the natural environment (e.g., natural infrastructure and ecologically sensitive features)

Goals



Enhance ecological habitat by
requiring green space and soft
landscaping

Goals



Goals



Enable a diverse range of land uses
to support nearby commercial
hubs

Goals



Improve the function and performance of Latoria Road as an arterial road that safely accommodates multi-modal movements

Goals

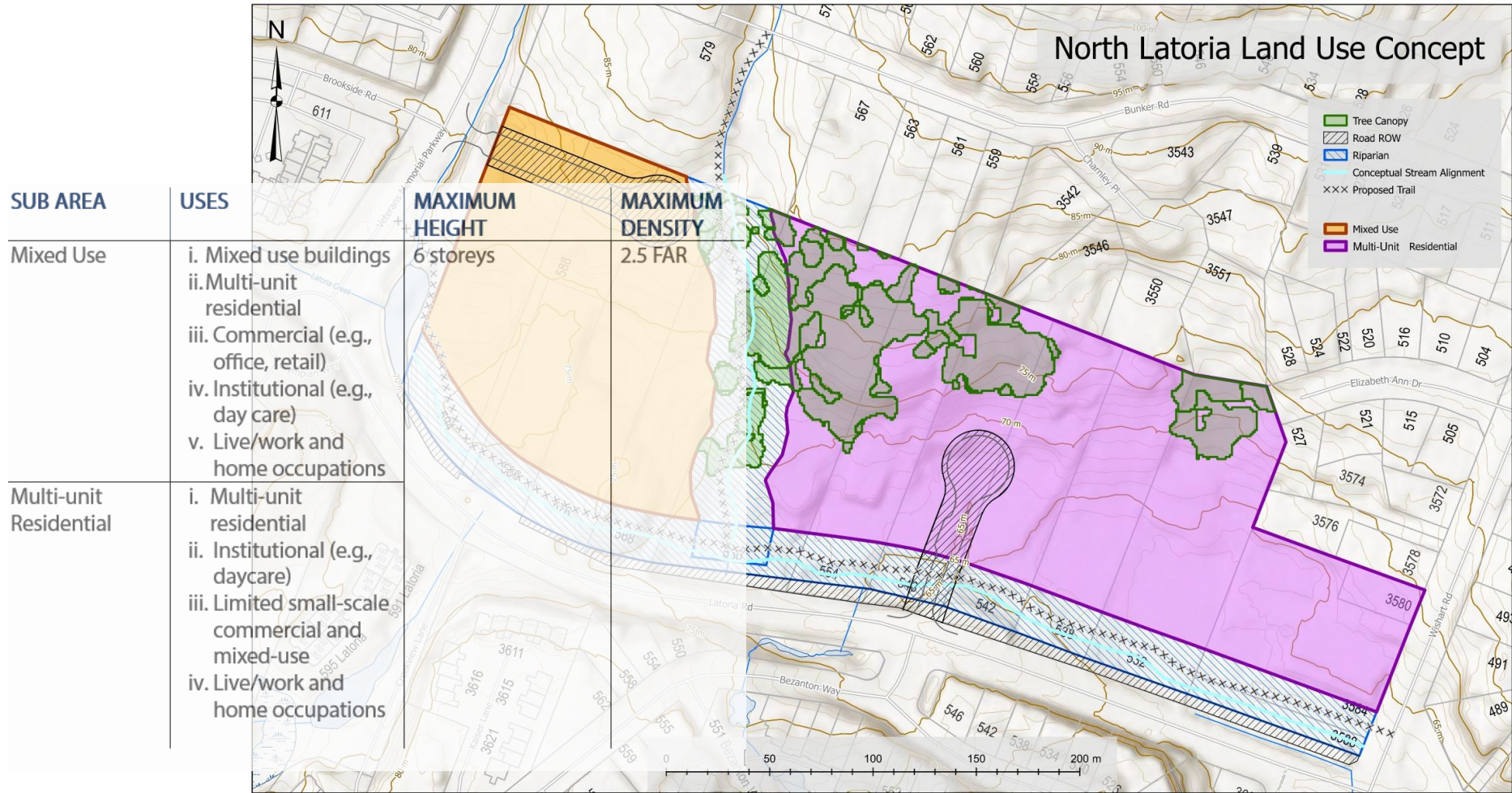
Ensure that infrastructure master planning considers any necessary improvements to accommodate growth by defining the projected density for the North Latoria Corridor

Policies: Implementation



- To be achieved through a series of phases
- Applicants must enter into a Development Agreement with the City at time of rezoning

Policies: Land Use Concept



Policies: Built Form and Land Use



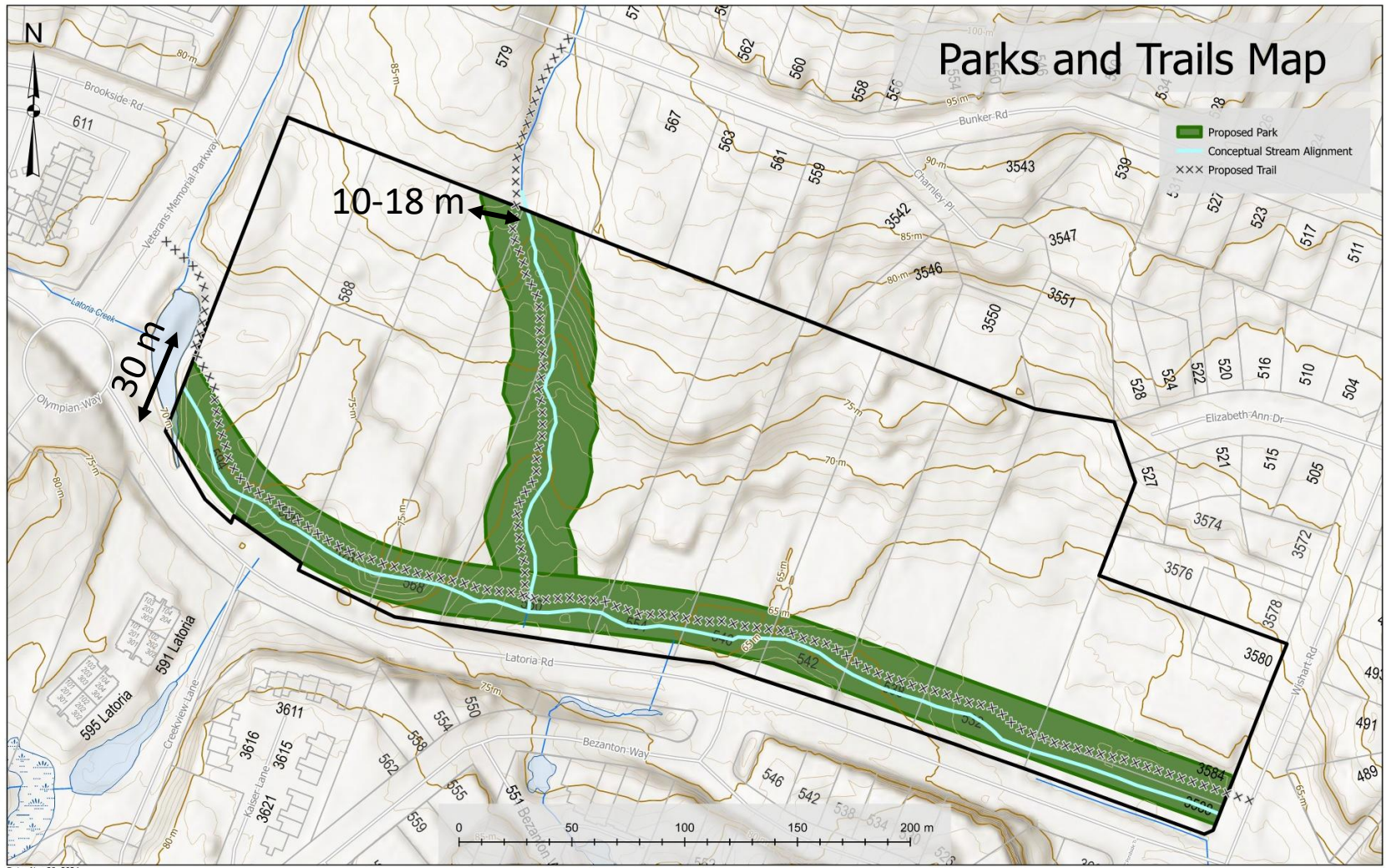
- Only consider development proposals that incorporate at least 2 contiguous lots
- Siting of buildings must preserve existing tree canopy and minimize impacts to natural features

Policies: Housing



- Target 20% of the total units for the purpose of addressing a key area of local need
- Housing Agreement is required to secure proposed housing types for a period of no less than 20 years

Policies: Green Space



Policies: Environment



- Follow site adaptive planning principles
- Develop a plan to restore and enhance Latoria Creek and its surrounding green space
- Applicants will be required to transfer land to support future efforts to implement the approved plan

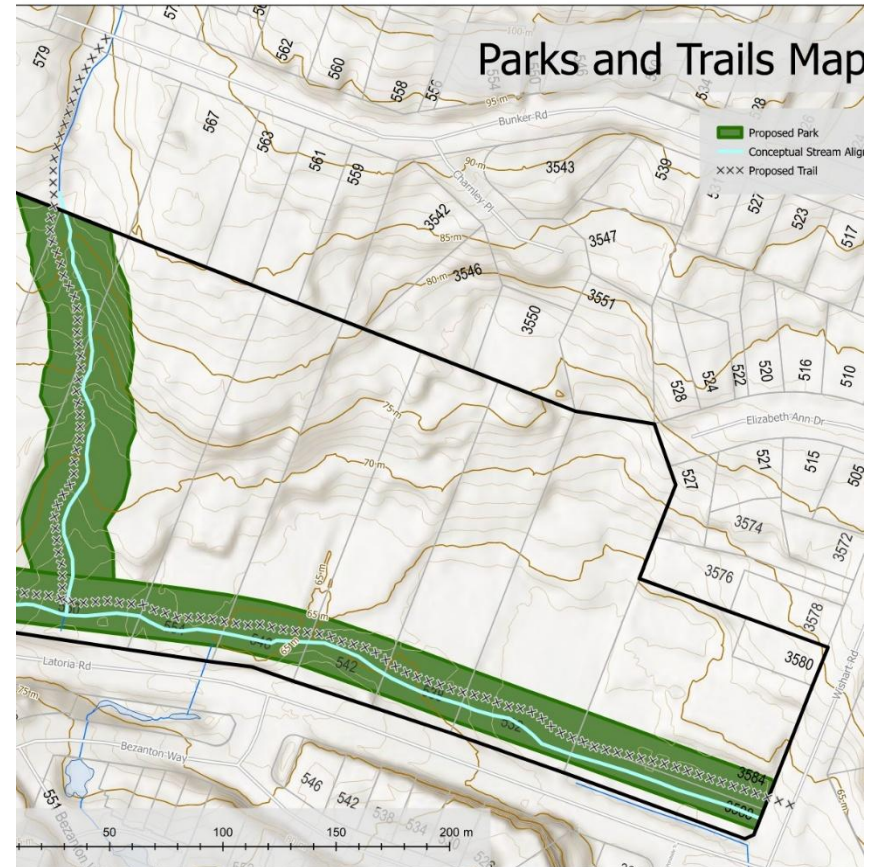
Policies: Environment



- Ensure that the City's park DCCs support future efforts to **restore** Latoria Creek **in accordance with the approved plan**
- **Require development proposals to comply with flood construction levels and geotechnical and hydrological assessments**

Policies: Tree Protection

- At least three quarters of existing trees in proposed green spaces shall be preserved
- At least one third of existing protected trees outside the proposed green spaces shall be protected



Policies: Transportation



- Road dedication and improvements will be secured through development process
- Prioritize adequate connection and access to public transit
- Consolidate existing accesses onto Latoria Road

Policies: Transportation



- Enhance pedestrian and bicycle network
- Provide continuous pedestrian connections within private land

Staff Recommendation

THAT Council consider endorsing the North Latoria Area Plan dated August 2025;

AND THAT Bylaw No. 1700-14 (North Latoria Area Plan) be considered for 1st and 2nd readings in conjunction with the 2025-2029 Financial Plan and applicable waste management plans;

AND FURTHER THAT staff be directed to complete the public consultation program as outlined in the “Communications” section of the report.

Options

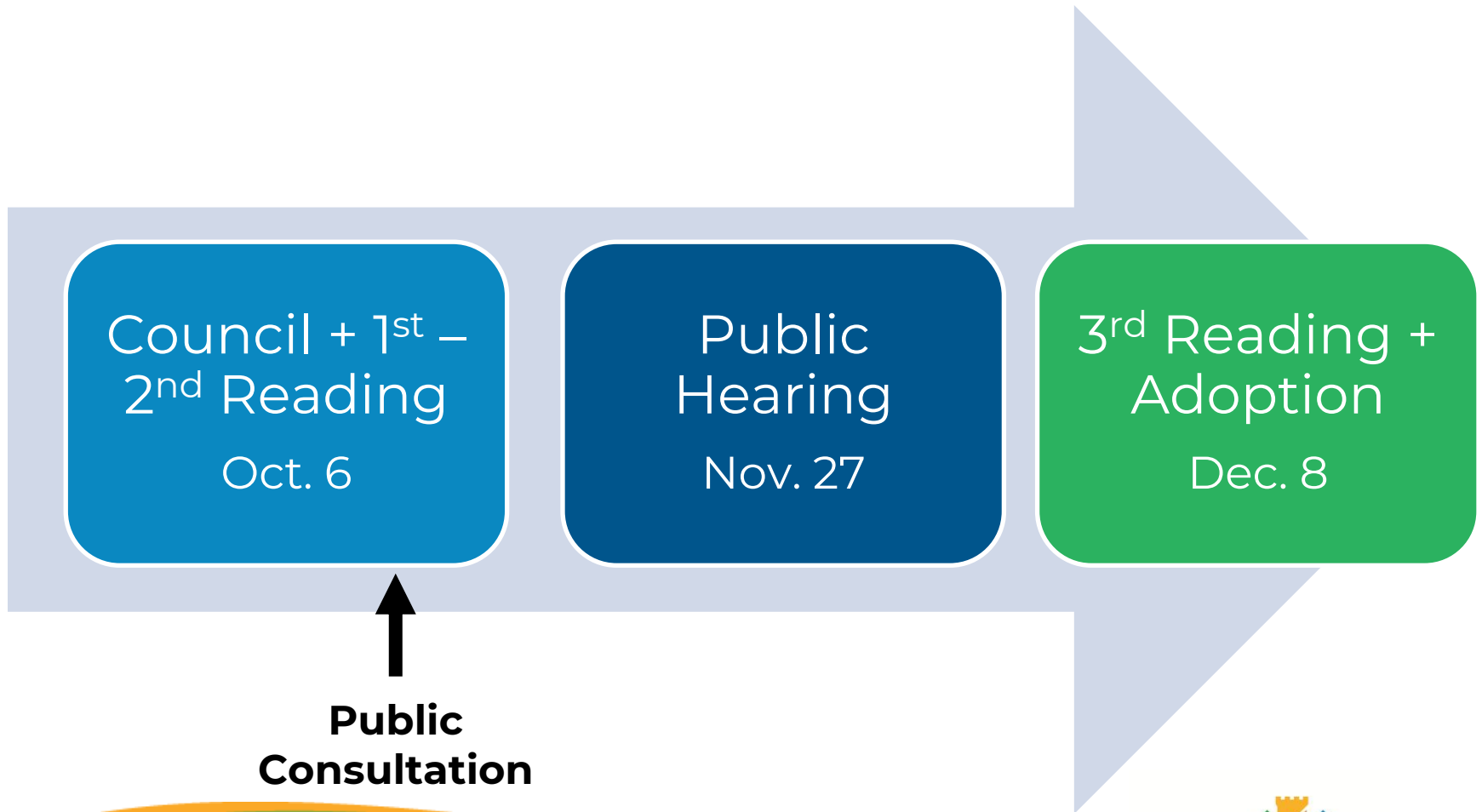
Option 1: The staff recommendation

Option 2: The staff recommendation with revisions

Option 3: Maintain the existing policy directions for the area and do not endorse the North Latoria Area Plan

Option 4: Defer decision and direct staff to provide additional information.

Next Steps



Thank you!



**CITY OF COLWOOD
BYLAW NO 1700-14**

A BYLAW TO AMEND THE OFFICIAL COMMUNITY PLAN

WHEREAS a local government may by bylaw amend an Official Community Plan;

AND WHEREAS Council wishes to amend the Official Community Plan for the City of Colwood;

AND WHEREAS an Official Community Plan may include area plans and sub-area plans;

AND WHEREAS Council wishes to amend the Official Community Plan adopted by Bylaw No. 1700 (the "OCP"), to incorporate an Area Plan (North Latoria Area Plan) for the lands outlined by a solid bold line as shown in Schedule 1 and further described as:

- Lot A, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot 2, Sections 60 and 61, Esquimalt District, Plan VIP37605
- Lot 1, Sections 60 and 61, Esquimalt District, Plan VIP37605
- Lot C, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot D, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot 1, Sections 61 and 61, Esquimalt District, Plan VIP7244
- Lot 2, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 3, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 4, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 5, Section 61, Esquimalt District, Plan VIP7244
- Lot 2, Section 61, Esquimalt District, Plan VIP23793
- Lot B, Section 61, Esquimalt District, Plan EPP13429

AND WHEREAS Council wishes to amend the relevant OCP policies and maps to ensure consistency within the body of the OCP;

AND WHEREAS the City of Colwood has prepared an amendment to the Official Community Plan in accordance with sections 473, 474, 475, and 476 of the *Local Government Act*;

AND WHEREAS Council has complied with sections 464, 465 and 466 of the *Local Government Act* including by holding a public hearing, having given due notice thereof;

NOW THEREFORE the Municipal Council of the City of Colwood, in open meeting assembled, enacts as follows:

1. CITATION

This Bylaw may be cited as "Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)".

7. Proposed Bylaw 1700-14

2. SEVERABILITY

If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause, or phrase.

3. AMENDMENTS

Schedule A of Colwood Official Community Plan Bylaw No. 1700, 2018, is amended as follows:

3.1. In the Table of Contents, after “31.3. Ocean Grove Area Plan” add “31.4. North Latoria Area Plan”

3.2. In Part B – Section 7, delete Figure 8 (Land Use) and replace with the map as shown in Schedule 2 of this Bylaw.

3.3. In Part B – Section 7, replace Policy 7.2.10 (a) with the following:

Ground-oriented and low rise buildings up to approximately 4 storeys at the core of the centres and tapering to lower buildings towards the edges, except that up to 6 storeys may be supported on lands that are subject to the provisions of the North Latoria Area Plan.

3.4. In Part B – Section 7, replace Policy 7.2.10 (b) with the following:

FAR ranging up to approximately 1.75, except that a maximum FAR of up to 2.5 may be supported on lands that are subject to the provisions of the North Latoria Area Plan.

3.5. In Part B – Section 7, replace Policy 7.2.20 (c) with the following:

Ground-oriented multi-unit residential, including duplexes, townhouses, and apartments that are subject to the provisions of the Royal Beach Sub Area Plan or the North Latoria Area Plan.

3.6. In Part B – Section 7, replace Policy 7.2.20 (g) with the following:

Low rise multi-unit residential if located on lands that are subject to the provisions of the North Latoria Area Plan. On all other lands, low rise multi-unit residential will be supported in very limited situations, and only where significant environmental and ecological benefits to the overall site can be achieved, while minimizing

7. Proposed Bylaw 1700-14

ecosystem disturbance, protecting habitat areas and incorporating existing natural features.

3.7. In Part B – Section 7, replace Policy 7.2.21 (d) with the following:

FAR ranging up to approximately 1.2, except that a maximum FAR of 2.5 may be supported on lands that are subject to the provisions of the North Latoria Area Plan.

3.8. In Part D – Section 18.3, delete Figure 20 (Form, Character, and Sustainability Development Permit Area) and replace with the map as shown in Schedule 3 of this Bylaw.

3.9. In Part E, insert “Section 31.4. North Latoria Area Plan” following Section 31.3. as shown in Schedule 4.

3.10. Throughout the document, reformat and renumber all page numbers, heading numbers, and section numbers accordingly.

READ A FIRST TIME on the 6th day of October, 2025

**CONSIDERED IN CONJUNCTION WITH
THE CITY OF COLWOOD FINANCIAL PLAN AND
APPLICABLE WASTE MANAGEMENT PLANS
THIS**

6th day of October, 2025

READ A SECOND TIME on the 6th day of October, 2025

PUBLIC HEARING on the day of , 2025

READ A THIRD TIME on the day of , 2025

ADOPTED on the day of , 2025

Mayor

Corporate Officer

7. Proposed Bylaw 1700-14

Schedule 1 to “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)”

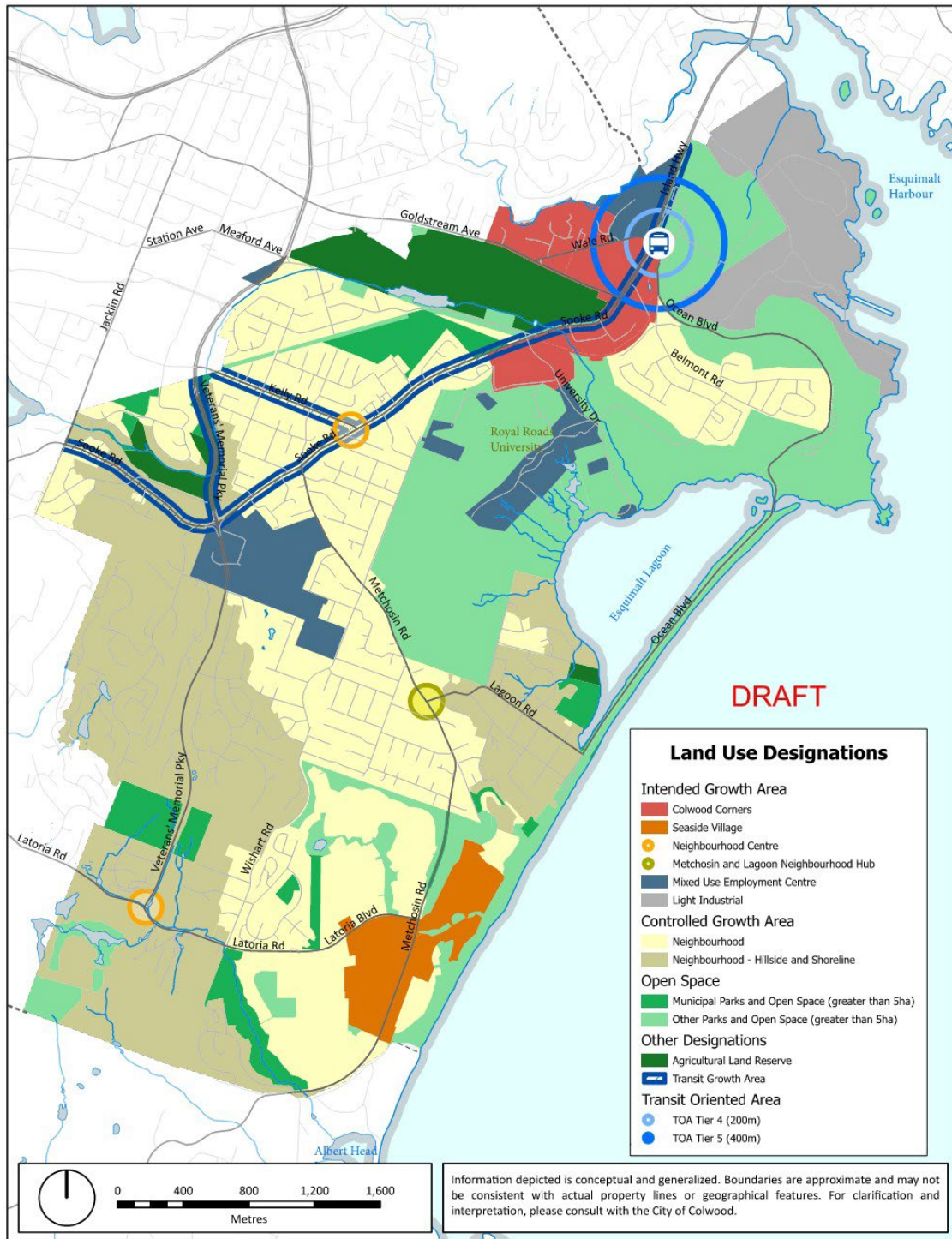
Subject Property Area Map



7. Proposed Bylaw 1700-14

Schedule 2 to “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)”

Figure 8: Land Use

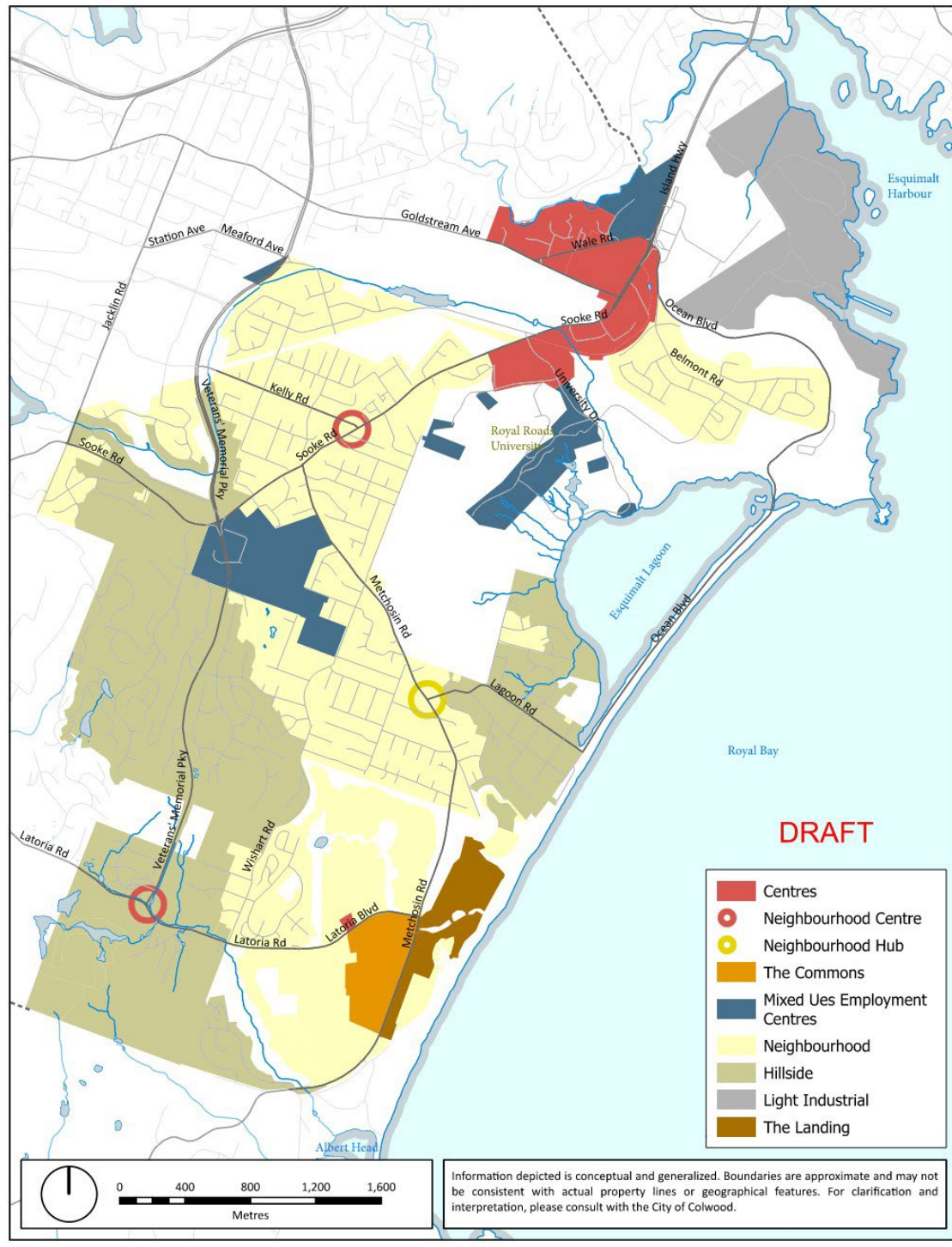


7. Proposed Bylaw 1700-14

Schedule 3

to “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)”

Figure 20: Form, Character and Sustainability Development Permit Area



7. Proposed Bylaw 1700-14

Schedule 4

to “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)”

31.4 North Latoria Area Plan

31.4.1 Introduction

This local area plan applies to the properties within the North Latoria Corridor, an area within the City of Colwood that occupies 7.7 hectares of privately owned land as shown in Figure 1. The area is bounded by Veterans Memorial Parkway to the west, Wishart Road to the east and Latoria Road to the south.

The purpose of this local area plan is to provide a conceptual idea of how the lands within the corridor may be developed over time. Development of the lands will be subject to City approvals. Each rezoning application will be reviewed against applicable bylaws and policies, including the policies in this local area plan, to ensure that the lands are developed in accordance with the community's vision.

31.4.2 Vision Statement

The North Latoria Corridor will be thoughtfully developed to support controlled growth in a manner that will balance the City's needs for housing, parkland, environmental protection, transportation and infrastructure. The area will protect and enhance the natural environment (most notably Latoria Creek) and will be characterized by public green space, ecosystem restoration, the retention of mature tree canopy and landscaping that integrates native plant species. Nestled between Royal Bay and Olympic View, the area will support nearby commercial uses by enabling a diverse range of housing options and by enhancing connectivity for pedestrians and cyclists.

31.4.3 Goals

- Protect and enhance the natural environment (e.g., natural

infrastructure and ecologically sensitive features)

- Enhance ecological habitat by requiring green space and soft landscaping
- Encourage the provision of active transportation facilities (e.g., multi-use paths, bike lanes, crosswalks and other physical infrastructure or amenities designed to support active transportation modes)
- Enable a diverse range of land uses to support nearby commercial hubs
- Improve the function and performance of Latoria Road as an arterial road, that safely accommodates multi-modal movements
- Ensure that infrastructure master planning considers any necessary improvements to accommodate growth by defining the projected density for the North Latoria Corridor

31.4.4 Local Area Plan Implementation

- a. Implementation of the North Latoria Area Plan will be achieved through a series of phases. Each phase of development will identify the anticipated build-out and servicing needed to support the development, as well as planned community amenities to be provided. Several City approvals may be required, such as subdivision, rezoning, development permit, building permit and civil engineering design approval. Each application will need to be consistent with the policies and directions of this local area plan and other relevant bylaws.
- b. Applicants requesting a rezoning must enter into a Development Agreement with the City to provide greater certainty to the City regarding the proposed phasing of infrastructure and community amenities relative to the development of private lands. This agreement will become binding to the development of any lands

within the North Latoria Corridor for any future applicant and the City.

- c. In accordance with provincial and federal regulations pertaining to changes in and about a stream, the realignment and enhancement of Latoria Creek cannot be completed through a phased approach. Recognizing this, the North Latoria Area Plan requires land adjacent to Latoria Creek to be controlled by the City to facilitate the restoration and enhancement of the creek as a single, municipal-led project.

31.4.5 Land Use Concept

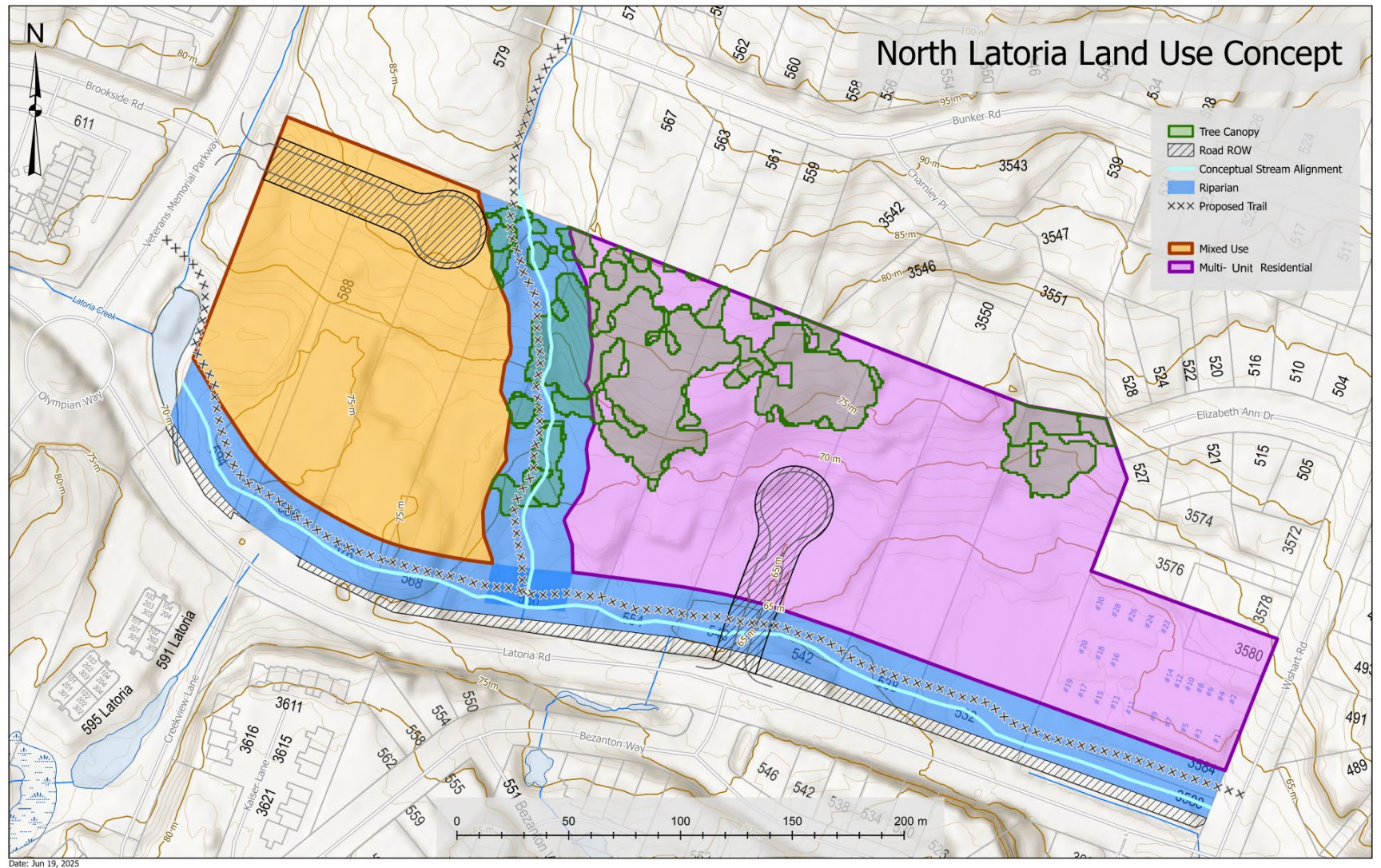
This section illustrates the land use concept for the area based on the long-term, full build-out of the local area plan's vision, goals and policies. The land use concept for the North Latoria Corridor is illustrated in Figure 1. It is intended to reflect what is envisioned for the North Latoria Corridor, including new streets, parks and green spaces, and the maximum possible density and height for new development.

The land use concept is conceptual in nature and is not intended to provide detailed designs or exact locations of proposed community amenities and infrastructure, such as parks, roads or environmental conservation areas. Specific details within the concept are subject to change as development applications are received and considered by the City.

The land use concept developed for the corridor is based on site-adaptive planning and design principles as outlined in Policy 11.2.2.3 and Section 18.4. Hence, the land use concept map identifies the ecologically significant features of the lands that are to be preserved to ensure that development occurs only in a manner that will provide exceptional protection of those features.

7. Proposed Bylaw 1700-14

Figure 1: North Latoria Land Use Concept



31.4.6 Built Form and Land Use

OBJECTIVE: Encourage a coordinated and holistic approach to the development of the North Latoria Corridor as a complete neighbourhood.

- a. The North Latoria Corridor is divided into two sub-areas as shown in Figure 1. The table below provides key built form and land use policies for each sub-area, including permitted uses and maximum heights and densities.

SUB AREA	USES	MAXIMUM HEIGHT	MAXIMUM DENSITY
Mixed Use	i. Mixed use buildings ii. Multi-unit residential iii. Commercial (e.g., office, retail) iv. Institutional (e.g., day care) v. Live/work and home occupations	6 storeys	2.5 FAR
Multi-unit Residential	i. Multi-unit residential ii. Institutional (e.g., daycare) iii. Limited small-scale commercial and mixed-use iv. Live/work and home occupations		

7. Proposed Bylaw 1700-14

- b. Only consider development proposals that incorporate at least two contiguous legal lots in the corridor.
- c. Accommodate the needs of existing and future residents in the area by supporting a diversity of institutional uses.
- d. In alignment with Policy 11.2.2.3 and Section 18.4, the siting of all buildings and structures in the North Latoria Corridor should be arranged to:
 - i. Preserve existing protected trees; and
 - ii. Minimize impacts to ecologically sensitive features.

31.4.7 Housing

OBJECTIVE: Support a diverse range of housing types and tenures within the corridor to accommodate residents of all ages and abilities and a range of income levels.

- a. Uphold universal design as a core value of development within the North Latoria Corridor by enabling units to be adapted easily and cost-effectively to keep pace with changing needs and abilities.
- b. Target 20% of the total proposed units within each development for the purpose of delivering one or more of the City's housing needs, including, but not limited to:
 - Housing for families (e.g., housing with 3+ bedroom units)
 - Affordable housing
 - Housing for seniors
 - Purpose-built rental
 - Housing for people with disabilities.
- c. Enter into Housing Agreements as a condition of zoning adoption to ensure diverse housing types and tenures are retained for a minimum of 20 years.
- d. Consider waiving CACs or other amenity contributions for affordable

housing units that will be delivered through a partnership with a non-market housing provider and that align with one of the classes of affordable housing described in the *BC Prescribed Classes of Affordable Housing Regulation* ([B.C. Regulation 156/2024](#)).

- e. Consider waiving CACs or other amenity contributions to encourage the delivery of secure seniors housing delivered through partnership with a Seniors Living Association or similar entity.

31.4.8 Green Space and Environment

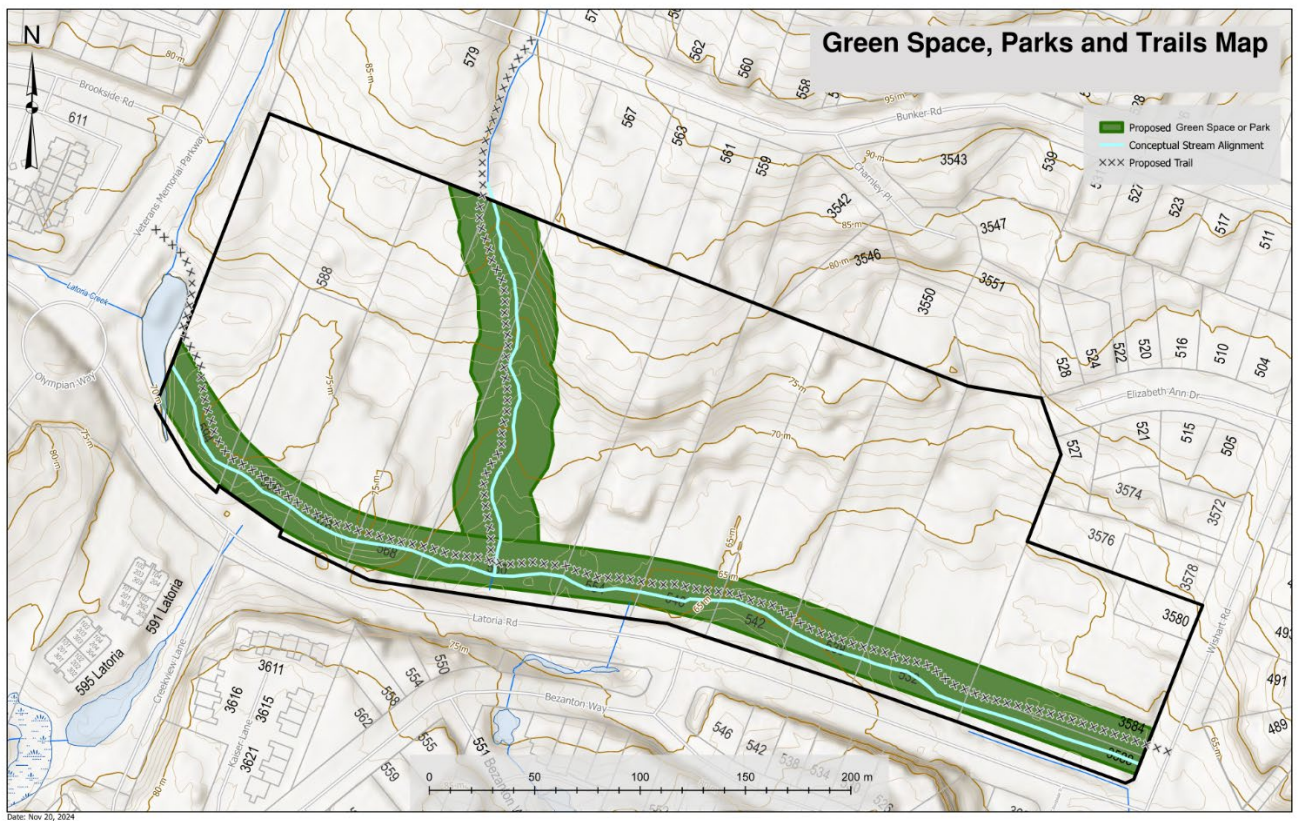
OBJECTIVE: Preserve and enhance sensitive riparian ecosystems and natural land features.

- a. Develop key connections between Latoria Creek Park and Havenwood Park to complement the Beach to Mountain Trail Route Network described in the City of Colwood's Parks and Recreation Master Plan as generally shown in Figure 2.
- b. Secure public use of / access to the following green spaces:
 - i. The portion of the property(ies) that fronts Latoria Road measured to a depth of 30 metres from the existing south property line(s).
 - ii. The streamside protection and enhancement area of North Latoria Creek, the watercourse that runs north to south as shown in Figure 2.
- c. Follow site adaptive planning principles and design as illustrated in Sections 11.2.2.3 and 18.4.
- d. Develop a plan to restore and enhance Latoria Creek and the surrounding green space, including policy statements to guide the public through the green space in a manner that protects the creek (e.g., requiring educational signage or limiting direct access to the

7. Proposed Bylaw 1700-14

- creek through split rail fencing or other means).
- e. Ensure the City's park acquisition and improvement development cost charges support future efforts by the City to implement the approved plan to restore and enhance Latoria Creek and surrounding green space.
- f. Require development proposals to demonstrate compliance with provincial flood construction levels and site-specific geotechnical and hydrological assessments.

Figure 2: North Latoria Green Space, Parks and Trails Plan



31.4.9 Tree Protection

OBJECTIVE: Prioritize the retention of protected trees (as defined in the Urban Forest Bylaw) that are in fair or good health and are located along property boundaries, public spaces, or near environmentally sensitive areas.

7. Proposed Bylaw 1700-14

- a. Retain and protect at least three quarters of the existing protected trees within the proposed green spaces in Figure 2.
- b. On land located outside the proposed green spaces, retain and protect at least one third of the existing protected trees. Retained trees within the 'proposed green spaces' in Figure 2 will not count towards meeting this on-site tree retention target.
- c. Consider variances to setbacks and lot coverage where it can be demonstrated that it will result in the preservation of at least half of the existing protected trees on-site.

31.4.10 Transportation

OBJECTIVE: Connect nature, green space and parkland via public trails and active transportation routes.

- a. Secure desired road dedication, including the provision of new local roads and expansion of existing roads as generally illustrated in Figure 1 and in keeping with the City of Colwood's Transportation Master Plan (as amended or replaced from time to time).
- b. Prioritize adequate connection and access to public transit. New developments should facilitate the improvement of transit services in consultation with the City and BC Transit and may be required to provide transit amenities in accordance with BC Transit's standards.
- c. Consolidate existing accesses onto Latoria Road for transportation and servicing purposes as generally shown in Figure 1. No other accesses will be permitted unless it can be demonstrated that all other options (e.g., shared access, laneway, etc.) have been explored and are deemed not feasible by staff upon review of pertinent studies prepared by a Qualified Professional at the sole cost of the applicant and accepted by the City's Engineering department.

7. Proposed Bylaw 1700-14

- d. Enhance the pedestrian and bicycle network and provide a system of walkable and bike-friendly routes within and to adjoining areas.
- e. Provide continuous pedestrian connections within private land to adjoining areas, public rights-of-way and trails.

NOTICE OF PUBLIC HEARING

MEETING:	Public Hearing
DATE and TIME:	Thursday, November 27, 2025, 6:30 p.m.
PLACE:	Council Chambers, 3300 Wishart Road, Colwood BC

NOTICE IS GIVEN that Council of the City of Colwood will hold a Public Hearing on Thursday, November 27, 2025, at 6:30 p.m. in relation to the proposed Bylaw **“Official Community Plan No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan).”**

PURPOSE: Proposed amendments to the City of Colwood’s Official Community Plan to create the North Latoria Area Plan, which will include land use policies specific to the subject properties noted below. The bylaw also proposes amendments to the Neighbourhood Centre land use designation to increase the height from 4 to 6 storeys and the maximum density from 1.75 FAR to 2.5 FAR for lands subject to the North Latoria Area Plan only. It also proposes amendments to the Neighbourhood Hillside and Shoreline land use designation to permit low-rise apartments and to increase the maximum density from 1.2 FAR to 2.5 FAR for lands subject to the North Latoria Area Plan only. Several maps in the Official Community Plan will also need to be amended to align with the proposed local area plan.

SUBJECT PROPERTIES: This Bylaw applies to the lands legally described as:

- Lot A, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot 2, Sections 60 and 61, Esquimalt District, Plan VIP37605
- Lot 1, Sections 60 and 61, Esquimalt District, Plan VIP37605
- Lot C, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot D, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot 1, Sections 61 and 61, Esquimalt District, Plan VIP7244
- Lot 2, Sections 60 and 61, Esquimalt District, Plan VIP7244

- Lot 3, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 4, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 5, Section 61, Esquimalt District, Plan VIP7244
- Lot 2, Section 61, Esquimalt District, Plan VIP23793
- Lot A, Section 61, Esquimalt District, Plan EPP13429
- Lot B, Section 61, Esquimalt District, Plan EPP13429



INSPECTION OF MATERIALS: Copies of the proposed bylaw and related materials can be viewed at www.colwood.ca/news, or in person at Colwood City Hall from November 19 to 27, 2025, between 8:30am and 4:30pm, Monday to Friday excluding statutory holidays.

We want to hear from you!

WRITE TO US

The deadline for written submissions is 12:00 pm on the day of the meeting and must include your name and civic address.

- Email publichearing@colwood.ca
- Mail/Drop-off: City of Colwood, 3300 Wishart Road, Colwood, BC V9C 1R1

SPEAK TO COUNCIL

In Person: The public is welcome to provide comments in person during the public participation portion of the meeting.

Electronically:

Dial-in-by phone Toll-free: 1-855-703-8985 or 1-778-907-2071 or Login to Zoom.us or the Zoom app.

For both options use Meeting ID: 815 7605 8123

NEED MORE INFORMATION? Contact Development Services at (250) 294-8153 or planning@colwood.ca



NOTICE OF PUBLIC HEARING

City of Colwood
3300 Wishart Road
Colwood, BC V9C 1R1

MEETING DATE:

Thursday, November 27, 2025

TIME:

6:30 pm

LOCATION:

Council Chambers, 3300 Wishart Rd

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- Lot 2, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 3, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 4, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 5, Section 61, Esquimalt District, Plan VIP7244
- Lot 2, Section 61, Esquimalt District, Plan VIP23793
- Lot A, Section 61, Esquimalt District, Plan EPP13429
- Lot B, Section 61, Esquimalt District, Plan EPP13429



PURPOSE: Proposed amendments to the City of Colwood’s Official Community Plan to amend the built form policies of the Neighbourhood Centre and Neighbourhood Hillside and Shoreline land use designations and create the North Latoria Area Plan, which will include land use policies specific to the subject properties noted above.

VIEW RELATED MATERIALS:

A copy of the bylaw and related materials can be viewed at <https://www.colwood.ca/news>, or in person at Colwood City Hall from November 19 to 27, 2025, between 8:30am and 4:30pm, Monday to Friday excluding statutory holidays.

NEED MORE INFORMATION?

Contact Planning at 250-478-5053 ext 112 or planning@colwood.ca

«Name1»

«Name2»

«Address»

Comments

In Writing: The deadline for written submissions is 12:00 pm on the day of the meeting and must include your name and civic address.

- Email: corporateservices@colwood.ca
- Mail/Drop-off: City of Colwood, 3300 Wishart Road, Colwood, BC V9C 1R1

Please note the full content of all submissions will be published, including name and address. For more information about Freedom of Information and Protection of Privacy, go to www.colwood.ca/FOIPPA

Speak to Council

In Person: The public is welcome to provide comments in person during the public participation portion of the meeting.

Electronically: To pre-register to speak please contact corporateservices@colwood.ca up until noon on the day of the meeting.

Watch the Meeting

www.colwood.ca/Meetings



From: [Public Hearing](#)
To: [Tiffany MacDonald](#)
Subject: FW: Bylaw "Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)."
Date: Friday, November 21, 2025 9:23:11 AM

From: Tiffany Akins [REDACTED] >
Sent: Wednesday, November 19, 2025 9:34 PM
To: Public Hearing <publichearing@colwood.ca>
Subject: Bylaw "Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)."

You don't often get email from [REDACTED] [Learn why this is important](#)

Here is my submission.

Tiffany Akins

104 627 Brookside Road

I don't agree with the proposed amendments to the official community plan bylaw concerning north Latoria. I've lived at this corner for nearly 3 years.

I've seen how the deer and ravens have slowly been disappearing from the neighbourhood. I've often seen deer trapped in the traffic circle and roads because they have nowhere to go. I've seen how fast drivers speed up going around the traffic circle. As a pedestrian, I've been nearly hit at the corner, and know several neighbours with the same stories.

I came from the mainland where density is getting out of hand. Let's keep it cozy here. Keep new builds the same height as the current tallest building, in this case, 3-4 storeys.

I don't agree with the proposed amendments to the Bylaw "**Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan).**" for several reasons.

From: [Public Hearing](#)
To: [Tiffany MacDonald](#)
Subject: FW: community plan bylaw amendment meeting
Date: Friday, November 21, 2025 9:23:13 AM

-----Original Message-----

From: Lora Nemeth [REDACTED] >
Sent: Wednesday, November 19, 2025 8:02 PM
To: Public Hearing <publichearing@colwood.ca>
Subject: Re: community plan bylaw amendment meeting

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi there,

Unfortunately, I will not be able to make it to the meeting so thank you for allowing me to express my question via email.

I think I speak for many people when the biggest question is what is going to be done about all the traffic that all of these New homes are going to create! There are currently two roads to access the area. By adding more and more homes, specifically with the beachlands development, and now this amendment, it's going to be extremely difficult for any traffic to enter or leave the area.

Could you please let us Colwood residence know what the plan is?

Thank you,

Lora Nemeth.

Sent from my iPhone

From: [Public Hearing](#)
To: [Tiffany MacDonald](#)
Subject: FW: North Latoria Area Plan for CENIC review
Date: Friday, November 21, 2025 9:23:26 AM
Attachments: [Bylaw 1700-14.pdf](#)
[image002.png](#)

From: Corporate Services <corporateservices@colwood.ca>
Sent: Tuesday, November 4, 2025 8:55 AM
To: Public Hearing <publichearing@colwood.ca>
Cc: carol <[REDACTED]>
Subject: FW: North Latoria Area Plan for CENIC review

Hello Carol,

I have forwarded your email to the public hearing inbox.

Thanks,

Tiffany MacDonald
Corporate Services Assistant
Corporate Services | City of Colwood
corporateservices@colwood.ca | www.colwood.ca



Lekwungen Territory

[Subscribe](#) for updates and follow @CityofColwood on [facebook](#), [instagram](#), and [youtube](#)!
Use the online [Action Request](#) form to direct concerns to the team that is best able to respond and support ongoing improvement.

From: carol <[REDACTED]>
Sent: November 3, 2025 9:50 PM
To: Doug Kobayashi <dkobayashi@colwood.ca>; Cynthia Day <cday@colwood.ca>; David Grove <dgrove@colwood.ca>; Dean Jantzen <djantzen@colwood.ca>; Ian Ward <iward@colwood.ca>; Kim Jordensoen <kjordensen@colwood.ca>; Misty Olsen <molsen@colwood.ca>; Marcy Lalande <mlalande@colwood.ca>; Jason Johnson <jjohnson@colwood.ca>; Joshua Baylis <jbaylis@colwood.ca>; Byron Grant <bgrant@colwood.ca>; jrosenbourg@colwood.ca
Subject: North Latoria Area Plan for CENIC review



November 3rd, 2025

Re: Official Community Plan Bylaw No. 1700, 2025, Amendment
Bylaw No. 1700-14 (North Latoria Area Plan)

Dear Mayor Kobayashi, Colwood Council and Colwood Staff,

CENIC appreciates the opportunity to respond to your request for comments and suggestions regarding the proposed amendment Bylaw No. 1700-14 (North Latoria Area Plan). We appreciate that the OCP amendment changes reflect some of the City's proposed stronger Urban Forest and Biodiversity Environmental protection strategies. Our comments and suggestions related to the North Latoria Area Plan OCP amendment are below.

Vision Statement

CENIC is encouraged to note the statement, "The area will protect and enhance the natural environment (most notably, Latoria Creek) and will be characterized by public green space". We suggest that this green space be treed space. We also recommend retention of the mature tree canopy on the property line and boulevard as well

as ‘special protection’ of any old growth trees that may be located on the properties. We suggest building permits include a site plan that includes all trees on the building site and that trees should not be removed until a building permit has been issued.

Goals

The goal of this amendment to “protect and enhance the natural environment” as well as to “enhance ecological habitat by requiring green space and soft landscaping” suggests a strong commitment by the City to protect the North Latoria area. We recommend the green space and soft landscaping include native trees and plants as well as the natural asset protection of watercourse and hillside.

It is noted that Latoria Road is slated to have “improved function and performance as an arterial road” and that “infrastructure master planning considers improvements to accommodate growth”. We request information be provided to the community as to what changes are proposed for Latoria Road as it is not detailed in the amendment.

Land Area Plan Implementation

The North Latoria Area Plan states that “In accordance with provincial and federal regulations pertaining to changes in and about a stream, the realignment and enhancement of Latoria Creek cannot be completed through a phased approach. Recognizing this, the North Latoria Area Plan requires land adjacent to Latoria Creek be controlled by the City to facilitate the restoration and enhancement of the creek as a single, municipal-led project.” If land is acquired from private property owners to move the creek away from the road will it be possible to acquire enough land to fully protect the creek from toxic run-off from Latoria Road and provide a sustainable riparian area? Will realignment occur before or after development permits are issued? Which scenario protects the integrity of the creek best?

Land Use Concept

CENIC is pleased to see that, “the land use concept map identifies the ecologically significant features of the lands that are to be preserved to ensure that development occurs only in a manner that will provide exceptional protection of those features.” Exceptional protection may require development abiding by stronger building and parking lot restrictions as well as tree protection than would have previously been allowed.

Figure 1 does not indicate retention of any existing trees on the west side of the creek running from north to south. Will existing protected trees remain? Green space along Latoria Creek is riparian space and will need to follow the shape of the creek according to provincial regulations and not be limited by the straighter edge of the road.

Built Form and Land Use

The ecological integrity and biodiversity of the area will benefit from the requirement, “In alignment with Policy 11.2.2.3 and Section 1.4 the siting of all buildings and structures in the North Latoria Corridor should be arranged to preserve existing protected trees and minimize impacts to ecologically sensitive features.”

Housing

Attempts have been made for equitable housing options and opportunities.

Green Space and Environment

The stated objective to “preserve and enhance sensitive riparian

ecosystems and natural land features” supports the protection of this development area. CENIC suggests the planting of taller trees and shrubs along the creek to provide shade at the time of realignment. We also suggest construction of environmentally sensitive culverts to assist fish passage.

CENIC agrees that the details to restore and enhance Latoria Creek must include a plan to protect the creek especially in areas with close public access.

We agree that it is crucial to require development proposals to demonstrate compliance with provincial flood construction levels and site-specific geotechnical and hydrological assessments. The realignment of Latoria Creek and other creeks will need to plan for the possibility of flooding due to the effects of climate change.

Tree Protection

We agree with “prioritizing the retention of protected trees (as defined in the Urban Forest Bylaw) that are in fair or good health and are located along property boundaries, public spaces, or near environmentally sensitive areas.”

It is suggested that the goal is to “retain and protect at least $\frac{3}{4}$ of the existing protected trees within the proposed green spaces”. CENIC recommends the protection of all fair to good health existing trees in the green spaces.

For land located outside the proposed green spaces, CENIC recommends that building site be adjusted to accommodate as much as possible for protected trees.

We recommend considering variances to setbacks and lot coverage where it can be demonstrated that it will result in the preservation of at least half of the existing protected trees on site.

Transportation

CENIC supports the objective: “Connect nature, green space and parkland via public trails and active transportation routes.”

We also support the objective to “Prioritize adequate connection and access to public transit. New developments should facilitate the improvement of transit services in consultation with the City and BC Transit.”

It is suggested that the City look for opportunities to facilitate ‘Park and Ride’ facilities where possible. Church parking lots are occasionally not used heavily from Monday to Friday and may be a possible consideration for 10-12 “Park and Ride’ individual spots. As church properties may receive property tax reductions this might be considered an opportunity for an in-kind contribution towards connectivity.

Transportation planning on the City website indicates that Latoria Road in this area is intended to be four lanes with sidewalks and bike lanes which might indicate the creek will need to be moved.

Clarification on the changes to Latoria Road will assist the community in understanding the bylaw amendments.

CENIC is pleased to have the opportunity to submit suggestions and requests on policies that affect the sustainability of our environment. We appreciate the work done by the City and their consultants to protect the environment of the North Latoria Area.

Best regards,

Carol Brown,

CENIC, Chair

On behalf of the CENIC membership



**CITY OF COLWOOD
BYLAW NO 1700-14**

A BYLAW TO AMEND THE OFFICIAL COMMUNITY PLAN

WHEREAS a local government may by bylaw amend an Official Community Plan;

AND WHEREAS Council wishes to amend the Official Community Plan for the City of Colwood;

AND WHEREAS an Official Community Plan may include area plans and sub-area plans;

AND WHEREAS Council wishes to amend the Official Community Plan adopted by Bylaw No. 1700 (the “OCP”), to incorporate an Area Plan (North Latoria Area Plan) for the lands outlined by a solid bold line as shown in Schedule 1 and further described as:

- Lot A, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot 2, Sections 60 and 61, Esquimalt District, Plan VIP37605
- Lot 1, Sections 60 and 61, Esquimalt District, Plan VIP37605
- Lot C, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot D, Sections 60 and 61, Esquimalt District, Plan VIP10185
- Lot 1, Sections 61 and 61, Esquimalt District, Plan VIP7244
- Lot 2, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 3, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 4, Sections 60 and 61, Esquimalt District, Plan VIP7244
- Lot 5, Section 61, Esquimalt District, Plan VIP7244
- Lot 2, Section 61, Esquimalt District, Plan VIP23793
- Lot B, Section 61, Esquimalt District, Plan EPP13429

AND WHEREAS Council wishes to amend the relevant OCP policies and maps to ensure consistency within the body of the OCP;

AND WHEREAS the City of Colwood has prepared an amendment to the Official Community Plan in accordance with sections 473, 474, 475, and 476 of the *Local Government Act*;

AND WHEREAS Council has complied with sections 464, 465 and 466 of the *Local Government Act* including by holding a public hearing, having given due notice thereof;

NOW THEREFORE the Municipal Council of the City of Colwood, in open meeting assembled, enacts as follows:

1. CITATION

This Bylaw may be cited as “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)”.

2. SEVERABILITY

If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause, or phrase.

3. AMENDMENTS

Schedule A of Colwood Official Community Plan Bylaw No. 1700, 2018, is amended as follows:

3.1. In the Table of Contents, after “31.3. Ocean Grove Area Plan” add “31.4. North Latoria Area Plan”

3.2. In Part B – Section 7, delete Figure 8 (Land Use) and replace with the map as shown in Schedule 2 of this Bylaw.

3.3. In Part B – Section 7, replace Policy 7.2.10 (a) with the following:

Ground-oriented and low rise buildings up to approximately 4 storeys at the core of the centres and tapering to lower buildings towards the edges, except that up to 6 storeys may be supported on lands that are subject to the provisions of the North Latoria Area Plan.

3.4. In Part B – Section 7, replace Policy 7.2.10 (b) with the following:

FAR ranging up to approximately 1.75, except that a maximum FAR of up to 2.5 may be supported on lands that are subject to the provisions of the North Latoria Area Plan.

3.5. In Part B – Section 7, replace Policy 7.2.20 (c) with the following:

Ground-oriented multi-unit residential, including duplexes, townhouses, and apartments that are subject to the provisions of the Royal Beach Sub Area Plan or the North Latoria Area Plan.

3.6. In Part B – Section 7, replace Policy 7.2.20 (g) with the following:

Low rise multi-unit residential if located on lands that are subject to the provisions of the North Latoria Area Plan. On all other lands, low rise multi-unit residential will be supported in very limited situations, and only where significant environmental and ecological benefits to the overall site can be achieved, while minimizing

ecosystem disturbance, protecting habitat areas and incorporating existing natural features.

3.7. In Part B – Section 7, replace Policy 7.2.21 (d) with the following:

FAR ranging up to approximately 1.2, except that a maximum FAR of 2.5 may be supported on lands that are subject to the provisions of the North Latoria Area Plan.

3.8. In Part D – Section 18.3, delete Figure 20 (Form, Character, and Sustainability Development Permit Area) and replace with the map as shown in Schedule 3 of this Bylaw.

3.9. In Part E, insert “Section 31.4. North Latoria Area Plan” following Section 31.3. as shown in Schedule 4.

3.10. Throughout the document, reformat and renumber all page numbers, heading numbers, and section numbers accordingly.

READ A FIRST TIME on the 6th day of October, 2025

**CONSIDERED IN CONJUNCTION WITH
THE CITY OF COLWOOD FINANCIAL PLAN AND
APPLICABLE WASTE MANAGEMENT PLANS
THIS** 6th day of October, 2025

READ A SECOND TIME on the 6th day of October, 2025

PUBLIC HEARING on the day of , 2025

READ A THIRD TIME on the day of , 2025

ADOPTED on the day of , 2025

Mayor

Corporate Officer

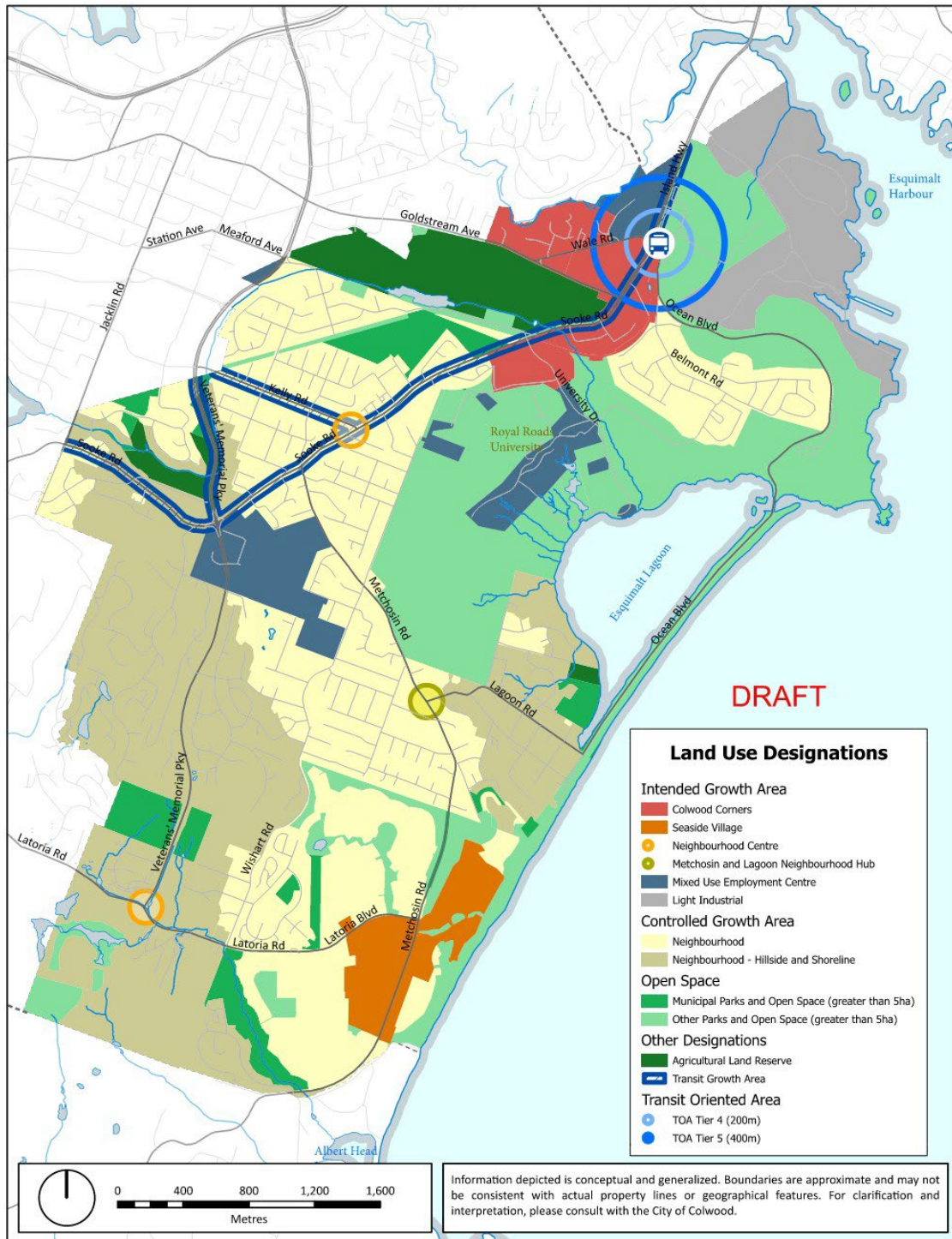
Schedule 1
to “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North
Latoria Area Plan)”

Subject Property Area Map



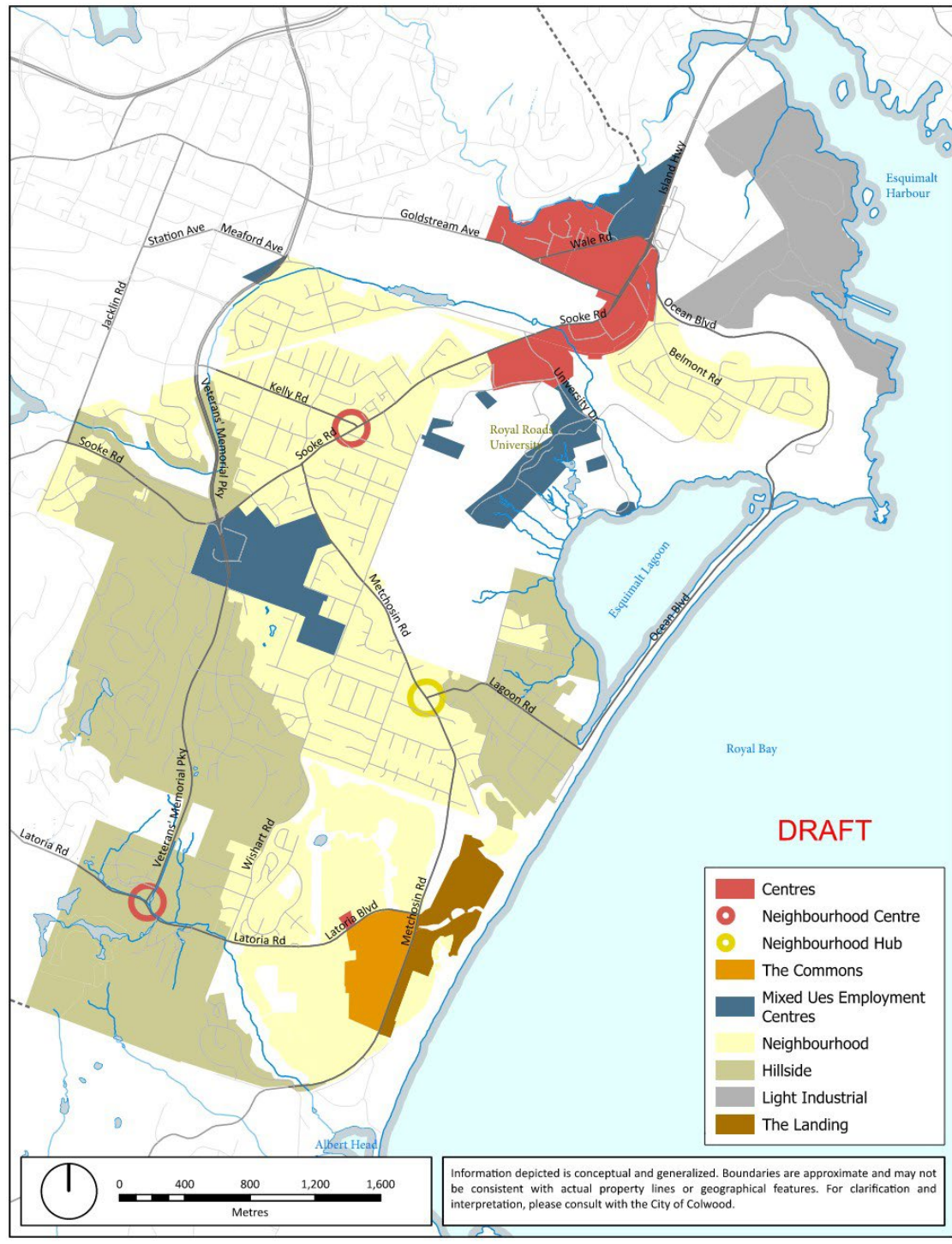
Schedule 2
to “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)”

Figure 8: Land Use



Schedule 3
to “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North
Latoria Area Plan)”

Figure 20: Form, Character and Sustainability Development Permit Area



Schedule 4

to “Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan)”

31.4 North Latoria Area Plan

31.4.1 Introduction

This local area plan applies to the properties within the North Latoria Corridor, an area within the City of Colwood that occupies 7.7 hectares of privately owned land as shown in Figure 1. The area is bounded by Veterans Memorial Parkway to the west, Wishart Road to the east and Latoria Road to the south.

The purpose of this local area plan is to provide a conceptual idea of how the lands within the corridor may be developed over time. Development of the lands will be subject to City approvals. Each rezoning application will be reviewed against applicable bylaws and policies, including the policies in this local area plan, to ensure that the lands are developed in accordance with the community's vision.

31.4.2 Vision Statement

The North Latoria Corridor will be thoughtfully developed to support controlled growth in a manner that will balance the City's needs for housing, parkland, environmental protection, transportation and infrastructure. The area will protect and enhance the natural environment (most notably Latoria Creek) and will be characterized by public green space, ecosystem restoration, the retention of mature tree canopy and landscaping that integrates native plant species. Nestled between Royal Bay and Olympic View, the area will support nearby commercial uses by enabling a diverse range of housing options and by enhancing connectivity for pedestrians and cyclists.

31.4.3 Goals

- Protect and enhance the natural environment (e.g., natural

infrastructure and ecologically sensitive features)

- Enhance ecological habitat by requiring green space and soft landscaping
- Encourage the provision of active transportation facilities (e.g., multi-use paths, bike lanes, crosswalks and other physical infrastructure or amenities designed to support active transportation modes)
- Enable a diverse range of land uses to support nearby commercial hubs
- Improve the function and performance of Latoria Road as an arterial road, that safely accommodates multi-modal movements
- Ensure that infrastructure master planning considers any necessary improvements to accommodate growth by defining the projected density for the North Latoria Corridor

31.4.4 Local Area Plan Implementation

- a. Implementation of the North Latoria Area Plan will be achieved through a series of phases. Each phase of development will identify the anticipated build-out and servicing needed to support the development, as well as planned community amenities to be provided. Several City approvals may be required, such as subdivision, rezoning, development permit, building permit and civil engineering design approval. Each application will need to be consistent with the policies and directions of this local area plan and other relevant bylaws.
- b. Applicants requesting a rezoning must enter into a Development Agreement with the City to provide greater certainty to the City regarding the proposed phasing of infrastructure and community amenities relative to the development of private lands. This agreement will become binding to the development of any lands

within the North Latoria Corridor for any future applicant and the City.

- c. In accordance with provincial and federal regulations pertaining to changes in and about a stream, the realignment and enhancement of Latoria Creek cannot be completed through a phased approach. Recognizing this, the North Latoria Area Plan requires land adjacent to Latoria Creek to be controlled by the City to facilitate the restoration and enhancement of the creek as a single, municipal-led project.

31.4.5 Land Use Concept

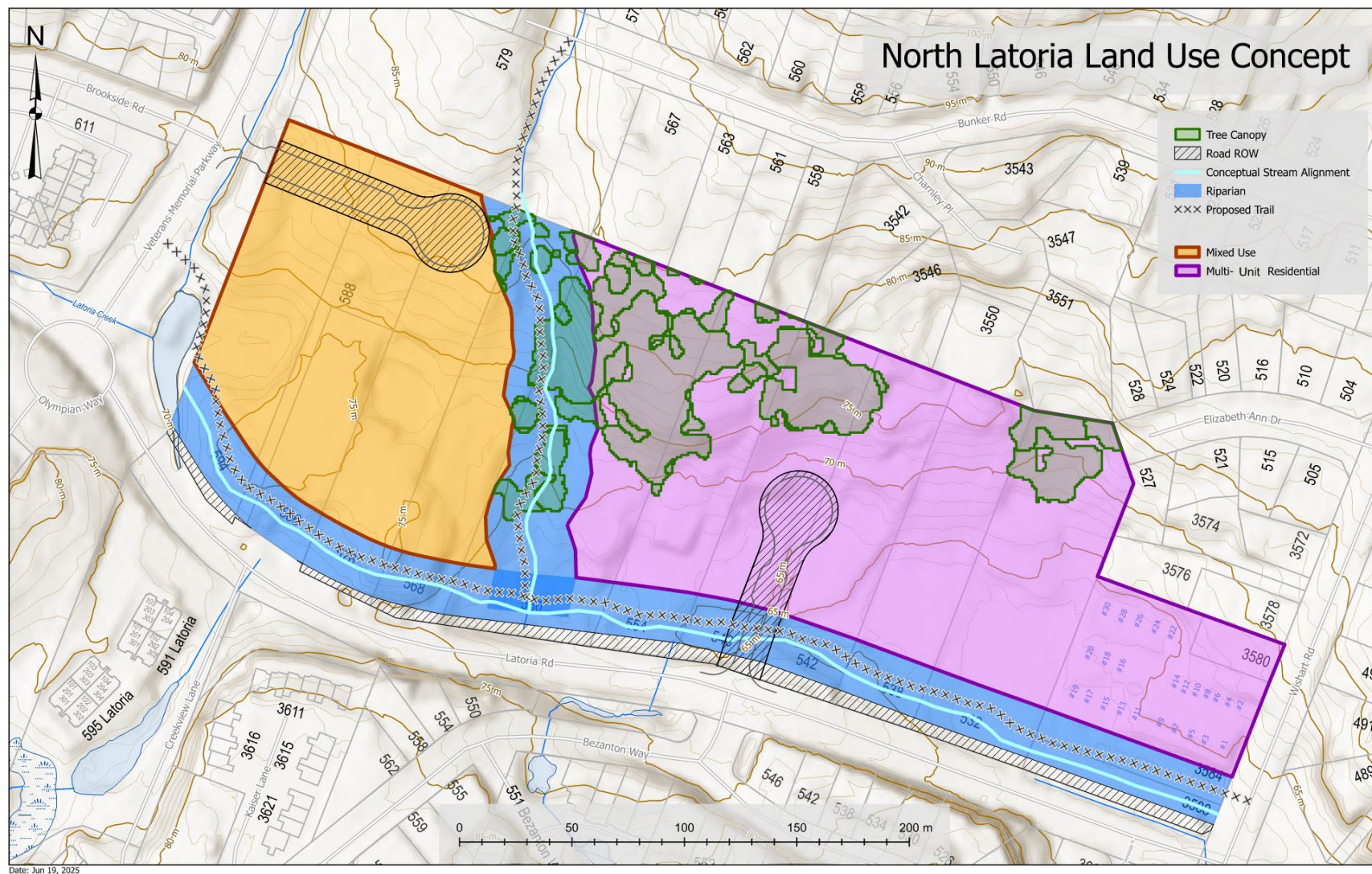
This section illustrates the land use concept for the area based on the long-term, full build-out of the local area plan's vision, goals and policies.

The land use concept for the North Latoria Corridor is illustrated in Figure 1. It is intended to reflect what is envisioned for the North Latoria Corridor, including new streets, parks and green spaces, and the maximum possible density and height for new development.

The land use concept is conceptual in nature and is not intended to provide detailed designs or exact locations of proposed community amenities and infrastructure, such as parks, roads or environmental conservation areas. Specific details within the concept are subject to change as development applications are received and considered by the City.

The land use concept developed for the corridor is based on site-adaptive planning and design principles as outlined in Policy 11.2.2.3 and Section 18.4. Hence, the land use concept map identifies the ecologically significant features of the lands that are to be preserved to ensure that development occurs only in a manner that will provide exceptional protection of those features.

Figure 1: North Latoria Land Use Concept



31.4.6 Built Form and Land Use

OBJECTIVE: Encourage a coordinated and holistic approach to the development of the North Latoria Corridor as a complete neighbourhood.

- a. The North Latoria Corridor is divided into two sub-areas as shown in Figure 1. The table below provides key built form and land use policies for each sub-area, including permitted uses and maximum heights and densities.

SUB AREA	USES	MAXIMUM HEIGHT	MAXIMUM DENSITY
Mixed Use	i. Mixed use buildings ii. Multi-unit residential iii. Commercial (e.g., office, retail) iv. Institutional (e.g., day care) v. Live/work and home occupations	6 storeys	2.5 FAR
Multi-unit Residential	i. Multi-unit residential ii. Institutional (e.g., daycare) iii. Limited small-scale commercial and mixed-use iv. Live/work and home occupations		

- b. Only consider development proposals that incorporate at least two contiguous legal lots in the corridor.
- c. Accommodate the needs of existing and future residents in the area by supporting a diversity of institutional uses.
- d. In alignment with Policy 11.2.2.3 and Section 18.4, the siting of all buildings and structures in the North Latoria Corridor should be arranged to:
 - i. Preserve existing protected trees; and
 - ii. Minimize impacts to ecologically sensitive features.

31.4.7 Housing

OBJECTIVE: Support a diverse range of housing types and tenures within the corridor to accommodate residents of all ages and abilities and a range of income levels.

- a. Uphold universal design as a core value of development within the North Latoria Corridor by enabling units to be adapted easily and cost-effectively to keep pace with changing needs and abilities.
- b. Target 20% of the total proposed units within each development for the purpose of delivering one or more of the City's housing needs, including, but not limited to:
 - Housing for families (e.g., housing with 3+ bedroom units)
 - Affordable housing
 - Housing for seniors
 - Purpose-built rental
 - Housing for people with disabilities.
- c. Enter into Housing Agreements as a condition of zoning adoption to ensure diverse housing types and tenures are retained for a minimum of 20 years.
- d. Consider waiving CACs or other amenity contributions for affordable

housing units that will be delivered through a partnership with a non-market housing provider and that align with one of the classes of affordable housing described in the *BC Prescribed Classes of Affordable Housing Regulation* ([B.C. Regulation 156/2024](#)).

- e. Consider waiving CACs or other amenity contributions to encourage the delivery of secure seniors housing delivered through partnership with a Seniors Living Association or similar entity.

31.4.8 Green Space and Environment

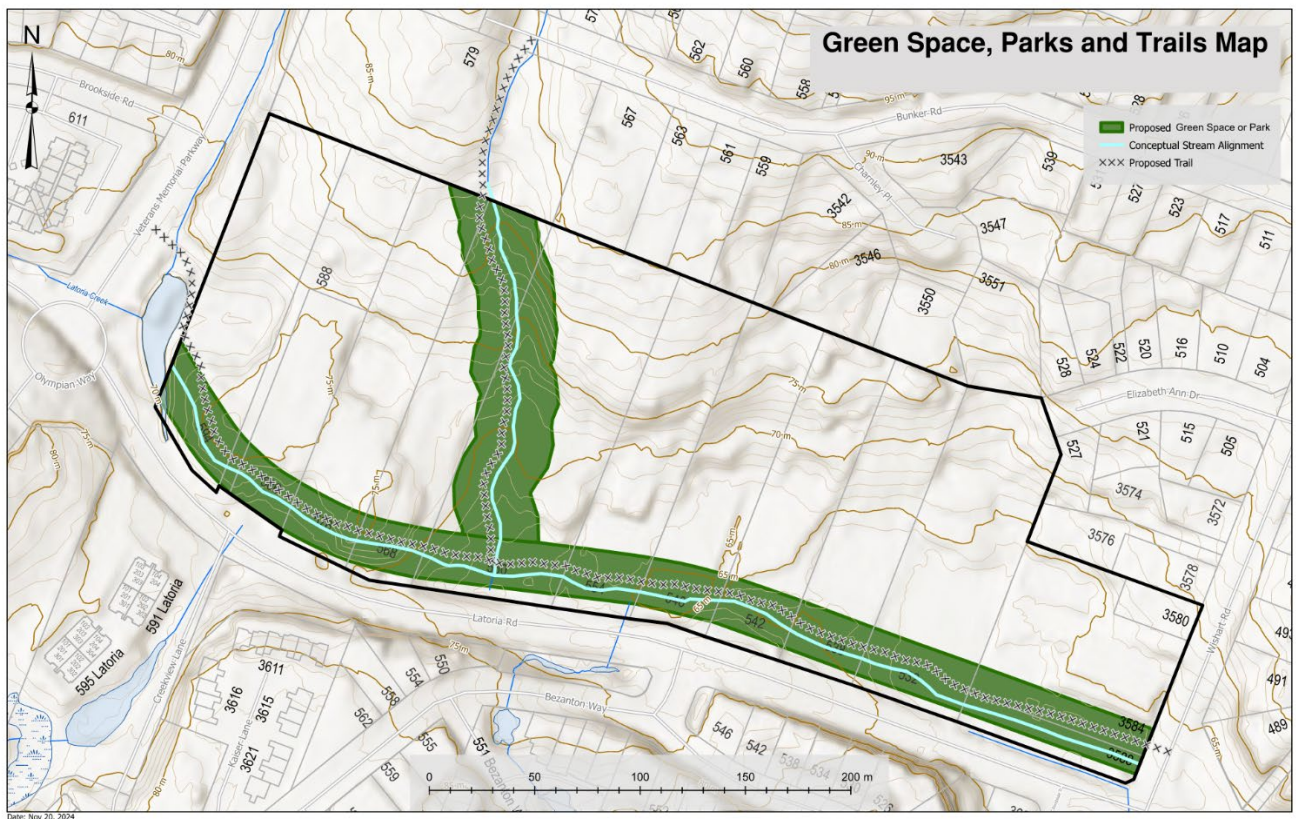
OBJECTIVE: Preserve and enhance sensitive riparian ecosystems and natural land features.

- a. Develop key connections between Latoria Creek Park and Havenwood Park to complement the Beach to Mountain Trail Route Network described in the City of Colwood's Parks and Recreation Master Plan as generally shown in Figure 2.
- b. Secure public use of / access to the following green spaces:
 - i. The portion of the property(ies) that fronts Latoria Road measured to a depth of 30 metres from the existing south property line(s).
 - ii. The streamside protection and enhancement area of North Latoria Creek, the watercourse that runs north to south as shown in Figure 2.
- c. Follow site adaptive planning principles and design as illustrated in Sections 11.2.2.3 and 18.4.
- d. Develop a plan to restore and enhance Latoria Creek and the surrounding green space, including policy statements to guide the public through the green space in a manner that protects the creek (e.g., requiring educational signage or limiting direct access to the

creek through split rail fencing or other means).

- e. Ensure the City's park acquisition and improvement development cost charges support future efforts by the City to implement the approved plan to restore and enhance Latoria Creek and surrounding green space.
- f. Require development proposals to demonstrate compliance with provincial flood construction levels and site-specific geotechnical and hydrological assessments.

Figure 2: North Latoria Green Space, Parks and Trails Plan



31.4.9 Tree Protection

OBJECTIVE: Prioritize the retention of protected trees (as defined in the Urban Forest Bylaw) that are in fair or good health and are located along property boundaries, public spaces, or near environmentally sensitive areas.

- a. Retain and protect at least three quarters of the existing protected trees within the proposed green spaces in Figure 2.
- b. On land located outside the proposed green spaces, retain and protect at least one third of the existing protected trees. Retained trees within the 'proposed green spaces' in Figure 2 will not count towards meeting this on-site tree retention target.
- c. Consider variances to setbacks and lot coverage where it can be demonstrated that it will result in the preservation of at least half of the existing protected trees on-site.

31.4.10 Transportation

OBJECTIVE: Connect nature, green space and parkland via public trails and active transportation routes.

- a. Secure desired road dedication, including the provision of new local roads and expansion of existing roads as generally illustrated in Figure 1 and in keeping with the City of Colwood's Transportation Master Plan (as amended or replaced from time to time).
- b. Prioritize adequate connection and access to public transit. New developments should facilitate the improvement of transit services in consultation with the City and BC Transit and may be required to provide transit amenities in accordance with BC Transit's standards.
- c. Consolidate existing accesses onto Latoria Road for transportation and servicing purposes as generally shown in Figure 1. No other accesses will be permitted unless it can be demonstrated that all other options (e.g., shared access, laneway, etc.) have been explored and are deemed not feasible by staff upon review of pertinent studies prepared by a Qualified Professional at the sole cost of the applicant and accepted by the City's Engineering department.

- d. Enhance the pedestrian and bicycle network and provide a system of walkable and bike-friendly routes within and to adjoining areas.
- e. Provide continuous pedestrian connections within private land to adjoining areas, public rights-of-way and trails.

From: [Public Hearing](#)
To: [Tiffany MacDonald](#)
Subject: FW: Letter to Council re
Date: Friday, November 21, 2025 9:23:57 AM
Attachments: [2025 10 15 Ltr to Colwood OCP and TMP updates.pdf](#)
[image001.png](#)

From: Corporate Services <corporateservices@colwood.ca>
Sent: Monday, October 20, 2025 3:27 PM
To: Public Hearing <publichearing@colwood.ca>
Cc: Desiree Givens <dgivens@colwood.ca>; Corporate Services <corporateservices@colwood.ca>; John Rosenberg <jrosenberg@colwood.ca>; Joshua Baylis <jbaylis@colwood.ca>; Yazmin Hernandez <yhernandez@colwood.ca>; Georgia Desjardins <georgia@seacliffgroup.com>; Jon Stovell <jons@relianceproperties.ca>
Subject: FW: Letter to Council re

Good Afternoon Ben Mycroft,

I have forwarded your letter to the publichearing@colwood.ca email per your request.

Thank you,

Tiffany MacDonald
Corporate Services Assistant
Corporate Services | City of Colwood
corporateservices@colwood.ca | www.colwood.ca



Lekwungen Territory

[Subscribe](#) for updates and follow @CityofColwood on [facebook](#), [instagram](#), and [youtube](#)!
Use the online [Action Request](#) form to direct concerns to the team that is best able to respond and support ongoing improvement.

From: Ben Mycroft <bmycroft@pathdevelopments.com>
Sent: Thursday, October 16, 2025 4:33 PM
To: Desiree Givens <dgivens@colwood.ca>; Corporate Services <corporateservices@colwood.ca>
Cc: John Rosenberg <jrosenberg@colwood.ca>; Joshua Baylis <jbaylis@colwood.ca>; Yazmin Hernandez <yhernandez@colwood.ca>; Georgia Desjardins <georgia@seacliffgroup.com>; Jon Stovell <jons@relianceproperties.ca>
Subject: Re: Letter to Council re

Hi Desiree,

Can you please disregard my previous letter, and replace it with this one? I have corrected a few typos and simplified it somewhat, as well as added Georgia Desjardins and Jon Stovell as cc's.

I would ask that this be considered for both the North Latoria Area Plan OCP amendment, as well as input to the City TMP amendment.

Thank you.

Ben

Ben Mycroft

DIRECTOR OF DEVELOPMENT

M 250-216-6000

bmycroft@pathdevelopments.com



From: Ben Mycroft <bmycroft@pathdevelopments.com>

Date: Wednesday, October 15, 2025 at 2:33 PM

To: Desiree Givens <dgivens@colwood.ca>, Corporate Services
<corporateservices@colwood.ca>

Cc: John Rosenberg <jrosenberg@colwood.ca>, Joshua Baylis <jbaylis@colwood.ca>,
Yazmin Hernandez <yhernandez@colwood.ca>

Subject: Re: Letter to Council re

Thanks Desiree

From: Desiree Givens <dgivens@colwood.ca>

Date: Tuesday, October 14, 2025 at 4:41 PM

To: Ben Mycroft <bmycroft@pathdevelopments.com>, Corporate Services
<corporateservices@colwood.ca>

Cc: John Rosenberg <jrosenberg@colwood.ca>, Joshua Baylis <jbaylis@colwood.ca>,
Yazmin Hernandez <yhernandez@colwood.ca>

Subject: RE: Letter to Council re

Good afternoon Ben,

Thank you for your written submission. I have saved a copy to the project file.

Also, the public hearing for the North Latoria Area Plan OCP amendment (Bylaw no. 1700-14) is currently scheduled for Thursday, November 27th starting at 6:30pm.

Thank you,

Desiree

From: Ben Mycroft <bmycroft@pathdevelopments.com>

Sent: Tuesday, October 14, 2025 1:54 PM

To: Corporate Services <corporateservices@colwood.ca>; Desiree Givens <dgivens@colwood.ca>

Cc: John Rosenberg <jrosenberg@colwood.ca>; Joshua Baylis <jbaylis@colwood.ca>; Yazmin Hernandez <yhernandez@colwood.ca>

Subject: Letter to Council re

 You don't often get email from bmycroft@pathdevelopments.com. [Learn why this is important](#)

Hi Desiree and Corporate Service,

Here is a letter to Council to be part of the consideration for the upcoming North Latoria Area Plan OCP amendment, and with respect to upcoming TMP updates, as well as to staff for the same.

I may be jumping the gun addressing it to Council as I am not sure when this is going to Council, but I thought I would get it off my desk now to not risk missing any future deadline.

Thank you.

Ben

Ben Mycroft

DIRECTOR OF DEVELOPMENT

M 250-216-6000

bmycroft@pathdevelopments.com

October 16th, 2025

City of Colwood
3300 Wishart Road
Colwood, BC V9C 1R1

Re: OCP Bylaw 1700 Updates for the North Latoria Area Plan / Future Transportation Master Plan Updates with Respect to Royal Bay and Beachlands Traffic Development Agreement Requirements

Dear Mayor, Council, and Staff

The City of Colwood has maintained excellent traffic planning and functional roadways in contrast with other jurisdictions in the West Shore who did not plan ahead to secure adequate road right of ways to support future growth. Council and Staff deserve acknowledgement for forward thinking and good planning in ensuring functional roads for vehicular traffic, and active transportation.

As the City proceeds with updates to the Official Community Plan to address the North Latoria Area Plan, and future updates to the Transportation Master Plan, I wish to emphasize the importance of maintaining consistency between these documents and the commitments established through prior development approvals.

Specifically, the following transportation improvements are requirements under the Royal Bay and Beachlands Development Agreements, which are being delivered through the City administered Roads DCC program, and are critical to the future functionality of the broader transportation network as the community continues to grow:

- Widen Latoria Road to a four-lane cross-section from Metchosin to VMP;
- Install a signalized intersection with an eastbound left-turn lane at Latoria/Wishart Road; and
- Widen Veterans Memorial Parkway to a four-lane cross-section.

Given the physical constraints on the south side of Latoria Road, additional land dedication and right-of-way acquisition from adjacent properties will be necessary to accommodate these improvements. It is not clear from the proposed OCP map whether the designated right-of-way will be sufficient, especially at the Wishart intersection given a current lack of detailed design for this future 4-lane road. Depending on the width requirements for future cycling and pedestrian facilities, and at intersection approaches, the total right-of-way needed could be significant. Advancing engineering design in the near future would provide the City with the knowledge needed to ensure the required road dedication is communicated to the developer(s) prior to development proceeding, as well as provide the City approving officer a basis to determine road dedication.



PATH Developments

Suite 1774, Four Bentall Centre
1055 Dunsmuir Street, Box 49221
Vancouver, BC V7X 1L2
604-408-5670 | info@pathdevelopments.com

In the past, shifting active transportation facilities (cycling and pedestrian infrastructure) to the north side of the creek was considered as a practical solution to address space limitations. This approach may need to be revisited as part of the OCP and Transportation Master Plan update if space for vehicle lanes has any challenge being accommodated.

Through the work of the City and the traffic consultants of Royal Bay and Beachlands, it was determined that both a widened 3-lane Metchosin Rd. corridor, and a 4-laned Latoria Blvd./Veterans Memorial Parkway corridor are required to ensure that traffic can continue to flow and service these neighbourhoods. If more density is being added via the North Latoria Area Plan, this requirement becomes more critical, and the future developer(s) of this area must shoulder their fair share of the burden through their own development agreement land dedication requirements prior to zoning approval.

Thank you for your attention to this matter. I appreciate the City's ongoing efforts to plan for sustainable and coordinated transportation infrastructure in Colwood.

Sincerely,



Ben Mycroft
Director of Development
PATH Developments

Cc: Georgia Desjardins, Seacliff Properties (Beachlands)
Jon Stovell, Reliance Properties (Beachlands)



PATH Developments

Suite 1774, Four Bentall Centre
1055 Dunsmuir Street, Box 49221
Vancouver, BC V7X 1L2
604-408-5670 | info@pathdevelopments.com

From: [REDACTED]
To: [Public Hearing](#)
Cc: [Corporate Services](#)
Subject: Bylaw No. 1700, 2025 Amendment BylawNo.1700-14 (North Latoria)
Date: Friday, November 21, 2025 11:35:27 AM

Dear Mayor and Council,

We moved to south Colwood at the beginning of 2019, to a semi-rural location. Fast forward to late November, 2025. We are tired of the vehicle noise, the construction, the related noise, the congestion on the roads, the dust, the trucking, the....

There is TRULY no affordable housing being built. How can the average wage earner with one job afford the rent?

Our province has a net loss of population. How can we justify this continued expansion??

The projects should be restricted to four (4) stories. Despite the gazillion\$ spent on Transit and bicycle lanes, we are a vehicle-dominated south island region. To allow a .7 or... parking space per unit is utterly unrealistic. There will not be sufficient onsite or on street parking.

The rate of ongoing development places extraordinary pressure on first responders, who face recruitment issues. The cost of living on the south island is possibly the prime factor.

Can we focus on critical, unique/worthy of merit development? Focus on wellness greenspaces surrounding any projects going forward??

Thank you for considering our concerns.

Vicki P. and Alastair D. Bennett
203-591 Latoria Road
V9C 2Z9

[REDACTED]

From: [Terry Naylor](#)
To: [Public Hearing](#); [Corporate Services](#)
Subject: Notice of Public Hearing: Official Community Plan Bylaw No. 1700, 2025, Amendment Bylaw No. 1700-14 (North Latoria Area Plan).
Date: Friday, November 21, 2025 2:48:48 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

Please add the following comments to the public hearing for the OCP Amendment bylaw 1700-14.

I have the following concerns related to the proposed amendment to the OCP (1700-14).

1. The financial analysis is from Q2 2025. The market has changed dramatically in the past 6 months. The numbers may not work which may leave the development in limbo.
2. The enhancement to Latoria creek is proposed to be outside of this development and therefore paid for from municipal DCC funds. I suggest that this creek enhancement should be done by the developer and done at the same time as the site services to minimize disruption and get some savings in the construction. There may have to be some DCC credit.
3. The transportation elements are not particularly clear. These include:
 1. Widening of Latoria road - Latoria road is a busy road now and an additional lane westbound on the north side would help;
 2. Traffic signals? - Will there be traffic signals at the access points to this development? The traffic at peak times will likely require some traffic control. I didn't see a traffic study summary in the provided documents. The developer should be paying for all new traffic signalization. If there is a signal at Brookside then there are concerns- proximity to the VMP/Latoria roundabout being the main issue. If there is no signal at Brookside the frequency of accidents may increase with risky behaviour, especially during peak travel times.
 3. The widening of VPM. The existing configuration of the Brookside/VMP intersection does not allow for vehicles to pass if a northbound vehicle is trying to turn left from VMP. A staff response from a previous enquiry on this subject said that the new development would deal with the inability to pass and would also resolve the current misalignment of the painted centerline. I would hope that the VMP would allow us to
4. Schools - the existing schools are overcrowded. There is a new elementary school site in Royal Bay but the construction has not been announced and I have heard that the school district may have to use the site for Royal Bay Secondary overflow. I see that the school district is to be consulted but there is no consultation with the Ministry of Education which is falling woefully behind in providing the required schools.
5. Healthcare - this proposed development is great for providing housing. However, all of these people will need doctors, hospitals and overall healthcare. The Ministry of Health is not providing the required doctors and hospital beds to meet the needs of our population.
6. Overall, I would like to see this project delayed until there are concrete resolutions to the education and healthcare issues. The provincial governments should, in my opinion, also be funding the upgrades to the sewer, water, power and transportation infrastructure. Demanding housing goals be met without providing the necessary services (schools, hospitals, roads, etc) is not helpful to local governments.

Thank you

From: Terry Naylor 3589 Westerly Place
Terry Naylor

