

STAFF REPORT



City of Colwood STAFF REPORT

To: Council
Date: June 13, 2022
From: Yazmin Hernandez, Manager of Development Services
RE: Application RZ-21-014 for 1752 Island Hwy – Additional Information
File: RZ-21-014 (1752 Island Highway)

RECOMMENDATION

THAT the appropriate amendment to the Land Use Bylaw be prepared to rezone 1752 Island Highway (the lands legally described as: Lot 2 Section 1 Esquimalt Plan VIP2574 'Northerly 132' Of Easterly 330' Of Lot 2') from Highway Commercial (CS2) Zone to a new Comprehensive Development Zone;

AND THAT the appropriate amendment to the Sign Bylaw No. 60 be prepared to include the new comprehensive development zone within Sign District D;

AND THAT prior to first reading, a Traffic Impact Study from a qualified professional be received to the satisfaction of the City of Colwood;

AND FURTHER THAT prior to adoption of the zoning amendment bylaw the following be registered within a Development Agreement:

Prior to any land alteration:

1. The Owner covenants and agrees with the City that the Owner is not entitled to a development permit, unless and until the applicant submits a landscape plan with a tree replanting scheme for the south property line replacing any existing tree along the south property line unable to be retained at a 2:1 replanting rate. Each replacement tree shall be a columnar tree species with a minimum caliper of 6 centimeters. An irrigation plan shall be included with a development permit application confirming all replacement trees are connected to an irrigation system.

Prior to the issuance of a Building Permit:

2. The Owner covenants and agrees with the City that the Lands shall not be built upon, and the Owner shall not apply for a building permit and the Owner agrees it is not entitled to a building permit, unless and until:

RENTAL COVENANT

- a. A Section 219 covenant is registered on the property's title securing the building's rental tenure for a minimum of 20 years.

OFF-SITE WORKS

- b. Frontage improvements will be required as per bylaw and in accordance with the City's Transportation Master Plan and any additional frontage improvements recommended by the Traffic Impact Study approved by the City of Colwood.

STATUTORY RIGHT OF WAY

- c. A Statutory Right of Way is registered with the BCLTO granting public pedestrian access and maintenance access to City staff over a strip of land 2.5m in width along the south property line.

PUBLIC PEDESTRIAN WALKWAY

- d. The owner shall, at its own expense, and to the satisfaction of the Director of Engineering complete, or provide security and enter into a servicing agreement to design and construct, a lit 1.5m wide public walkway within the SRW proposed along the south property line.

SUMMARY AND PURPOSE

At its April 4, 2022 Committee of the Whole meeting, committee members reviewed and discussed the merits of the proposed 5-storey development.

The discussion at the Committee table centred around:

- a. Increasing the width of the statutory right of way/pedestrian connection along the south property line from 1.5m to 2.5m and requiring the pathway be lit, and;
- b. Requesting staff explore ways of maintaining a vehicular connection to the adjacent parking lot at 1756 Island Highway over the lands at 1752 Island Highway.

At its April 11, 2022 meeting, Council debated the committee's recommendation and ultimately decided to refer this application to a future Council date. The purpose of this report is to present additional details on the proposed pedestrian walkway, and the vehicular connection to 1756 Island Highway.

DICUSSION

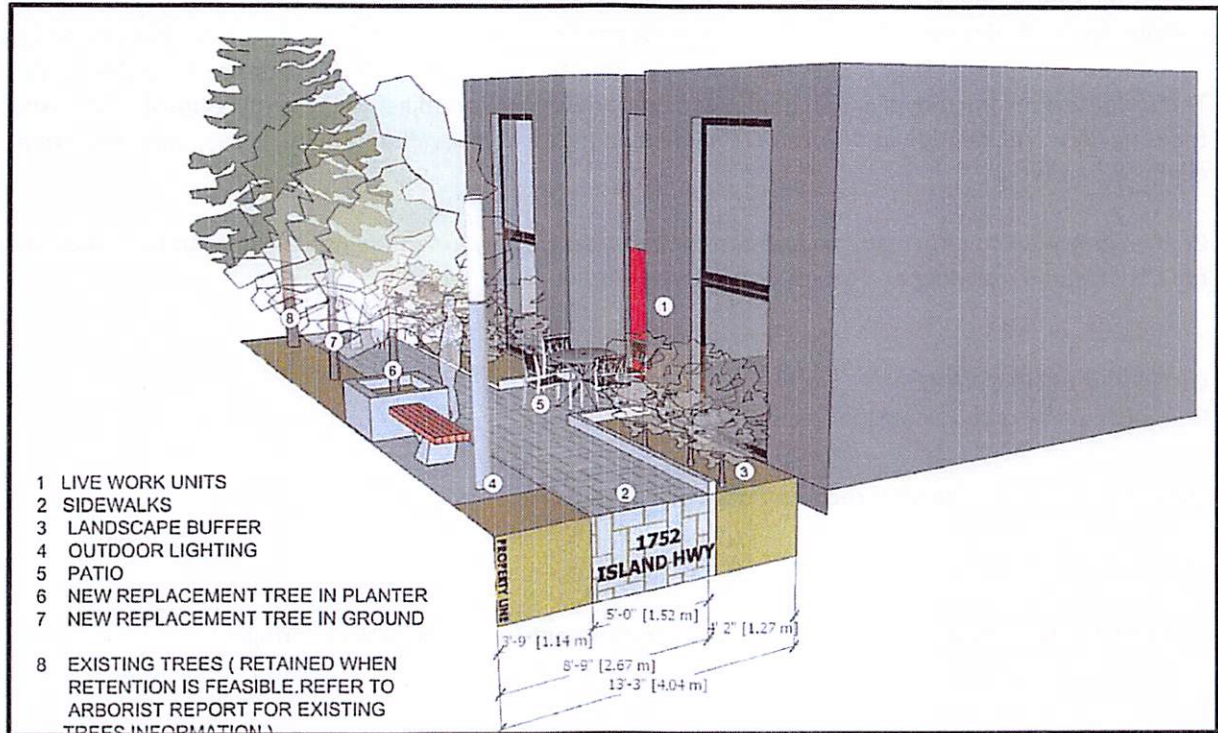
A) PEDESTRIAN WALKWAY

In early May 2022, the applicant submitted additional details on the proposed pedestrian walkway. As illustrated in Appendix 1, the lit, 1.5m wide walkway would be located within a 2.5m wide Statutory Right of Way along the southern property line. Fencing along public walkways is generally located on private property and is the responsibility of property owners to maintain. In general, no fence is ever located within a statutory right of way that accommodates a public walkway, unless the fence is protecting an environmentally sensitive area.

The survey plan included in appendix 1, shows an exiting wall and significant grade drop at the rear of the courthouse property (1756 Island Highway) physically separating it from view and access from

the adjacent property at 1752 Island Highway. Given the desire for the ground floor live-work units to generate/invite public pedestrian traffic the applicant does not see the need for major fencing along the northern edge of the proposed statutory right of way. As illustrated in Figure 1, the applicant is instead proposing to use an upright curb to visually separate the statutory right of way from the private patios.

Figure 1 – Proposed SRW accommodating a public walkway along the southern property line



B) VEHICULAR ACCESS TO ADJACENT LANDS

The proposed development fulfills key pedestrian-oriented objectives as required by the City's design guidelines. The commercial retail units have been strategically located very near the highway as required by OCP. Adhered to Community Plan Land Use Designation as "Mixed Use Employment Centre", 9 live-work units are proposed. All live-work units have direct access off the south public pathway, allowing for some separation between the uses of the building (OCP Sec. 29.3.b). The project was designed to offer a pedestrian friendly public plaza along its front yard area, with benches and green areas activating the street face and at the same time, creating a sense of enclosure, street vitality, safety, and contributing to a high-quality public pedestrian realm (OCP Sec. 29.3.a). To improve site walkability, surface parking within a front yard was eliminated, and just one driveway is crossing the sidewalk (OCP Sec. 29.3.d).

Maintaining vehicular access to the adjacent property at 1756 Island Highway over the property at 1752 Island Highway would eliminate the high-quality pedestrian public realm proposed by the development and reinforce the existing car-oriented nature of the properties on Island Highway. Refer to Appendix 3 for the memo submitted by the traffic-consultant proposing potential left-hand turn alternatives to replace the current informal vehicular connection through 1752 island Highway.

Removal of this plaza would have significant detrimental effect on the project, as access to quality outdoors amenity space is paramount to resident's well-being, and essential in building community. The Transportation Impact Assessment submitted with the application has been approved by the Engineering Department and no concerns regarding turning movements were identified as part of that study.

CONCLUSIONS

In staff's opinion, the revised proposal addresses Council requested changes for the public pathway, meets the city's standard treatment of public walkways and conforms to the land use objectives and policies for lands designated Mixed Use Employment Centre in the OCP. The pedestrian-friendly design including a prominent plaza and public walkway are also consistent with OCP's desire for public realm. The proposed rezoning application and supports city-wide policy objectives regarding housing diversity, focusing new residential and commercial development in intended growth areas, and promoting economic growth.

Council may wish to direct staff to prepare the necessary bylaw amendments for them to be considered for 1st, 2nd and 3rd reading at a future Council meeting.

OPTIONS / ALTERNATIVES

Committee may wish to consider recommending to Council:

OPTION 1 - Same as the staff recommendation.

OR

OPTION 2 - The staff recommendation plus a requirement to hold a public hearing.

OR

OPTION 3 - That the application be deferred for further information.

OR

OPTION 4 - That the application be denied.

TIMELINE

Rezoning Process



Option 1 - Public notice to be published before 1st reading when a public hearing is not required

Option 2 - Public Hearing / Notice of hearing to be published prior to 3rd. reading if Council decides to hold a hearing

Additional approvals/permits required after rezoning



Respectfully submitted,

Yazmin Hernández B.

Yazmin Hernandez, MCIP RPP
Manager of Development Services

ADMINISTRATORS COMMENTS:

I have read the report and endorse the recommendation.

Jenn Hepting
Acting - Chief Administrative Officer

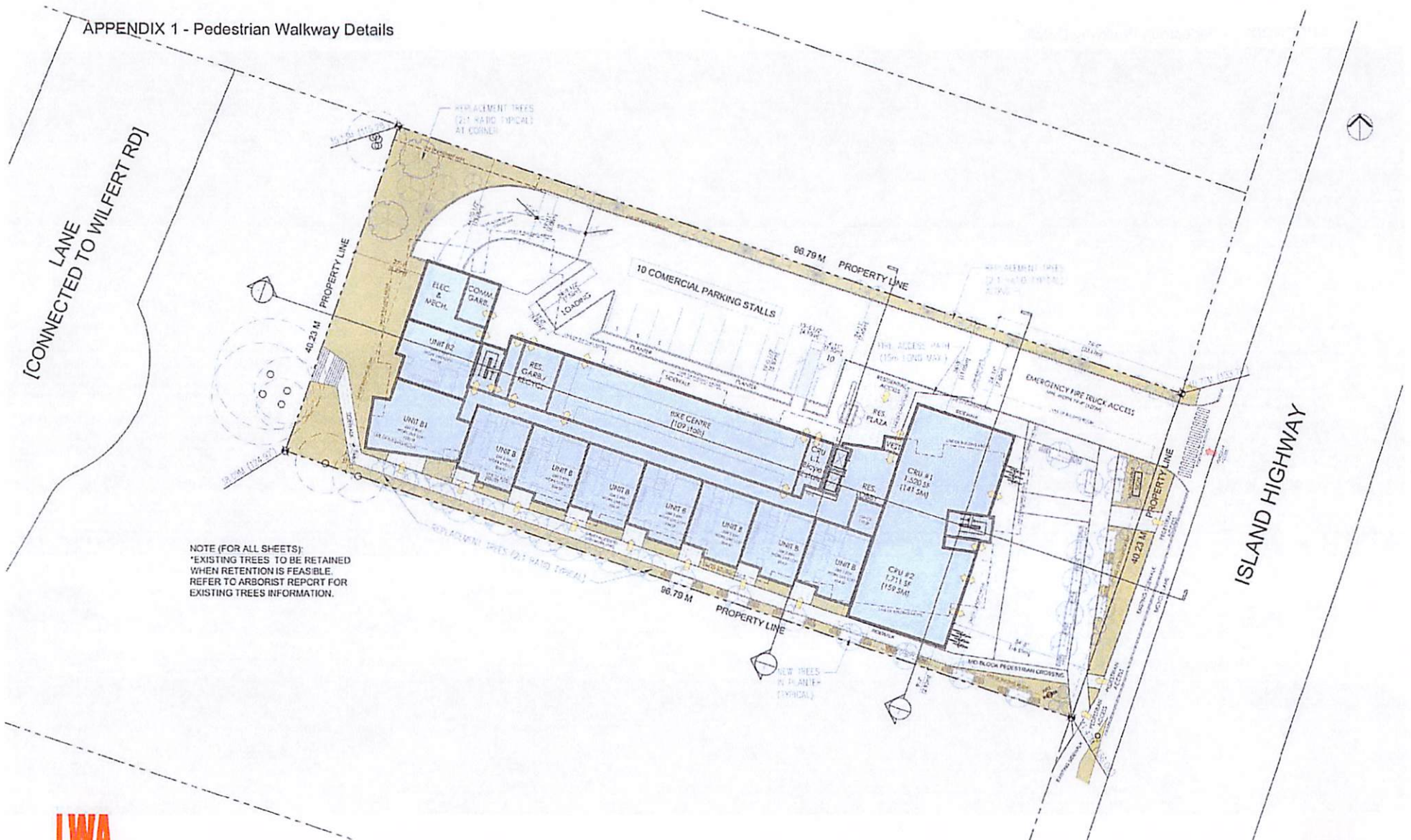
ATTACHMENTS:

- Appendix 1 – Pedestrian Walkway Details
- Appendix 2 – Design rationale letter
- Appendix 3 – Western Communities Community Corrections Access Memorandum

APPENDIX 1 - Pedestrian Walkway Details

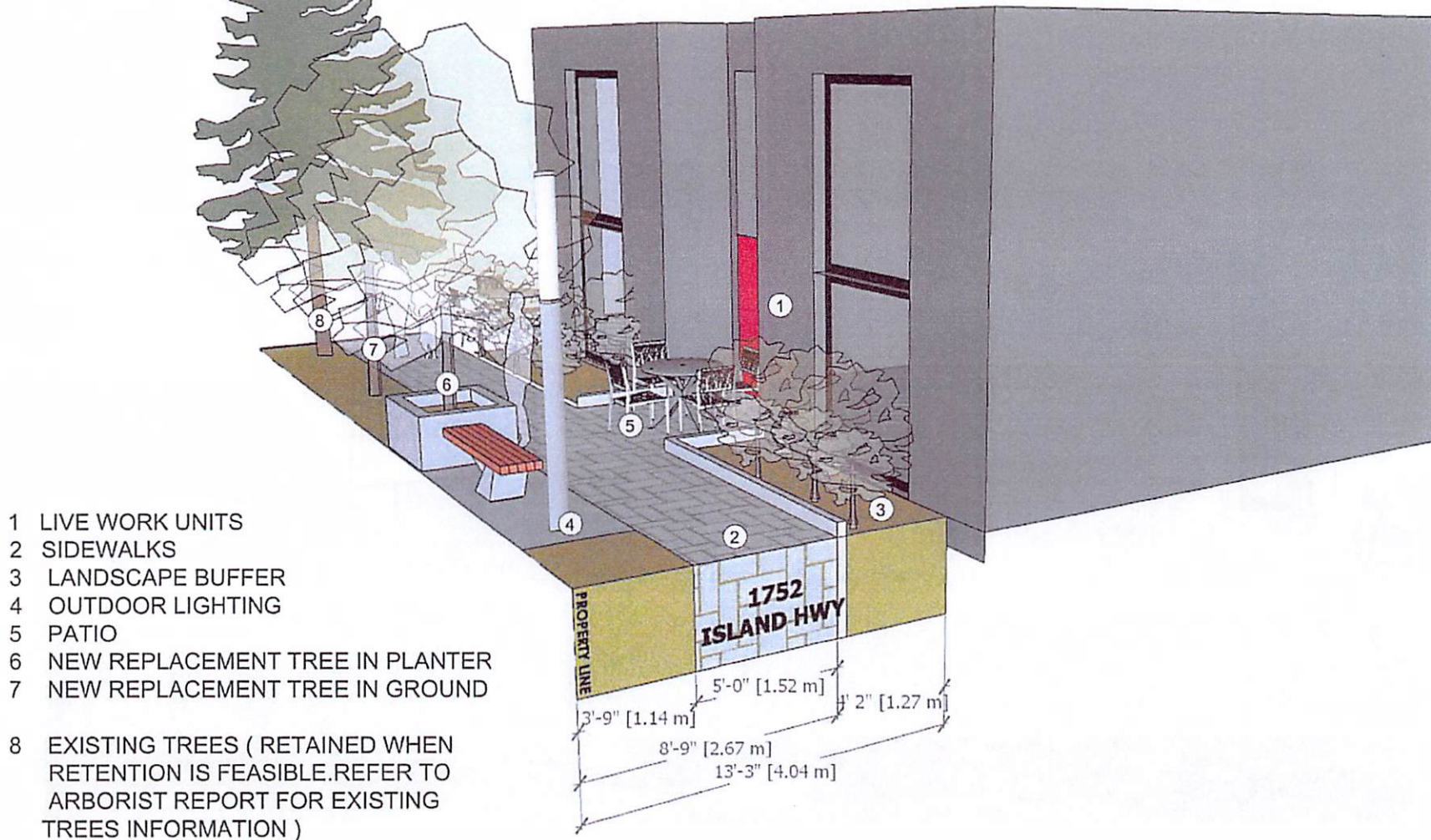


APPENDIX 1 - Pedestrian Walkway Details



NOTE (FOR ALL SHEETS):
 *EXISTING TREES TO BE RETAINED
 WHEN RETENTION IS FEASIBLE.
 REFER TO ARBORIST REPORT FOR
 EXISTING TREES INFORMATION.

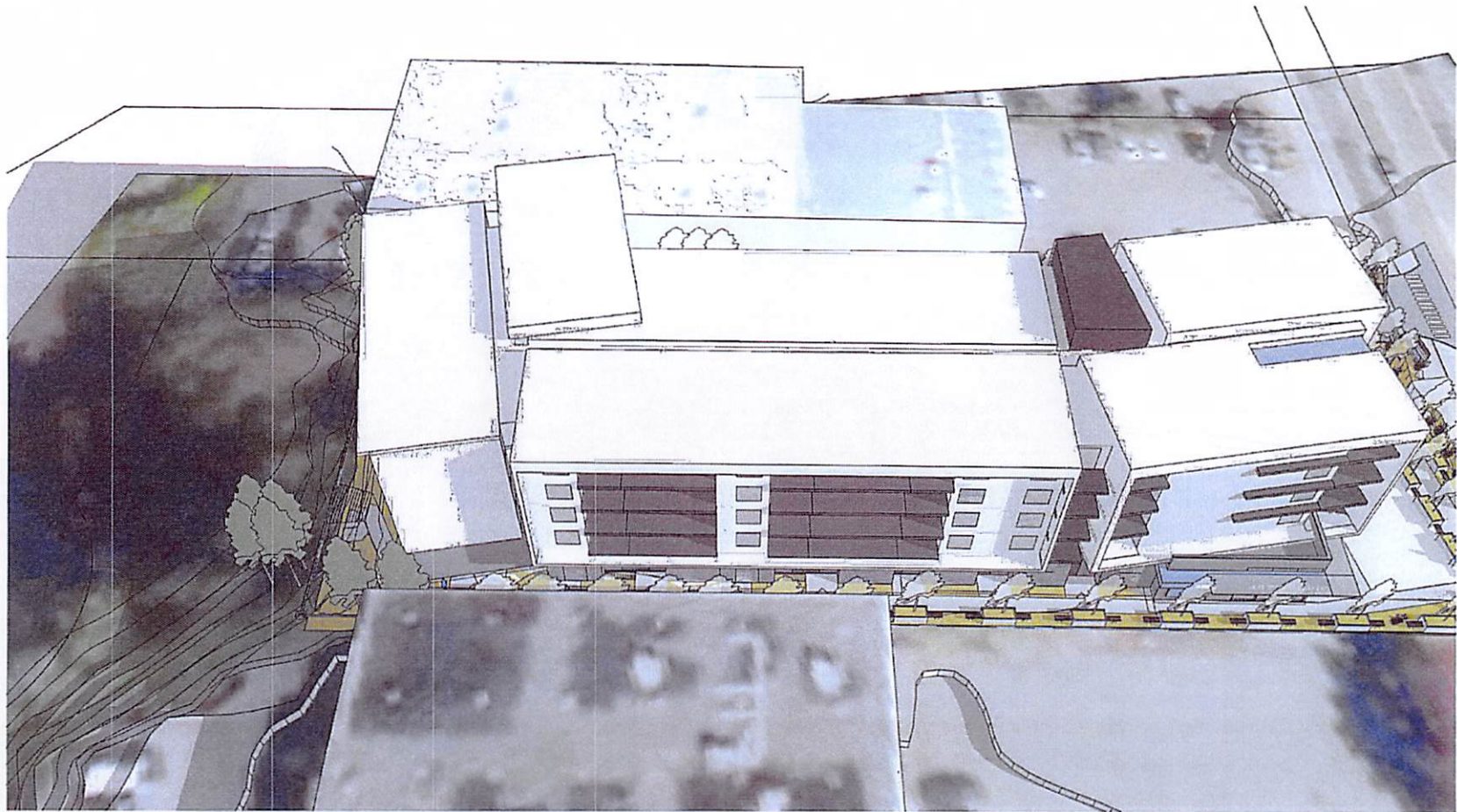
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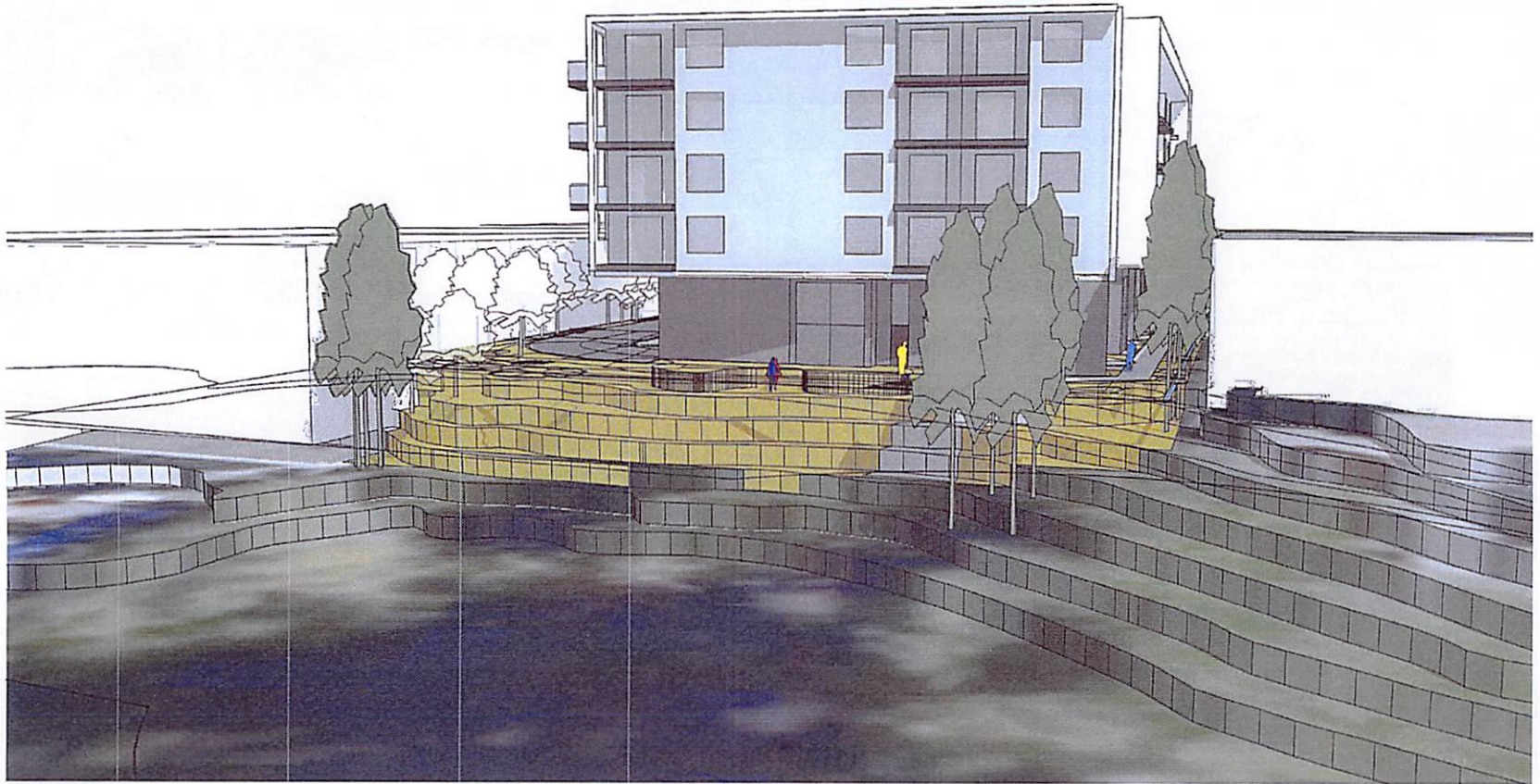
APPENDIX 1 - Pedestrian Walkway Details



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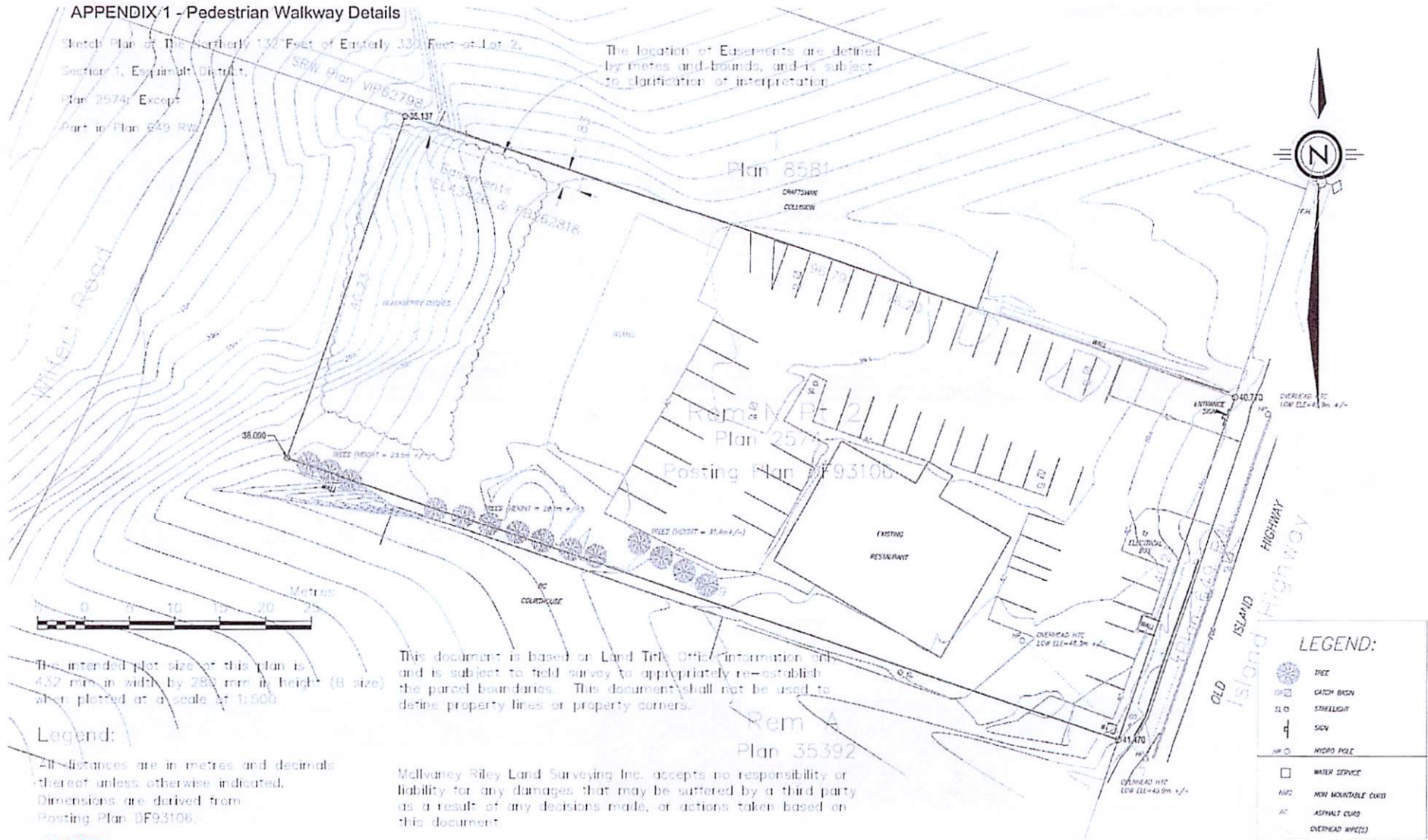
APPENDIX 1 - Pedestrian Walkway Details



APPENDIX/1 - Pedestrian Walkway Details

Sketch Plan of the northerly 132 Feet of Easterly 330 Feet of Lot 2,
 Section 1, Esquimalt District,
 Plan 2574; Except
 Part in Plan 249 RW

The location of Easements are defined
 by metres and bounds, and is subject
 to clarification or interpretation



The intended plot size of this plan is
 4.32 m in width by 28.0 m in height (B size)
 when plotted at a scale of 1:500

Legend:

All distances are in metres and decimals
 thereof unless otherwise indicated.
 Dimensions are derived from
 Posting Plan DF93106.

This document is based on Land Title Office information only
 and is subject to field survey to appropriately re-establish
 the parcel boundaries. This document shall not be used to
 define property lines or property corners.

McIlvaney Riley Land Surveying Inc. accepts no responsibility or
 liability for any damages that may be suffered by a third party
 as a result of any decisions made, or actions taken based on
 this document.



LEGEND:

	TREE
	CATCH BASIN
	STREETLIGHT
	SIGN
	MICRO POLE
	WATER SERVICE
	NON MOUNTABLE CURB
	ASPHALT CURB
	OVERHEAD WIRE(S)



1752 ISLAND HIGHWAY
 COLWOOD, BC

PROJECT# 21060

SCALE: 1/32" = 1'-0"

SURVEY
 MAY 02, 2022



WA Architects Ltd.

| PRINCIPALS

Barry Weih
ARCHITECT AIBC, AAA,
SAA, LEED AP

Neil Banich
DESIGN DIRECTOR

Joel Smith
ARCHITECT AIBC, AAA, SAA

David Echaiz-McGrath
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Project #21060

Design Rationale for 1752 Island Highway

Nov 15th, 2021

1752 IH mix-used Residential Development is located in The City of Colwood, on the Island Highway, directly in front of the Greater Victoria Public Library, and immersed in a high transit network and commercial area. The west property line faces a lane connected to Wilfert Rd, at the edge of a natural and wildlife corridor of the Millstream Creek.

The current area is zoned CS2 (Highway Commercial,) however this development is proposing a New Comprehensive zone to be considered to achieve density, height, setbacks and mix of land uses presented (aligned with the existing OCP, Mixed Use Employment Centre). Following the rezoning application suggestion by Yazmin Hernandez's email on Oct. 10, 2021.

We are proposing a modern five-story mix-used residential wood frame building on top of a one-story concrete podium, and a structured underground parkade. This development will accommodate a total of 80 rental residential units ranging from 567 sf (53m²) studios to 1,250 sf (116 m²) live/work lofts and 2 Commercial units with 1,531 sf (142m²) and 1,712 (159m²). An outdoor and Indoor 645sf (60m²) amenity room is located on the second floor.

Parking requirements will be met with a combination of indoor parkade (93 stalls) and a small number of surface parking (10 stalls), totaling 103 parking stalls. In addition, 115 bike parking stalls proposed, which is well over the 86 stalls required. Additionally, a visitor bike parking is proposed in front of the building.

Building massing primarily spans East-West, ending with articulations at both ends of the residential levels. The dark-coloured base, the rhythmic run of storefront windows with signage, and the overall volume and massing proportions really makes the commercial element stand out. A modern monument sign marks the entry to the site. Horizontal signage bands emphasize the individual CRU spaces (with addresses) and a directional sign identifies where the Live/Work lofts reside. Strategically located, the surface parking is "hidden" from view by the building.

At ground floor, facing the Island Highway, the project offers a pedestrian friendly public plaza, with benches and green areas activating the street face and at the same time, creating a sense of enclosure, street vitality, safety, and contributing to the public realm. To improve site walkability, surface parking within a front yard was eliminated, and just one driveway is crossing the



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sidewalk. The commercial zone is strategically located very near the highway as required by OCP.

Adhered to Community Plan Land Use Designation as “Mixed Use Employment Centre”, 9 live-work units are proposed. All live-work units have direct access off the south public pathway, allowing for some separation between the uses of the building.

Along with the existing cycling network at Island Highway, the residents will enjoy a convenient and secure bike room, located close to the Residential entry. This bike room also includes a maintenance station, and a bike wash area.

As part of the effort towards the natural environment protection, significant tree retention is proposed on site, at the south property line and the underground parkade walls have been configured around the existing tree. An arborist report is in-progress to confirm viability. A landscape buffer and green landscape strips break up the asphalt/concrete transition and surrounds the surface parking and adjacent lots.

A mid-block pedestrian connection between Island Highway and Wilfert Road will be incorporated on the south property line. This linkage would provide pedestrian connection to the future terminus of Wilfert Road cul-de-sac through the property to the West of this site.

1252 IH Residences is a purpose-built rental development that uses a high level of design and generous programming to provide the City of Colwood’s residents a unique place to live.

END



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MEMORANDUM

To: Arturo Enriquez – WA Architects Ltd.
From: Andy Kading, P.Eng., P.E.
Our File #: 3253.B01
Project: 1752 Island Highway
Date: 2022 April 8
RE: Western Communities Community Corrections Access

Watt Consulting Group was retained by WA Architects to examine the options for accessing the Western Communities Community Corrections facility (WCCC) for vehicle coming from the south along Island Highway. The configuration of the roadway near the facility is such that a left turn cannot be made into the site. Currently an informal agreement between an adjacent business and WCCC allows for the left turn manoeuvre via connected parking lots. However, the business that facilitated that informal agreement has closed and the property is being redeveloped, which will eliminate the access for northbound vehicles wanting to turn left into WCCC.

This memo will review the current situation and offer remedies to maintain the left turn access into the facility.

1.0 CURRENT SITUATION

The WCCC access onto Island Highway is located 30m north of the signalized Access Road intersection, which is the entrance to Juan de Fuca Recreation Center / Greater Victoria Public Library - Juan de Fuca Branch (1767 Island Highway). There is a southbound left turn lane for vehicles turning onto Access Road, and there is a raised concrete divider separating that turn lane from the adjacent northbound travel lane. The storage bay of the left turn lane and the concrete divider prevent left turns into the WCCC site.

However, there is currently an option turn left into WCCC by using the parking lot of the adjacent business at 1752 Island Highway, which connects into the WCCC parking lot. The access into

1752 Island Highway is located just beyond the storage bay length and the concrete divider and utilizes the two-way-left-turn-lane that runs north along Island Highway. There was an informal agreement between the previous owner of 1752 and WCCC that sanctioned this access. **Figure 1** shows the current conditions with the left turn travel path highlighted in green and the concrete divider in red.



Figure 1: Existing Conditions (concrete divider in red)

Recently 1752 Island Highway has been acquired by new owners and the site is slated for redevelopment. As part of that process left turn into WCCC will be eliminate. The development group has proposed an entry plaza and a pedestrian walkway as per the OCP pedestrian-oriented objectives, and with input from the City. The agreement between 1752 and WCCC was informal, and no formal easement, or other mechanism, is believed to be in place.

2.0 ALTERNATIVE OPTIONS

The loss of the left turn into WCCC will complicate access into the WCCC site for northbound vehicles traveling along Island Highway. Luckily there are a number of other options for northbound traffic to access WCCC. The options are listed and discussed below:

- The intersection of Access Road could be reconfigured to give WCCC left turn access.
 - Access Road and the WCCC access should be realigned to avoid creating an off-set intersection.
 - This would require significant roadworks at both Access Road and WCCC, new traffic control (likely a full traffic signal), would alter the parking lot of the library branch, and will create delays along Island Highway during construction.
 - This is the most expensive option but also the most effective at providing left turns into WCCC.
- Northbound vehicles could turn right onto Ocean Boulevard, then turn left onto Access Road, which would take vehicles to the signalized intersection of Wilfert Road, where they could make a left to head southbound, and then access WCCC.
- 1764 Island Highway could be purchased, a frontage roadway could be built into WCCC, and the Access Road intersection signalized.
- Create a similar agreement to the one that exists today with the adjacent 1764 Island Highway. Note that site plans for the new development at 1764 appear to show a possibility to connect parking lots in a similar scheme to what exists today.
- The City of Colwood could extend Wilfert Road from its northern terminus off of Wale Road to the back side of WCCC. 2021 aerial photos show a paved road already running in this path.
- There are several options allowing for northbound vehicles to turn around and head southbound on Island Highway to access WCCC by utilizing parking lots of business along Island Highway. These are:
 - At 1742 Island Highway where the McDonalds is currently located
 - At the strip mall located at 1740 Island Highway / A 1736 Island Highway currently occupied by Hub International, Williams Auto Sales, and other business.
 - At 1730 Island Highway where Jenner Chevrolet Buick GMC is currently located

- The signalized intersection at Wilfert Road (~470m north of WCCC) offers several options that allow northbound vehicles the opportunity to alter course and head southbound in order to access WCCC:
 - The parking lots of 1701 Island Highway (Serious Coffee View Royal) / 1681 Island Highway (Burger King) can be accessed either from Island Highway or from Wilfert Road. Either option allows for a left turn from the signalized Wilfert Road intersection onto Island Highway southbound and into WCCC.
 - A left turn from northbound Island Highway onto Wilfert Road allows for turn arounds at any of three parking lots currently occupying 1680 Island Highway, or the cul-de-sac at the terminus of Wilfert Road.
 - The cul-de-sac also connects into 1730 Island Highway (Jenner Chevrolet Buick GMC) allowing access back onto Island Highway (see [Figure 2](#) which includes a green line highlighting the access).
- WCCC could move to a new location



Figure 2: Wilfert Cul-De-Sec Access

3.0 CONCLUSION

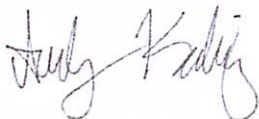
Although the proposed development will result in the loss of left turn access into WCCC there are numerous options for northbound traveling vehicles to access the WCCC site. These include turning around at business, a road extension, and the formation of other agreements to establish a similar access scheme. That so many options exist suggests the needs of WCCC users will be met without the need for a major reconfiguration of the Access Road / Island Highway intersection.

4.0 RECOMMENDATIONS

- A similar agreement to the one that exists today should be pursued with 1764 Island Highway. Any agreement should be made formal.
- (or) The Ocean Boulevard option should be signed to provide guidance into WCCC.
- If turn arounds in other businesses are required, WCCC / City of Colwood should reach out to the potentially effected businesses to discuss the situation, and gain their consent for the use of their parking facilities as a turn around for WCCC.
- Regardless of the final outcome WCCC should update its “travel directions” information, and add / adjust informational signage along Island Highway, to highlight the options for accessing the facility for northbound travelers.

Sincerely,

Watt Consulting Group



Andy Kading, P.Eng., P.E.
Transportation Engineer



1752 IH - RESIDENTIAL ISSUE FOR REZONING

PROJECT NUMBER: 21060

CIVIC ADDRESS: 1752 ISLAND HIGHWAY, COLWOOD BC

LEGAL DESCRIPTION: THE NORTHERLY 132' OF EASTERLY 330' OF LOT 2, SECTION 1, ESQUIMALT DISTRICT, PLAN 2574, EXCEPT PART IN PLAN 649 RW

CONSULTANT LIST:

OWNER
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Nadine King
Tel: 250-388-9877 ext 423

DRAWING LIST		
PAGE	DATA	
01	INDEX	N.T.S.
02	PROJECT STATS	N.T.S.
03	CONTEXT PLAN	$\frac{1}{32}''=1'-0''$
04	SURVEY	$\frac{1}{32}''=1'-0''$
05	AVG GRADE CALC.	$\frac{1}{32}''=1'-0''$
06	SITE PLAN	$\frac{1}{32}''=1'-0''$
07	UNDERGROUND PARKADE	$\frac{1}{32}''=1'-0''$
08	GROUND FLOOR	$\frac{1}{32}''=1'-0''$
09	2ND FLOOR	$\frac{1}{32}''=1'-0''$
10	3RD TO 5TH FLOOR	$\frac{1}{32}''=1'-0''$
11	BUILDING ELEVATIONS	$\frac{1}{32}''=1'-0''$
12	SECTIONS 1,2,3	$\frac{1}{32}''=1'-0''$
13	MID-BLOCK CROSSING STUDY	N.T.S.
14	RENDER 01	N.T.S.
15	RENDER 02	N.T.S.
16	RENDER 03	N.T.S.
17	RENDER 04	N.T.S.
18	RENDER 05	N.T.S.
19	RENDER 06	N.T.S.
20	RENDER 07	N.T.S.



1752 ISLAND HIGHWAY
COLWOOD, BC

PROJECT# 21060

INDEX

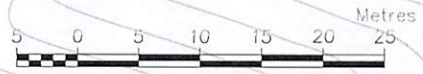
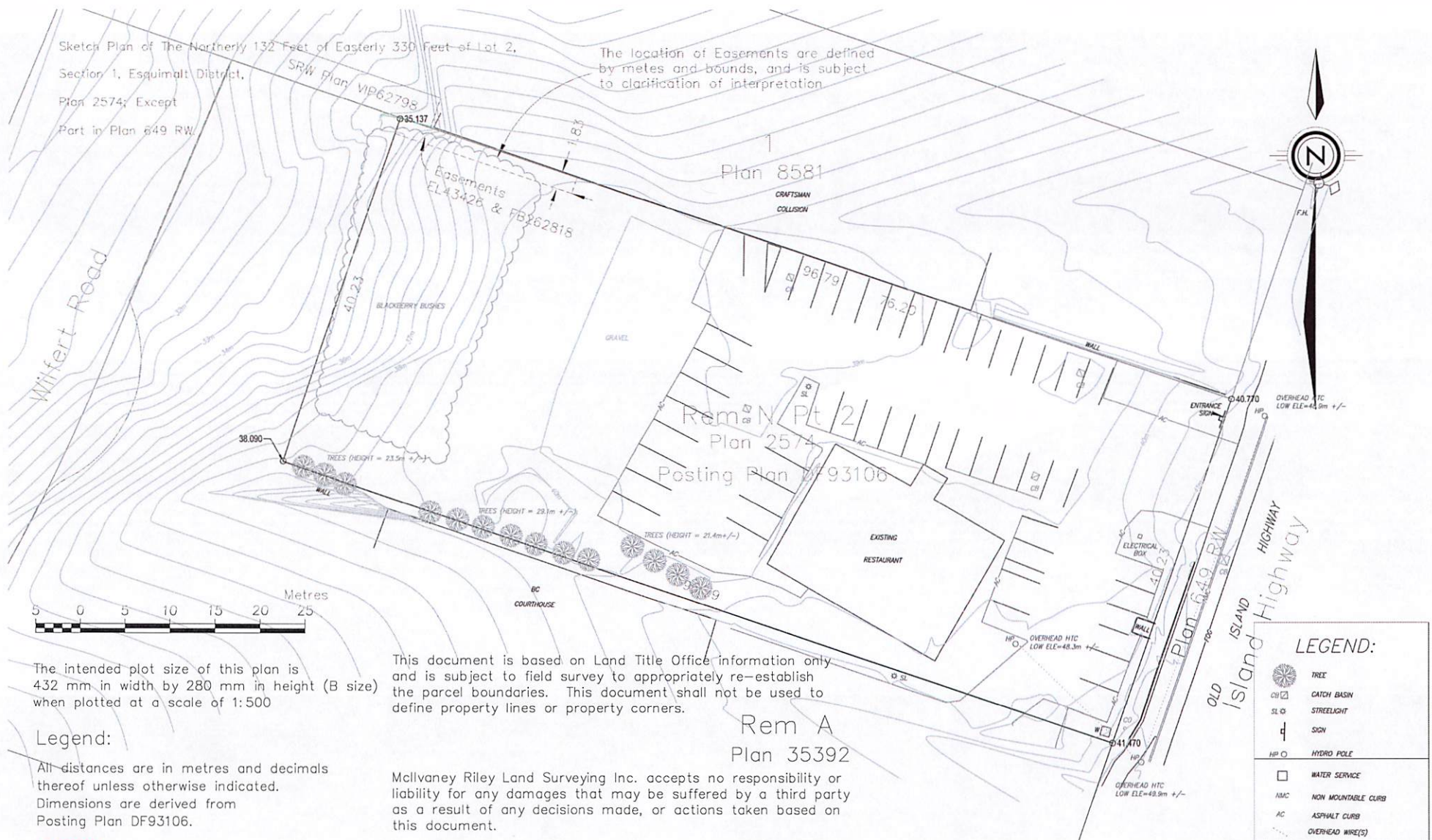
SCALE: NTS

MAY 02, 2022

REVISION NO.		4		DATE:		2022-05-04		
SITE INFORMATION								
LEGAL DESCRIPTION	Lot 2, Section 1, Esquimalt District, Plan 2574							
CIVIC ADDRESS	1752 ISLAND HIGHWAY, COLWOOD, BC							
ZONING	CD							
SITE AREA (M ²)	SF BASED ON GIS MAP 42,172							
SITE DATA							PROPOSED	
F.S.R								0.18
SITE COVERAGE								45.4%
BUILDING HEIGHT								5 STOREYS
SETBACKS							M	
	FRONT (Island Highway)						9.33	30.61
	REAR (west)						4.71	15.45
	SIDE (north)						8.85	21.82
	SIDE (south)						2.34	7.65
GROSS FLOOR AREA (SF)							M²	FT²
							7,553	81,200
BUILDING DATA								
UNIT MIX	DESCRIPTION	AREA M2	AREA (FT²)	# OF UNITS	AREA M2	COMBINED (FT²)		
A	STUDIO	53	567	8	421	4,528		
A1	1 BED + 1 BATH	60	645	35	2,097	22,575		
B	2BED + 2 BATH	79	854	7	555	5,978		
B1	2BED + 2 BATH	118	1,280	1	118	1,250		
B2	2BED + 2 BATH	88	950	1	88	950		
B3	2BED + 2 BATH	94	1,005	20	1,873	20,160		
B4	2BED + 2 BATH	90	974	4	352	3,806		
B5	2BED + 2 BATH	77	832	4	309	3,328		
TOTAL UNITS	(Salesable Area)			60	5,823	62,873		
CRU UNITS								
CRU 1		141	1,520	1	141	1,520		
CRU 2		159	1,711	1	159	1,711		
TOTAL UNITS				300	3,231			
PARKING DATA								
REQUIRED PARKING (CURRENT PARKING BYLAW)	DESCRIPTION	QUANTITY	# OF UNITS					
RESIDENTIAL	0.8 per bachelor dwelling unit	0.8	8	6.4				
	1.0 per one-dwelling unit	1	25	35.0				
	1.3 per two-bedroom unit	1.3	37	48.1				
	1.5 per dwelling unit greater than two bedrooms	1.5	0	0				
VISITOR	Not required							
SMALL CAR	30% allowed	30						
EV	100% RESIDENTIAL, 10% CRU	51						
ACCESSIBLE	51-100 spaces	2						
CRU	Shopping Centre, Community, 1 per 30m ² (323sf)	3,231	322.91	10.0				
TOTAL REQUIRED PARKING				100				
PROPOSED PARKING	DESCRIPTION	QUANTITY	# OF UNITS	COMBINED				
RESIDENTIAL		90		90				
VISITOR		0		0				
SMALL CAR	included in total	22		22				
ACCESSIBLE	included in total	2		2				
CRU		10		10				
TOTAL PROPOSED PARKING				100				
BICYCLE DATA								
REQUIRED BICYCLE PARKING	DESCRIPTION	QUANTITY	# OF UNITS	COMBINED				
RESIDENTIAL	1 Long-Term Bicycle Parking per dwelling units < 60 m ²	1	43	43				
	1.25 Long-Term Bicycle Parking per dwelling units > 60 m ²	1.25	37	46				
	0 spaces Short-Term Bicycle Parking (less than 15m of primary entrance and accessible to visitors or the public)			not required				
COMMERCIAL	1 Long-Term Bicycle Parking per each 250 m ² of gross floor area			2				
	0 spaces Short-Term Bicycle Parking (less than 15m of primary entrance and accessible to visitors or the public)			0				
	1 Mobility Scooter space			1				
OVERSIZED BICYCLE	10% of required Bicycle Parking spaces to accommodate Oversized Bicycle as ground anchored racks	included in total		10				
TOTAL REQUIRED BICYCLE PARKING				97				
PROPOSED BICYCLE PARKING	DESCRIPTION	QUANTITY	# OF UNITS	COMBINED				
RESIDENTIAL	Long-Term Bicycle parking (Bike center)			59				
COMMERCIAL	Long-Term Bicycle Parking (Bike center)			2				
	Oversized Bicycle Parking spaces	included in total		10				
	Mobility Scooter space			1				
	Short-Term Bicycle Parking (Exterior bike racks)			6				
TOTAL PROPOSED BICYCLE PARKING				108				

Notes
 *Based on Colwoods proposed off-street parking Bylaw, we are meeting parking count requirement.





The intended plot size of this plan is 432 mm in width by 280 mm in height (B size) when plotted at a scale of 1:500

Legend:

All distances are in metres and decimals thereof unless otherwise indicated. Dimensions are derived from Posting Plan DF93106.

This document is based on Land Title Office information only and is subject to field survey to appropriately re-establish the parcel boundaries. This document shall not be used to define property lines or property corners.

Mcllvaney Riley Land Surveying Inc. accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made, or actions taken based on this document.



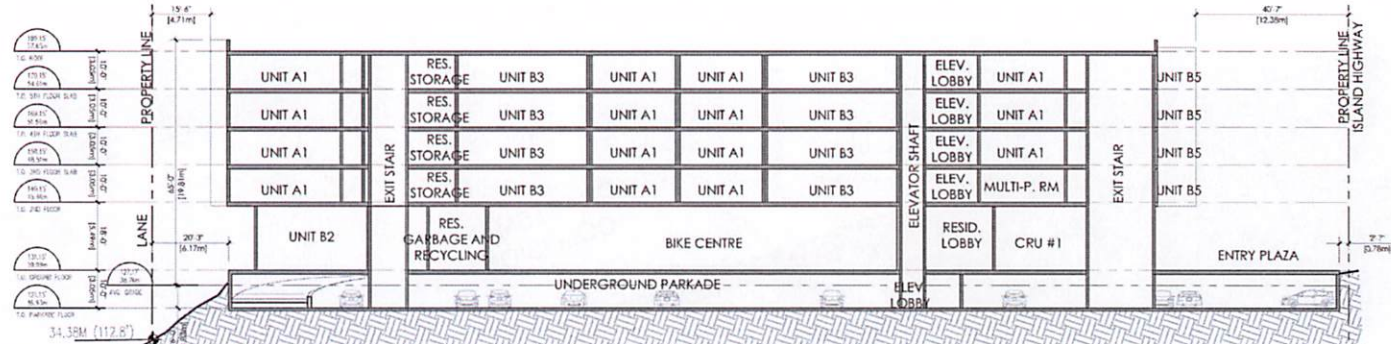
1752 ISLAND HIGHWAY
COLWOOD, BC

PROJECT# 21060

SCALE: 1/32" = 1'-0"

SURVEY
MAY 02, 2022

5-STORY BUILDING



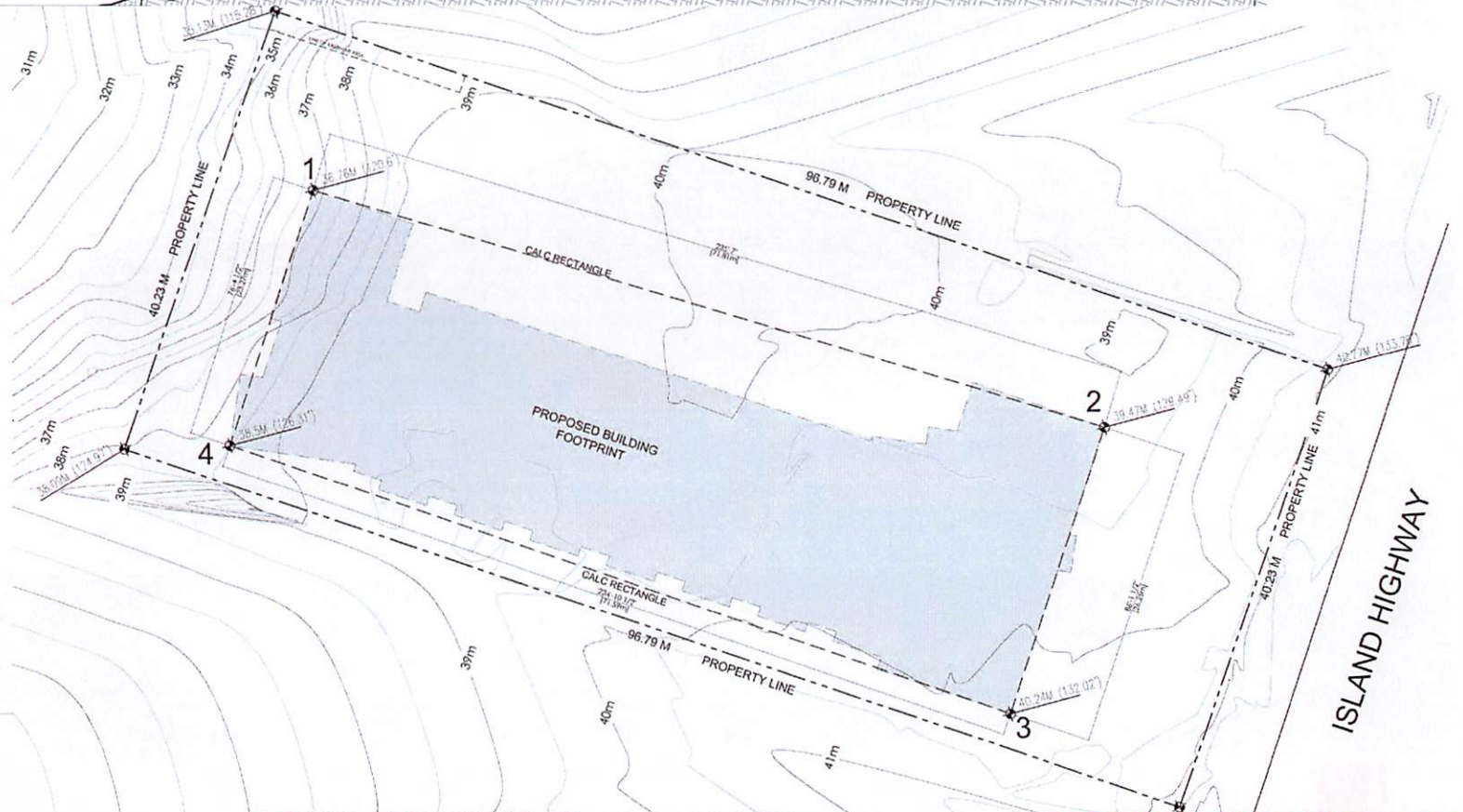
3 SECTION 1

BUILDING - AVERAGE FINISHED GRADE CALCULATIONS

ELEVATION (M)	LENGTH (M)	GRADE CALCS
1 36.76	2 39.47	71.81 2736.97
2 36.47	3 40.24	26.25 1046.16
3 40.24	4 38.50	71.59 2818.57
4 38.50	1 36.76	23.27 875.68
TOTALS		192.92 3477.38
AVERAGE BUILDING GRADE = 38.76m		

2 CALC

1 SITE PLAN



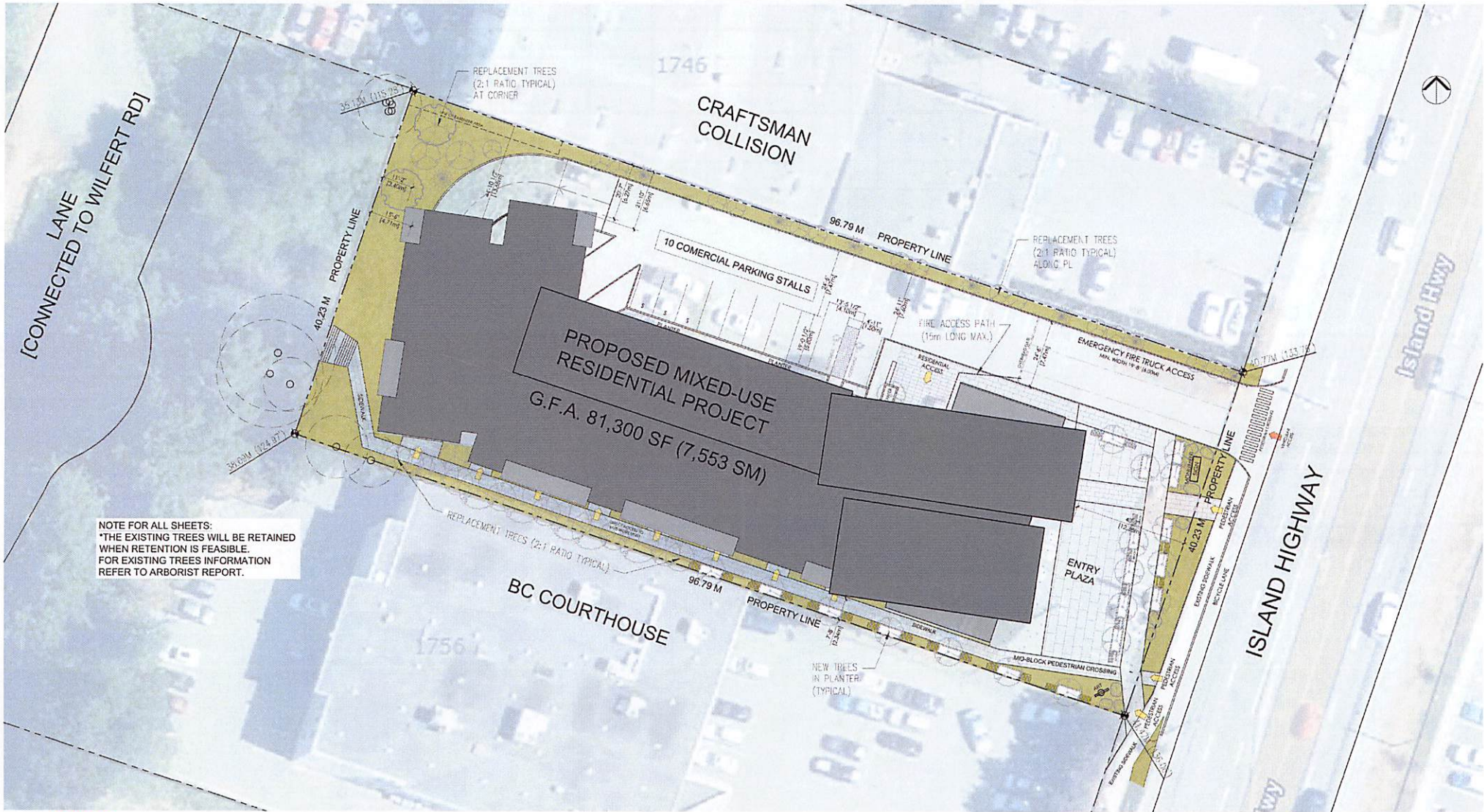
1752 ISLAND HIGHWAY
COLWOOD, BC

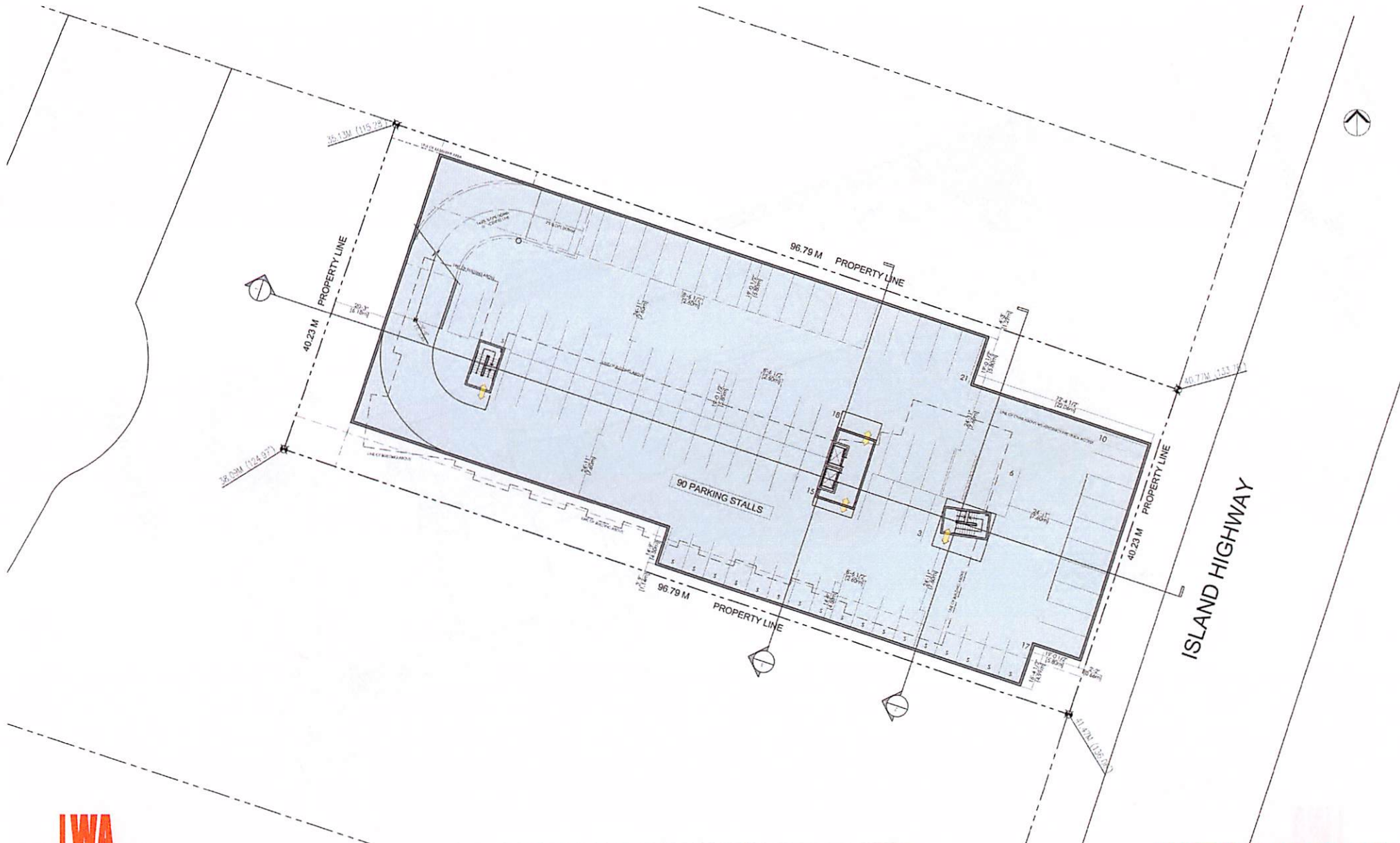
PROJECT# 21060

AVERAGE NATURAL GRADE CALC

SCALE: 1/4" = 1'-0"

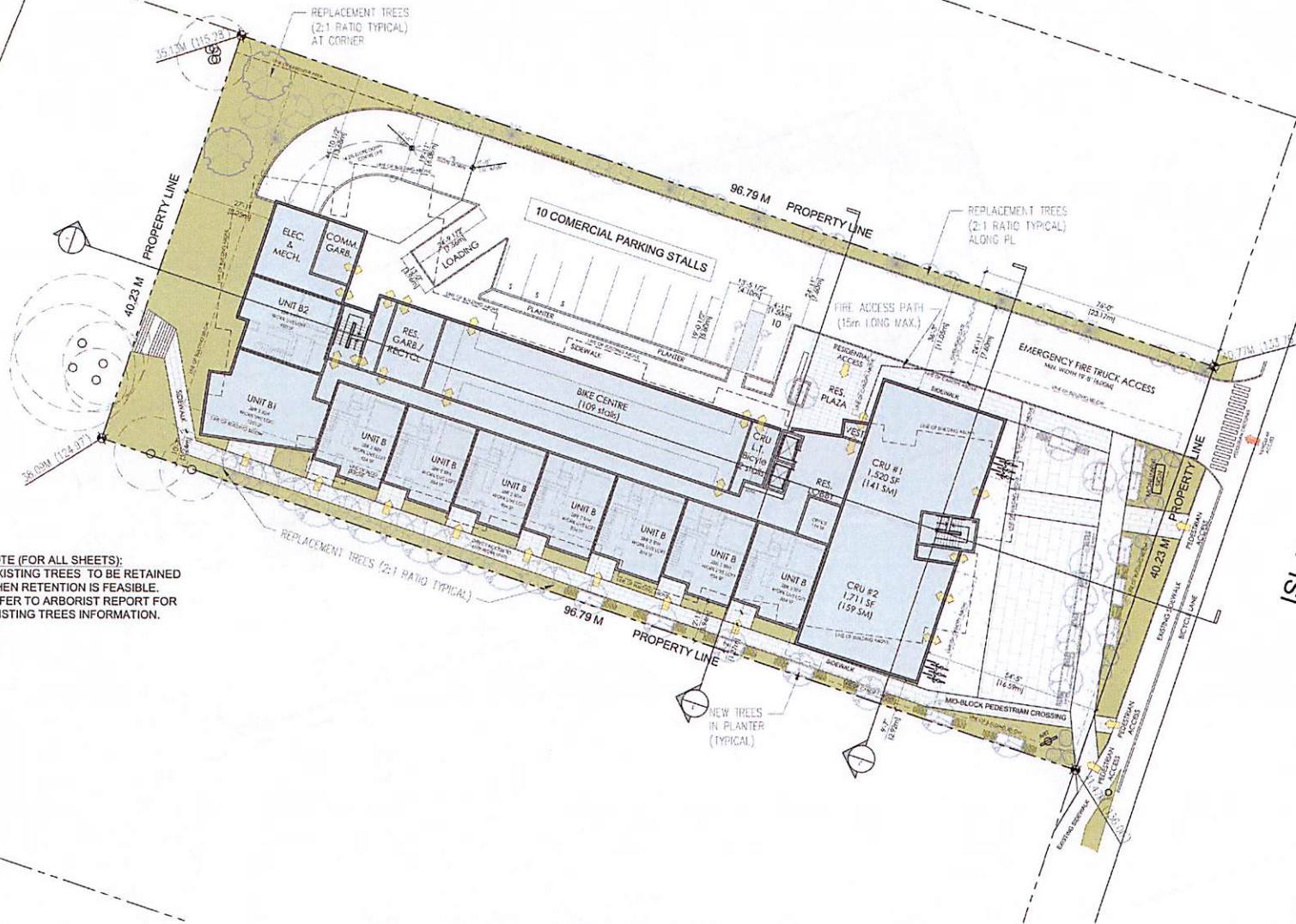
MAY 02, 2022





[CONNECTED TO WILFERT RD]

NOTE (FOR ALL SHEETS):
*EXISTING TREES TO BE RETAINED
WHEN RETENTION IS FEASIBLE.
REFER TO ARBORIST REPORT FOR
EXISTING TREES INFORMATION.



ISLAND HIGHWAY

LANE
[CONNECTED TO WILFERT RD]



1752 ISLAND HIGHWAY
COLWOOD, BC

PROJECT# 21060

SCALE: $\frac{1}{32}'' = 1'-0''$

2ND FLOOR
MAY 02, 2022

[CONNECTED TO WILFERT RD]
LANE



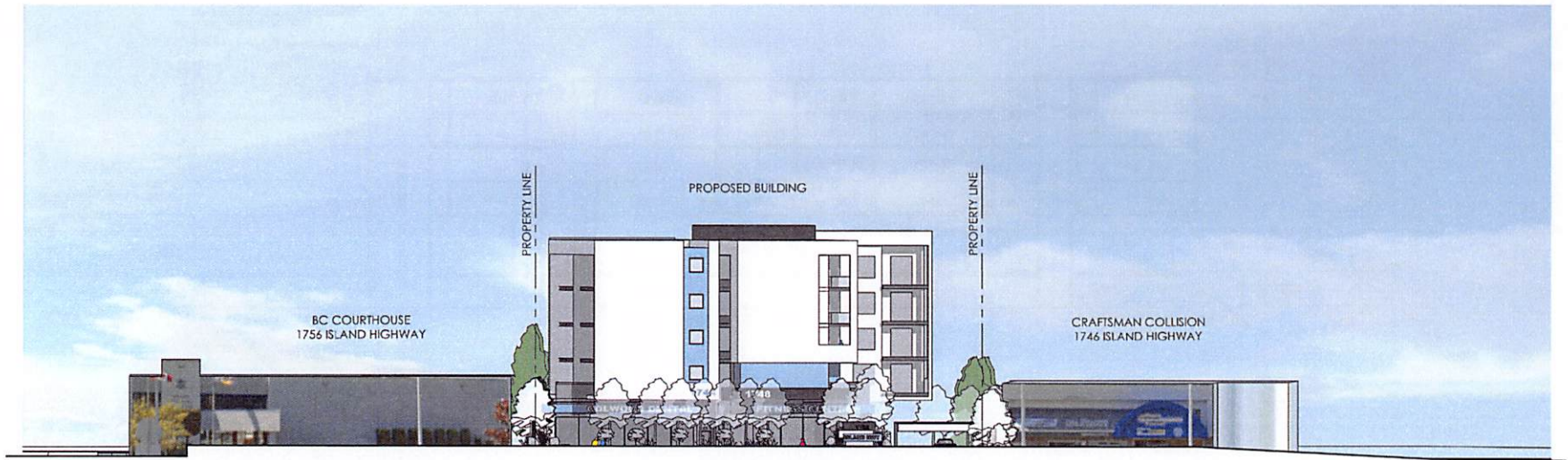
1752 ISLAND HIGHWAY
COLWOOD, BC

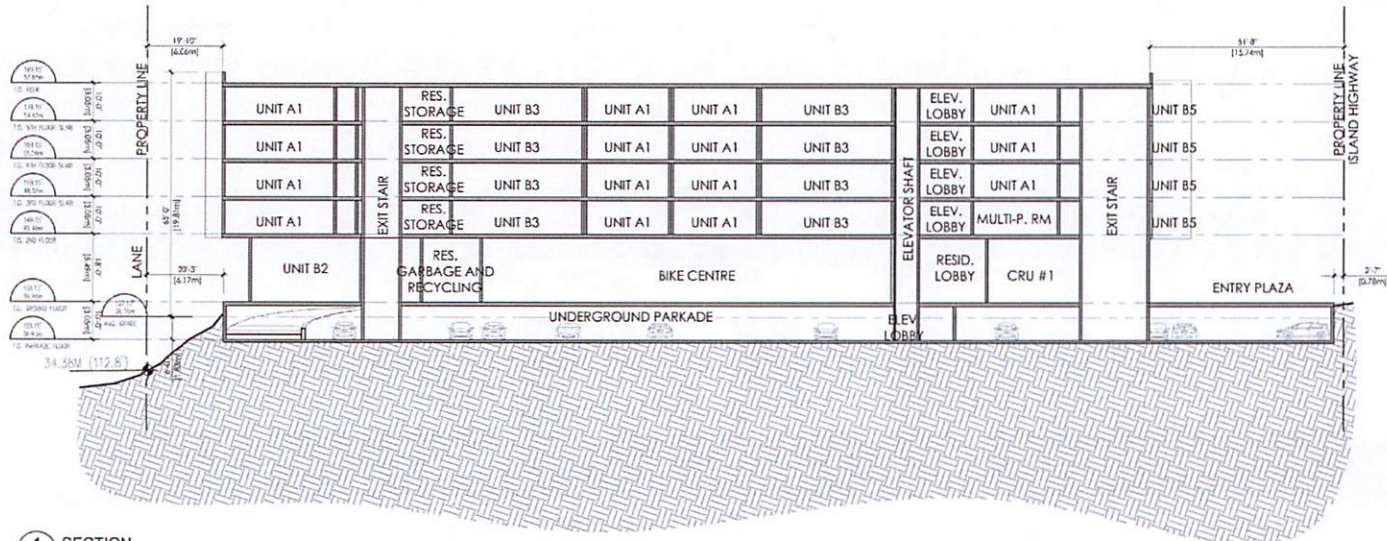
PROJECT# 21060

3RD-5TH FLOOR

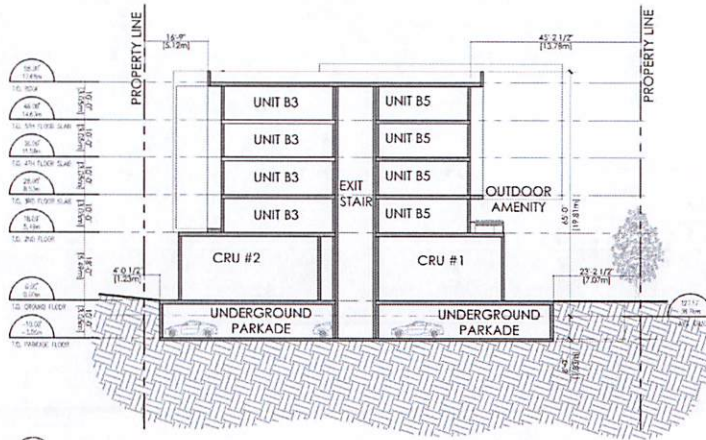
SCALE: 1/2" = 1'-0"

MAY 02, 2022

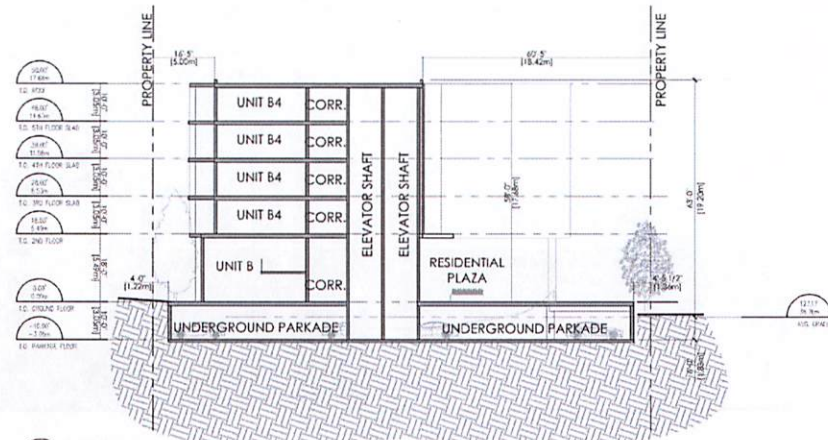




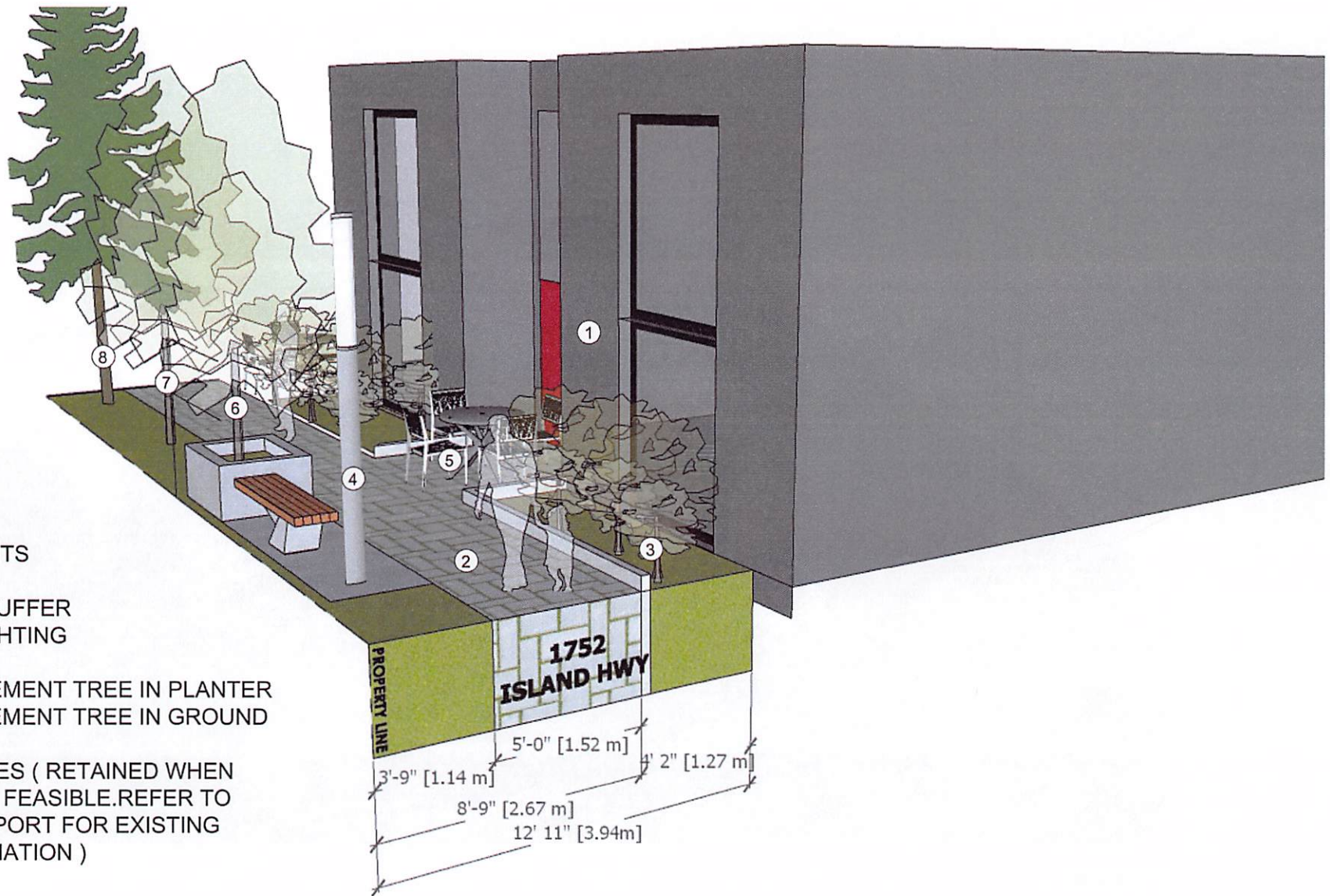
1 SECTION
1/12" = 1'-0"



2 SECTION
1/12" = 1'-0"



3 SECTION
1/12" = 1'-0"



- 1 LIVE WORK UNITS
- 2 SIDEWALKS
- 3 LANDSCAPE BUFFER
- 4 OUTDOOR LIGHTING
- 5 PATIO
- 6 NEW REPLACEMENT TREE IN PLANTER
- 7 NEW REPLACEMENT TREE IN GROUND

- 8 EXISTING TREES (RETAINED WHEN RETENTION IS FEASIBLE.REFER TO ARBORIST REPORT FOR EXISTING TREES INFORMATION)



1 AERIAL VIEW



1 STREET VIEW



1 SOUTH EAST VIEW



1 NORTH EAST VIEW



1 AERIAL VIEW



1 REAR VIEW



① RESIDENCE ENTRY



City of Colwood STAFF REPORT

To: Council
Date: June 13, 2022
From: Yazmin Hernandez, Manager of Development Services
RE: Application RZ-21-014 for 1752 Island Hwy – Additional Information
File: RZ-21-014 (1752 Island Highway)

RECOMMENDATION

THAT the appropriate amendment to the Land Use Bylaw be prepared to rezone 1752 Island Highway (the lands legally described as: Lot 2 Section 1 Esquimalt Plan VIP2574 'Northerly 132' Of Easterly 330' Of Lot 2') from Highway Commercial (CS2) Zone to a new Comprehensive Development Zone;

AND THAT the appropriate amendment to the Sign Bylaw No. 60 be prepared to include the new comprehensive development zone within Sign District D;

AND THAT prior to first reading, a Traffic Impact Study from a qualified professional be received to the satisfaction of the City of Colwood;

AND FURTHER THAT prior to adoption of the zoning amendment bylaw the following be registered within a Development Agreement:

Prior to any land alteration:

1. The Owner covenants and agrees with the City that the Owner is not entitled to a development permit, unless and until the applicant submits a landscape plan with a tree replanting scheme for the south property line replacing any existing tree along the south property line unable to be retained at a 2:1 replanting rate. Each replacement tree shall be a columnar tree species with a minimum caliper of 6 centimeters. An irrigation plan shall be included with a development permit application confirming all replacement trees are connected to an irrigation system.

Prior to the issuance of a Building Permit:

2. The Owner covenants and agrees with the City that the Lands shall not be built upon, and the Owner shall not apply for a building permit and the Owner agrees it is not entitled to a building permit, unless and until:

RENTAL COVENANT

- a. A Section 219 covenant is registered on the property's title securing the building's rental tenure for a minimum of 20 years.

OFF-SITE WORKS

- b. Frontage improvements will be required as per bylaw and in accordance with the City's Transportation Master Plan and any additional frontage improvements recommended by the Traffic Impact Study approved by the City of Colwood.

STATUTORY RIGHT OF WAY

- c. A Statutory Right of Way is registered with the BCLTO granting public pedestrian access and maintenance access to City staff over a strip of land 2.5m in width along the south property line.

PUBLIC PEDESTRIAN WALKWAY

- d. The owner shall, at its own expense, and to the satisfaction of the Director of Engineering complete, or provide security and enter into a servicing agreement to design and construct, a lit 1.5m wide public walkway within the SRW proposed along the south property line.

SUMMARY AND PURPOSE

At its April 4, 2022 Committee of the Whole meeting, committee members reviewed and discussed the merits of the proposed 5-storey development.

The discussion at the Committee table centred around:

- a. Increasing the width of the statutory right of way/pedestrian connection along the south property line from 1.5m to 2.5m and requiring the pathway be lit, and;
- b. Requesting staff explore ways of maintaining a vehicular connection to the adjacent parking lot at 1756 Island Highway over the lands at 1752 Island Highway.

At its April 11, 2022 meeting, Council debated the committee's recommendation and ultimately decided to refer this application to a future Council date. The purpose of this report is to present additional details on the proposed pedestrian walkway, and the vehicular connection to 1756 Island Highway.

DICUSSION

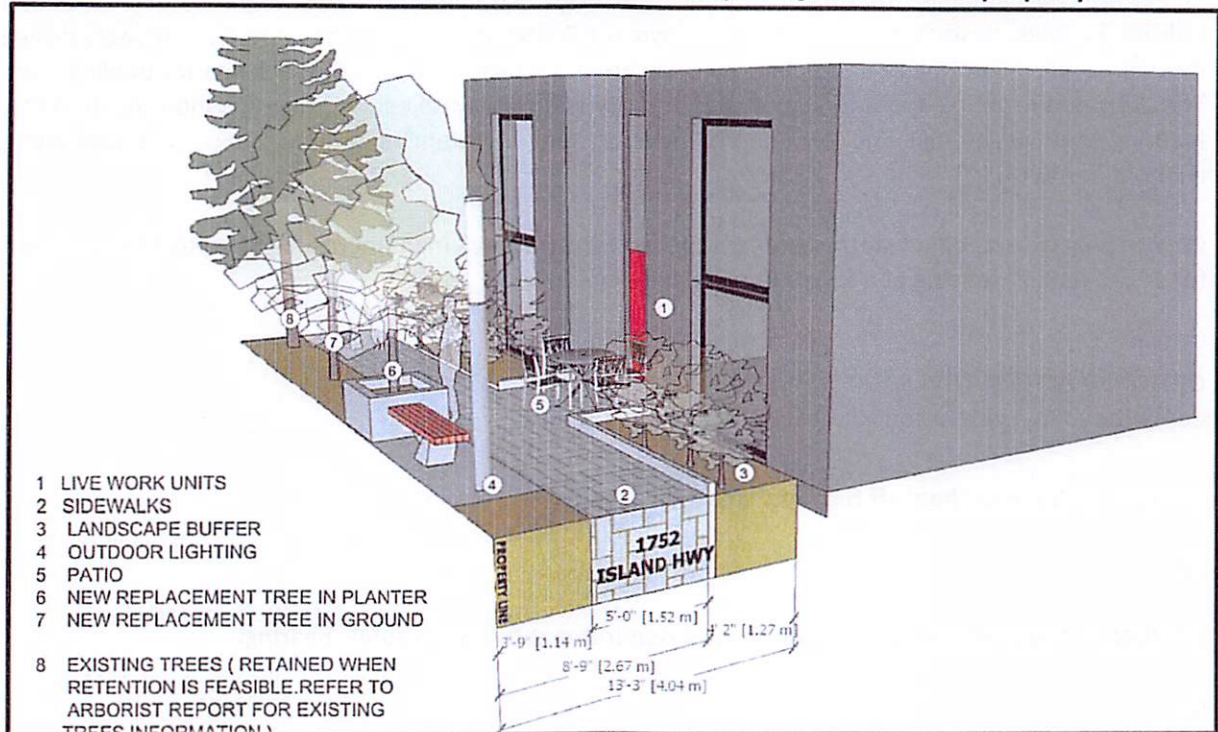
A) PEDESTRIAN WALKWAY

In early May 2022, the applicant submitted additional details on the proposed pedestrian walkway. As illustrated in Appendix 1, the lit, 1.5m wide walkway would be located within a 2.5m wide Statutory Right of Way along the southern property line. Fencing along public walkways is generally located on private property and is the responsibility of property owners to maintain. In general, no fence is ever located within a statutory right of way that accommodates a public walkway, unless the fence is protecting an environmentally sensitive area.

The survey plan included in appendix 1, shows an exiting wall and significant grade drop at the rear of the courthouse property (1756 Island Highway) physically separating it from view and access from

the adjacent property at 1752 Island Highway. Given the desire for the ground floor live-work units to generate/invite public pedestrian traffic the applicant does not see the need for major fencing along the northern edge of the proposed statutory right of way. As illustrated in Figure 1, the applicant is instead proposing to use an upright curb to visually separate the statutory right of way from the private patios.

Figure 1 – Proposed SRW accommodating a public walkway along the southern property line



B) VEHICULAR ACCESS TO ADJACENT LANDS

The proposed development fulfills key pedestrian-oriented objectives as required by the City's design guidelines. The commercial retail units have been strategically located very near the highway as required by OCP. Adhered to Community Plan Land Use Designation as "Mixed Use Employment Centre", 9 live-work units are proposed. All live-work units have direct access off the south public pathway, allowing for some separation between the uses of the building (OCP Sec. 29.3.b). The project was designed to offer a pedestrian friendly public plaza along its front yard area, with benches and green areas activating the street face and at the same time, creating a sense of enclosure, street vitality, safety, and contributing to a high-quality public pedestrian realm (OCP Sec. 29.3.a). To improve site walkability, surface parking within a front yard was eliminated, and just one driveway is crossing the sidewalk (OCP Sec. 29.3.d).

Maintaining vehicular access to the adjacent property at 1756 Island Highway over the property at 1752 Island Highway would eliminate the high-quality pedestrian public realm proposed by the development and reinforce the existing car-oriented nature of the properties on Island Highway. Refer to Appendix 3 for the memo submitted by the traffic-consultant proposing potential left-hand turn alternatives to replace the current informal vehicular connection through 1752 Island Highway.

Removal of this plaza would have significant detrimental effect on the project, as access to quality outdoors amenity space is paramount to resident’s well-being, and essential in building community. The Transportation Impact Assessment submitted with the application has been approved by the Engineering Department and no concerns regarding turning movements were identified as part of that study.

CONCLUSIONS

In staff’s opinion, the revised proposal addresses Council requested changes for the public pathway, meets the city’s standard treatment of public walkways and conforms to the land use objectives and policies for lands designated Mixed Use Employment Centre in the OCP. The pedestrian-friendly design including a prominent plaza and public walkway are also consistent with OCP’s desire for public realm. The proposed rezoning application and supports city-wide policy objectives regarding housing diversity, focusing new residential and commercial development in intended growth areas, and promoting economic growth.

Council may wish to direct staff to prepare the necessary bylaw amendments for them to be considered for 1st, 2nd and 3rd reading at a future Council meeting.

OPTIONS / ALTERNATIVES

Committee may wish to consider recommending to Council:

OPTION 1 - Same as the staff recommendation.

OR

OPTION 2 - The staff recommendation plus a requirement to hold a public hearing.

OR

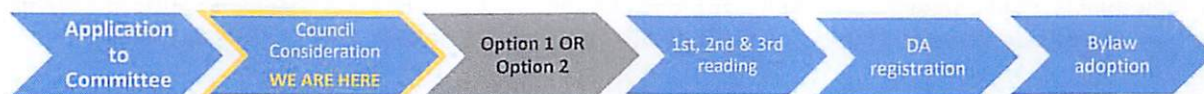
OPTION 3 - That the application be deferred for further information.

OR

OPTION 4 - That the application be denied.

TIMELINE

Rezoning Process



Option 1 - Public notice to be published before 1st reading when a public hearing is not required

Option 2 - Public Hearing / Notice of hearing to be published prior to 3rd. reading if Council decides to hold a hearing

Additional approvals/permits required after rezoning



Respectfully submitted,

Yazmin Hernandez, MCIP RPP
Manager of Development Services

ADMINISTRATORS COMMENTS:

I have read the report and endorse the recommendation.

Jenn Hepting
Acting - Chief Administrative Officer

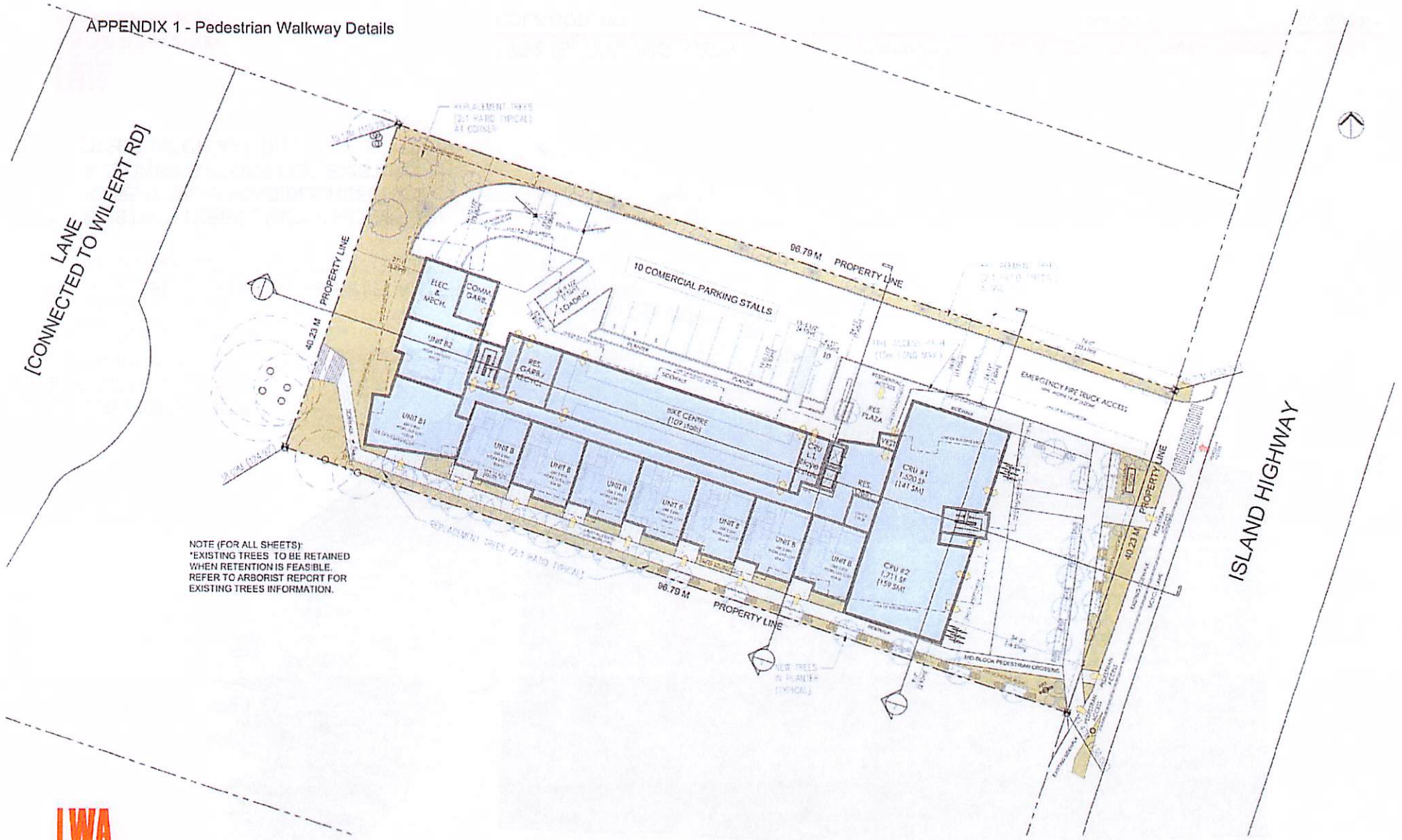
ATTACHMENTS:

- Appendix 1 – Pedestrian Walkway Details
- Appendix 2 – Design rationale letter
- Appendix 3 – Western Communities Community Corrections Access Memorandum

APPENDIX 1 - Pedestrian Walkway Details

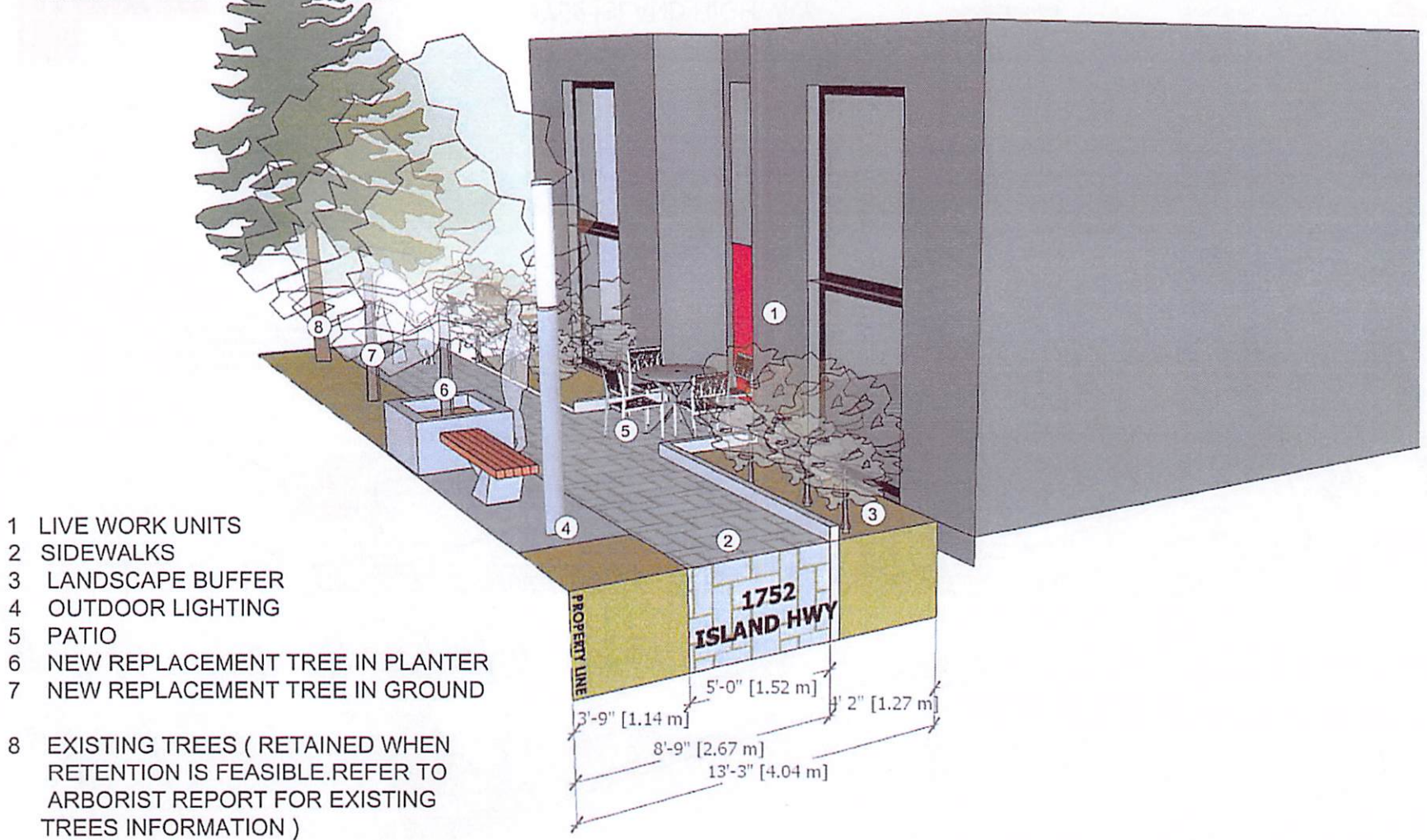


APPENDIX 1 - Pedestrian Walkway Details



NOTE (FOR ALL SHEETS):
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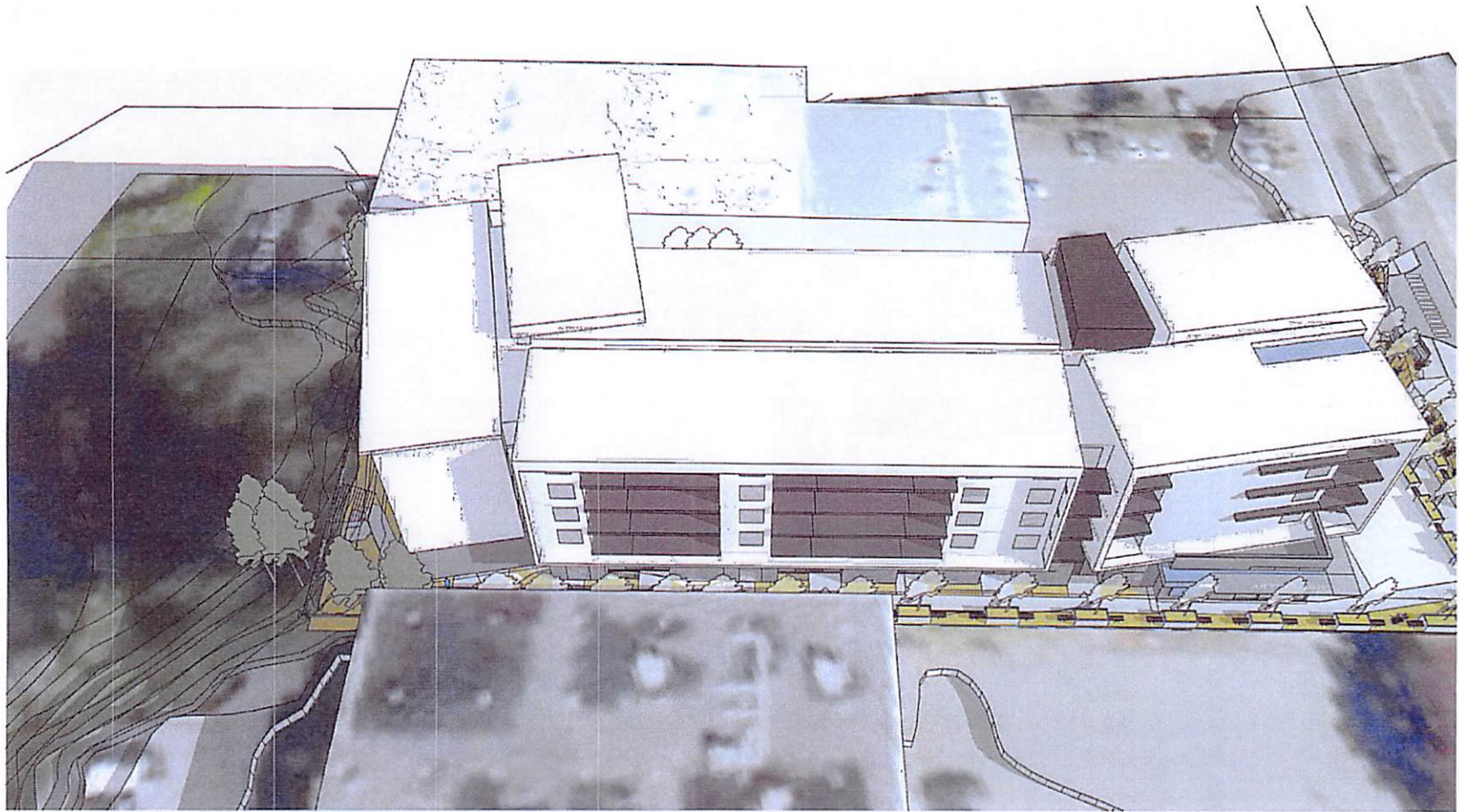
APPENDIX 1 - Pedestrian Walkway Details



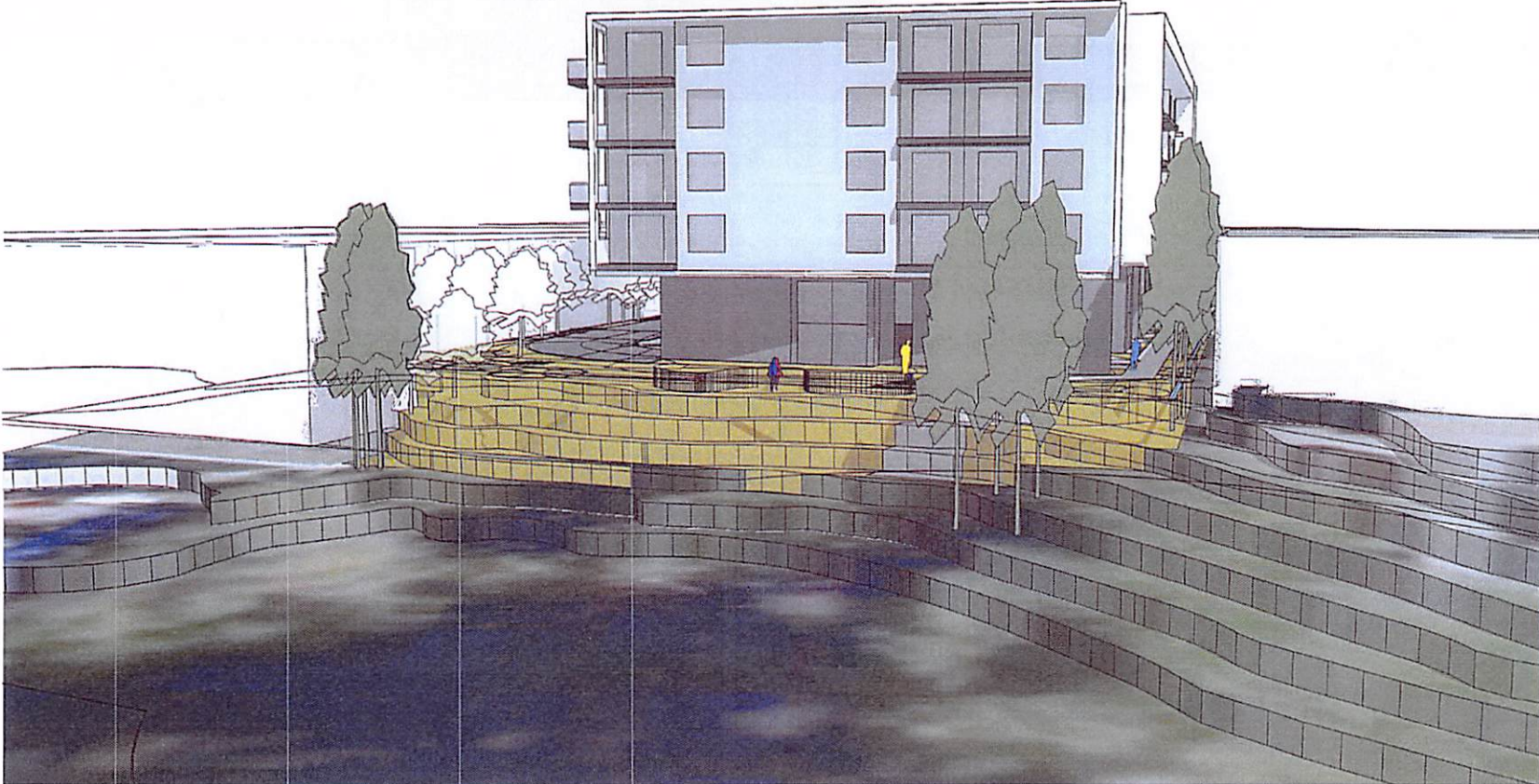
APPENDIX 1 - Pedestrian Walkway Details



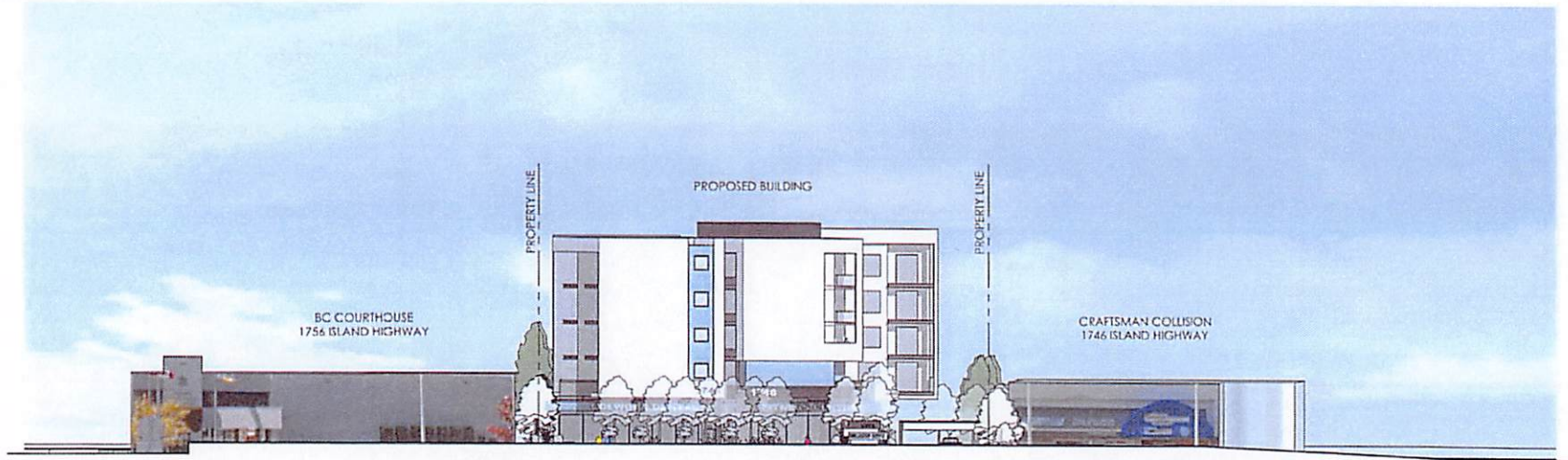
APPENDIX 1 - Pedestrian Walkway Details



APPENDIX 1 - Pedestrian Walkway Details



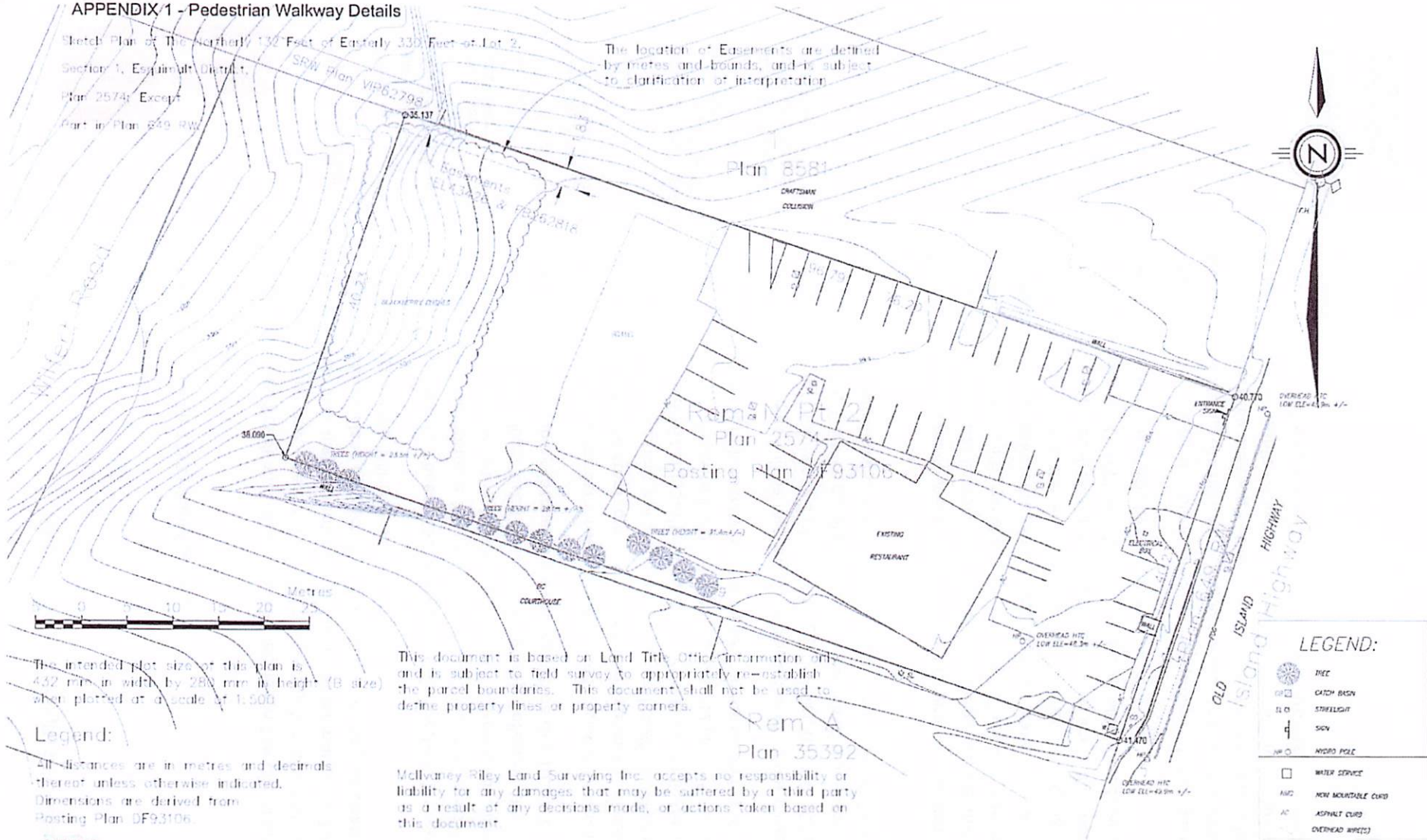
APPENDIX 1 - Pedestrian Walkway Details



APPENDIX 1 - Pedestrian Walkway Details

Sketch Plan of The Northlot 132 Feet of Easely 330 Feet of Lot 2,
 Section 1, Esquimalt District,
 Plan 2574; Except
 Part in Plan 849 RW

The location of Easements are defined
 by metres and bounds, and is subject
 to clarification or interpretation.



The intended plot size of this plan is
 432 mm in width by 295 mm in height (B size)
 also plotted at a scale of 1:500

Legend:

All distances are in metres and decimals
 thereof unless otherwise indicated.
 Dimensions are derived from
 Posting Plan DF93106.

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 as a result of any decisions made, or actions taken based on
 this document.



1752 ISLAND HIGHWAY
COLWOOD, BC

PROJECT# 21060

SCALE: 1/2" = 1'-0"

SURVEY
 MAY 02, 2022



WA Architects Ltd.

| PRINCIPALS

Barry Weih
ARCHITECT AIBC, AAA, SAA,
SAA, LEED[®] AP

Neil Banich
DESIGN DIRECTOR

Joel Smith
ARCHITECT AIBC, AAA, SAA

David Echaiz-McGrath
ARCHITECT AIBC, AAA, SAA

| STUDIOS

VAN

301 – 1444 Alberni Street
Vancouver, BC V6G 2Z4
604.685.3529

VIC

104 – 3212 Jacklin Road
Victoria, BC V9B 0J5
250.391.4933

wa-arch.ca

Project #21060

Design Rationale for 1752 Island Highway

Nov 15th, 2021

1752 IH mix-used Residential Development is located in The City of Colwood, on the Island Highway, directly in front of the Greater Victoria Public Library, and immersed in a high transit network and commercial area. The west property line faces a lane connected to Wilfert Rd, at the edge of a natural and wildlife corridor of the Millstream Creek.

The current area is zoned CS2 (Highway Commercial,) however this development is proposing a New Comprehensive zone to be considered to achieve density, height, setbacks and mix of land uses presented (aligned with the existing OCP, Mixed Use Employment Centre). Following the rezoning application suggestion by Yazmin Hernandez's email on Oct. 10,2021.

We are proposing a modern five-story mix-used residential wood frame building on top of a one-story concrete podium, and a structured underground parkade. This development will accommodate a total of 80 rental residential units ranging from 567 sf (53m²) studios to 1,250 sf (116 m²) live/work lofts and 2 Commercial units with 1,531 sf (142m²) and 1,712 (159m²). An outdoor and Indoor 645sf (60m²) amenity room is located on the second floor.

Parking requirements will be met with a combination of indoor parkade (93 stalls) and a small number of surface parking (10 stalls), totaling 103 parking stalls. In addition, 115 bike parking stalls proposed, which is well over the 86 stalls required. Additionally, a visitor bike parking is proposed in front of the building.

Building massing primarily spans East-West, ending with articulations at both ends of the residential levels. The dark-coloured base, the rhythmic run of storefront windows with signage, and the overall volume and massing proportions really makes the commercial element stand out. A modern monument sign marks the entry to the site. Horizontal signage bands emphasize the individual CRU spaces (with addresses) and a directional sign identifies where the Live/Work lofts reside. Strategically located, the surface parking is "hidden" from view by the building.

At ground floor, facing the Island Highway, the project offers a pedestrian friendly public plaza, with benches and green areas activating the street face and at the same time, creating a sense of enclosure, street vitality, safety, and contributing to the public realm. To improve site walkability, surface parking within a front yard was eliminated, and just one driveway is crossing the



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wa-arch.ca

sidewalk. The commercial zone is strategically located very near the highway as required by OCP.

Adhered to Community Plan Land Use Designation as “Mixed Use Employment Centre”, 9 live-work units are proposed. All live-work units have direct access off the south public pathway, allowing for some separation between the uses of the building.

Along with the existing cycling network at Island Highway, the residents will enjoy a convenient and secure bike room, located close to the Residential entry. This bike room also includes a maintenance station, and a bike wash area.

As part of the effort towards the natural environment protection, significant tree retention is proposed on site, at the south property line and the underground parkade walls have been configured around the existing tree. An arborist report is in-progress to confirm viability. A landscape buffer and green landscape strips break up the asphalt/concrete transition and surrounds the surface parking and adjacent lots.

A mid-block pedestrian connection between Island Highway and Wilfert Road will be incorporated on the south property line. This linkage would provide pedestrian connection to the future terminus of Wilfert Road cul-de-sac through the property to the West of this site.

1252 IH Residences is a purpose-built rental development that uses a high level of design and generous programming to provide the City of Colwood’s residents a unique place to live.

END



#302-740 Hillside Avenue
Victoria, BC V8T 1Z4
T 250.388.9877
akading@wattconsultinggroup.com
wattconsultinggroup.com

MEMORANDUM

To: Arturo Enriquez – WA Architects Ltd.
From: Andy Kading, P.Eng., P.E.
Our File #: 3253.B01
Project: 1752 Island Highway
Date: 2022 April 8
RE: Western Communities Community Corrections Access

Watt Consulting Group was retained by WA Architects to examine the options for accessing the Western Communities Community Corrections facility (WCCC) for vehicle coming from the south along Island Highway. The configuration of the roadway near the facility is such that a left turn cannot be made into the site. Currently an informal agreement between an adjacent business and WCCC allows for the left turn manoeuvre via connected parking lots. However, the business that facilitated that informal agreement has closed and the property is being redeveloped, which will eliminate the access for northbound vehicles wanting to turn left into WCCC.

This memo will review the current situation and offer remedies to maintain the left turn access into the facility.

1.0 CURRENT SITUATION

The WCCC access onto Island Highway is located 30m north of the signalized Access Road intersection, which is the entrance to Juan de Fuca Recreation Center / Greater Victoria Public Library - Juan de Fuca Branch (1767 Island Highway). There is a southbound left turn lane for vehicles turning onto Access Road, and there is a raised concrete divider separating that turn lane from the adjacent northbound travel lane. The storage bay of the left turn lane and the concrete divider prevent left turns into the WCCC site.

However, there is currently an option turn left into WCCC by using the parking lot of the adjacent business at 1752 Island Highway, which connects into the WCCC parking lot. The access into

1752 Island Highway is located just beyond the storage bay length and the concrete divider and utilizes the two-way-left-turn-lane that runs north along Island Highway. There was an informal agreement between the previous owner of 1752 and WCCC that sanctioned this access. **Figure 1** shows the current conditions with the left turn travel path highlighted in green and the concrete divider in red.



Figure 1: Existing Conditions (concrete divider in red)

Recently 1752 Island Highway has been acquired by new owners and the site is slated for redevelopment. As part of that process left turn into WCCC will be eliminate. The development group has proposed an entry plaza and a pedestrian walkway as per the OCP pedestrian-oriented objectives, and with input from the City. The agreement between 1752 and WCCC was informal, and no formal easement, or other mechanism, is believed to be in place.

2.0 ALTERNATIVE OPTIONS

The loss of the left turn into WCCC will complicate access into the WCCC site for northbound vehicles traveling along Island Highway. Luckily there are a number of other options for northbound traffic to access WCCC. The options are listed and discussed below:

- The intersection of Access Road could be reconfigured to give WCCC left turn access.
 - Access Road and the WCCC access should be realigned to avoid creating an off-set intersection.
 - This would require significant roadworks at both Access Road and WCCC, new traffic control (likely a full traffic signal), would alter the parking lot of the library branch, and will create delays along Island Highway during construction.
 - This is the most expensive option but also the most effective at providing left turns into WCCC.
- Northbound vehicles could turn right onto Ocean Boulevard, then turn left onto Access Road, which would take vehicles to the signalized intersection of Wilfert Road, where they could make a left to head southbound, and then access WCCC.
- 1764 Island Highway could be purchased, a frontage roadway could be built into WCCC, and the Access Road intersection signalized.
- Create a similar agreement to the one that exists today with the adjacent 1764 Island Highway. Note that site plans for the new development at 1764 appear to show a possibility to connect parking lots in a similar scheme to what exists today.
- The City of Colwood could extend Wilfert Road from its northern terminus off of Wale Road to the back side of WCCC. 2021 aerial photos show a paved road already running in this path.
- There are several options allowing for northbound vehicles to turn around and head southbound on Island Highway to access WCCC by utilizing parking lots of business along Island Highway. These are:
 - At 1742 Island Highway where the McDonalds is currently located
 - At the strip mall located at 1740 Island Highway / A 1736 Island Highway currently occupied by Hub International, Williams Auto Sales, and other business.
 - At 1730 Island Highway where Jenner Chevrolet Buick GMC is currently located

- The signalized intersection at Wilfert Road (~470m north of WCCC) offers several options that allow northbound vehicles the opportunity to alter course and head southbound in order to access WCCC:
 - The parking lots of 1701 Island Highway (Serious Coffee View Royal) / 1681 Island Highway (Burger King) can be accessed either from Island Highway or from Wilfert Road. Either option allows for a left turn from the signalized Wilfert Road intersection onto Island Highway southbound and into WCCC.
 - A left turn from northbound Island Highway onto Wilfert Road allows for turn arounds at any of three parking lots currently occupying 1680 Island Highway, or the cul-de-sac at the terminus of Wilfert Road.
 - The cul-de-sac also connects into 1730 Island Highway (Jenner Chevrolet Buick GMC) allowing access back onto Island Highway (see [Figure 2](#) which includes a green line highlighting the access).
- WCCC could move to a new location



Figure 2: Wilfert Cul-De-Sec Access

3.0 CONCLUSION

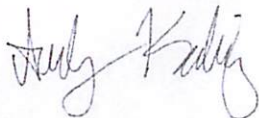
Although the proposed development will result in the loss of left turn access into WCCC there are numerous options for northbound traveling vehicles to access the WCCC site. These include turning around at business, a road extension, and the formation of other agreements to establish a similar access scheme. That so many options exist suggests the needs of WCCC users will be met without the need for a major reconfiguration of the Access Road / Island Highway intersection.

4.0 RECOMMENDATIONS

- A similar agreement to the one that exists today should be pursued with 1764 Island Highway. Any agreement should be made formal.
- (or) The Ocean Boulevard option should be signed to provide guidance into WCCC.
- If turn arounds in other businesses are required, WCCC / City of Colwood should reach out to the potentially effected businesses to discuss the situation, and gain their consent for the use of their parking facilities as a turn around for WCCC.
- Regardless of the final outcome WCCC should update its "travel directions" information, and add / adjust informational signage along Island Highway, to highlight the options for accessing the facility for northbound travelers.

Sincerely,

Watt Consulting Group



Andy Kading, P.Eng., P.E.
Transportation Engineer



City of Colwood STAFF REPORT

To: Committee of the Whole
Date: April 4, 2022
From: Yazmin Hernandez, Senior Planner
RE: Zoning Amendment Application RZ-21-014 for 1752 Island Highway
File: RZ-21-014 (1752 Island Highway)

RECOMMENDATION

THAT Committee recommends to Council,

THAT the appropriate amendment to the Land Use Bylaw be prepared to rezone 1752 Island Highway (the lands legally described as: Lot 2 Section 1 Esquimalt Plan VIP2574 'Northerly 132' Of Easterly 330' Of Lot 2') from Highway Commercial (CS2) Zone to a new Comprehensive Development Zone;

AND THAT the appropriate amendment to the Sign Bylaw No. 60 be prepared to include the new comprehensive development zone within Sign District D;

AND THAT prior to first reading, a Traffic Impact Study from a qualified professional be received to the satisfaction of the City of Colwood;

AND FURTHER THAT prior to adoption of the zoning amendment bylaw the following be registered within a Development Agreement:

Prior to any land alteration:

1. The Owner covenants and agrees with the City that the Owner is not entitled to a development permit, unless and until the applicant submits a landscape plan with a tree replanting scheme for the south property line replacing any existing tree along the south property line unable to be retained at a 2:1 replanting rate. Each replacement tree shall be a columnar tree species with a minimum caliper of 6 centimeters. An irrigation plan shall be included with a development permit application confirming all replacement trees are connected to an irrigation system.

Prior to the issuance of a Building Permit:

2. The Owner covenants and agrees with the City that the Lands shall not be built upon, and the Owner shall not apply for a building permit and the Owner agrees it is not entitled to a building permit, unless and until:

RENTAL COVENANT

- a. A Section 219 covenant is registered on the property's title securing the building's rental tenure for a minimum of 20 years.

OFF-SITE WORKS

- b. Frontage improvements will be required as per bylaw and in accordance with the City's Transportation Master Plan and any additional frontage improvements recommended by the Traffic Impact Study approved by the City of Colwood.

STATUTORY RIGHT OF WAY/FUTURE PUBLIC PEDESTRIAN ACCESS

- c. A Statutory Right of Way is registered with the BCLTO granting public pedestrian access and maintenance access to City staff over a strip of land 1.5m in width along the entire south property line.
- d. The owner shall, at its own expense, and to the satisfaction of the Director of Engineering complete or provide security and enter into a servicing agreement to design and construct a 1.5m wide public walkway along the south property line and install fencing along north side of the public walkway.

SUMMARY AND PURPOSE

The purpose of this report is to present to Committee Rezoning Application RZ-21-014. The applicant is requesting to rezone 1752 Island Highway from CS2 to a new comprehensive development zone that would enable the construction of a 5-storey mixed-use commercial residential building with up to 80 apartment rental units.

The proposed rezoning application conforms to the land use objectives and policies for lands designated Mixed Use Employment Centre in the OCP and supports city-wide policy objectives regarding housing diversity, focusing new residential and commercial development in intended growth areas, and promoting economic growth. Hence, staff recommend the necessary amending bylaws be prepared and brought forward for consideration by Council of 1st, 2nd and 3rd reading.

STRATEGIC PLAN AND RELATED POLICIES

This proposal aligns with the mobility and prosperity priorities in the Strategic Plan 2019-2023 by encouraging development near areas served by transit and sidewalks, creating opportunities for local business and economic development.

Applicant Information

<u>Applicant:</u>	David Echaiz-McGrath
<u>Owner:</u>	0925408 BC LTD
<u>Address:</u>	1752 Island Highway
<u>Legal:</u>	Lot 2 Section 1 Esquimalt Plan VIP2574 'Northerly 132' Of Easterly 330' Of Lot 2'
<u>Current Zoning:</u>	Highway Commercial (CS2) Zone
<u>Proposed Zoning:</u>	NEW Comprehensive Development Zone

OCP Designation: Mixed Use Employment Centre
Development Permit Area: Form & Character – Mixed Use Employment Centre

APPLICATION REVIEW

1. Proposal

The applicant is requesting to rezone 1752 Island Highway from CS2 to a new comprehensive development zone that would enable the construction of a 5-storey mixed-use commercial residential building with up to 80 apartment rental units.

2. Site Context

The subject property is located on the west side of Island Highway between Wale Road and the border with the Town of View Royal, right across from the Juan De Fuca Recreation Centre. Currently, the site is home to Jasmine Restaurant. Table 1 summarizes the land uses and zones of properties adjacent to the site.

Table 1 – Existing Zoning and Uses of Adjacent Parcels

Parcel(s)	Current Zoning	Current use of the land
North	M1 Light Industrial	1 storey + mezzanine small-bay industrial building (Craftsman Collision Centre)
East	P4 Park & Open Space	West Shore Parks & Recreation (Juan de Fuca R.C.)
South	CS2 Service Commercial	2-storey office building (Courthouse)
West	CS2 Service Commercial	Vacant lot

Figure 4 - Subject Property Map



3. Land Use Bylaw No. 151

The subject property is currently zoned CS2 zone, which permits a wide array of service commercial and light industrial uses. The new comprehensive development zone would enable the creation of 9 live-work studios. As defined in the Land Use bylaw, individual live/work premises may be used solely for commercial uses or a commercial use may be combined with a residential use in such a manner that the residential and commercial uses constitute a single occupancy of the premises, and commercial uses can include: Barber shops, beauty parlour and health spas, craft studios, educational tutoring, garment making and the manufacture of small leather goods, but excluding the tanning or curing of leather, offices, repair of household furnishings and retail sale of goods manufactured within a live/work studio.

Table 2 compares the land use requirements imposed on the lands by the existing CS2 zone and the proposed requirements for a new comprehensive development zone.

Table 2 – Comparison of Current and Proposed Zoning

	Highway Commercial (CS2) Zone (Current)	New CD Zone (Proposed)
LOT AREA	1,800m ²	3,800m ²
LOT FRONTAGE	20 m	40 m
LOT COVERAGE	50%	50%
PERMITTED USES	Auto repair, body and painting shops; Drive-in businesses Gasoline service stations and car wash Offices Parking facilities Assembly and entertainment uses Public transportation depots Restaurants Retail and wholesale warehouses Retail sale and rental of automobiles, trucks, boats, camper vehicles, mobile homes and farm machinery and parts and accessories thereof. Court of law Retail store not exceeding 275 m ² Accessory buildings and structures	Apartment Assembly and entertainment uses Artists studio Bakery Daycare Home occupation – Office use only Live/work studio Office Personal Service Restaurant Retail
DENSITY	1.0 FAR	2.0 FAR
HEIGHT	12m	20 m
STOREYS	3 storeys	5 storeys
SETBACKS		
Front	7.5m	7.5 m
Rear	3m	4.5 m
Side	4.5m on at least one side of a lot not serviced by a rear access highway	7.0 m (north) 2.0 m (south)
Flanking street	7.5m	N/A
LANDSCAPING AND SCREENING		1. Landscaping shall cover no less than 10 percent of the developed lot area. 2. A continuous landscaping strip not less than 3 m wide shall be provided along the developed portion of each side of the lot which abuts a highway. This landscaping strip need not have a net area exceeding 10 percent of the developed lot area, and may be interrupted at boulevard crossings, or to provide necessary pedestrian access for entering a building or for

		viewing shop windows. 3. Except in those portions where a building abuts a lot line, screen planting at least 1.5 m high in a strip at least 1.5 m wide, and a solid decorative fence at least 1.5 m high shall be provided along the rear and side yard areas.
--	--	--

4. Official Community Plan (OCP) Bylaw No. 1700

The subject property is located within the ‘Mixed Use Employment Centre’ (MUEC) land use designation which supports ground-oriented and low-rise buildings up to six storeys as well as the establishment of commercial and light industrial uses on the mixed use employment centre around the Island Highway. The MUEC land use designation is also a ‘Transit Growth Area’ which is intended to provide significant employment opportunities of commercial, institutional, light industrial and multiple residential uses which are well connected to transit and pedestrian infrastructure. Table 3 below describes the OCP objectives for the land use designation and how the proposal aligns with those objectives.

Table 3 – Compliance of Proposed Development with OCP Policies

	Mixed Use Employment Centre OCP Policy	Proposal	Staff Comment
7.2.13 Land Uses	<ul style="list-style-type: none"> Multi-unit residential & mixed-use Commercial Institutional Live/work & home occupations Light industrial 	<ul style="list-style-type: none"> Commercial Live/work & home occupations Multi-unit residential & mixed-use 	Policy met
7.2.14 Built form	Ground-oriented and low-rise buildings	Mixed use commercial/residential building	Policy met
7.2.14 Height	Up to approximately 6 storeys, with greatest intensities to be focused within 200 meters of real travel distance of the Transit Growth Area	5-storey building	Policy met
Density	No FAR limit for lands designated MUEC	2.0 FAR	Policy met
7.2.14.1.b	Supporting a work-place focus with the establishment of commercial and light industrial uses along Island Highway and at the Allendale lands.	Proposing 301m ² of commercial retail space and 10 ground floor, live-work units.	Policy met
7.2.14.1.d	Avoiding disturbances to adjacent residential neighbourhoods, by sensitively managing the scale, intensity, and types of industrial and commercial activities.	A requirement for a vegetative landscape buffer would provide separation and screening for the live-work ground floor units from adjacent office and light industrial uses to the south of the site.	Policy met
7.2.14.1.g	Enhancing transportation services and infrastructure to connect residents to regional transportation networks, including the Frequent and Rapid Transit Networks.	A Traffic Impact Study will identify infrastructure improvements needed to support the joint transportation objectives for this intersection from BC Transit and City of Colwood.	Policy met
7.2.14.1.h	Encouraging innovative building & use typologies including live/work, artist spaces, and customer service oriented light industrial uses.	Ground oriented customer service retail uses would be combined with live/work units (studio lofts) with ground floor access.	Policy met
7.2.14.1.i.		The building and site layout were designed to use the parkade structure to retain the slope at the rear of the building.	Policy met

This application is also meeting broader city-wide OCP objectives and policies including:

- | | |
|----------------|---|
| Policy 6.2.1.2 | Focus commercial growth and the greatest residential densities in the 'Intended Growth Areas.' |
| Policy 8.2.2.5 | Increasing connectivity and a finer grained pedestrian network in which multiple routes exist between destinations by reducing block sizes through redevelopment. |
| Policy 8.2.4.2 | Support BC Transit's Rapid and Frequent Transit Network. |
| Policy 9.2.2.2 | Support co-locating rental housing with transit & other amenities to enable accessibility, ensuring rentals are distributed throughout the city and integrated into diverse neighbourhoods. |

5. Site Adaptive Planning

OCP policy 11.2.2.3 encourages the application of site adaptive planning and design principles on all greenfield and hillside development sites. Given that this site is not greenfield and is not located within an environmentally sensitive or hazard development permit area, there is limited applicability of the principles seeking to preserve nature features and sensitive ecosystems.

6. Off-Site Works

Frontage improvements along the property's Island Highway frontage are to be completed in accordance to the standards contained in Subdivision Servicing Bylaw No. 285 and in alignment with Colwood's Transportation Management Plan as amended by Council. An approved TIA will be required prior to first reading and its recommendations regarding improvements will form part of the development requirements contained within the Development Agreement.

7. Site Servicing

The site is serviced by municipal water and sewer. The applicant is aware that water and sanitary capacity will need to be confirmed during the design stage, in advance of Building Permit consideration so the works can be available for connection.

8. Building And Life Safety

All upgrades necessary to serve the development are the responsibility of the developer. A Fire Underwriters Survey (FUS) calculation has been submitted. An acceptable FUS report would be required if the development proceeds to the development permit stage and is required prior to Building Permit approval.

9. Community Amenity Contributions

At its regular meeting on February 14, 2022, Council adopted an interim Community Amenity Contribution policy to guide negotiations with developers during rezoning consideration. The applicant is proposing to meet Council's policy as illustrated in Table 4 (next page).

Table 4 – Comparison of contributions applied to the new CD zone and required by policy

Contributions by type	Council Policy	Applicant's proposed contributions	Policy compliance
Community Amenity Fund	\$4,500/apartment dwelling unit	\$4,500/dwelling unit	Proposing to meet Council's policy
Affordable Housing Reserve Fund	SFD & Attached housing: \$1,500/unit Apartments: N/A	\$1,500/ dwelling unit	See below
Attainable Housing Policy	1 unit per every 10 apartment dwellings must be provided to the City, with 25% of the units provided being rental	Proposing a contribution to the Affordable Housing Reserve Fund in-lieu of an in-kind contribution	Proposing a cash-in-lieu contribution to the Affordable Housing Reserve fund instead of meeting the attainable housing policy
Fire Station Fund	\$525*/dwelling <i>*Subject to annual CPI increase</i>	\$525*/dwelling <i>*Subject to annual CPI increases</i>	Proposing to meet Council's policy

10. Legal Encumbrances

There are two legal charges registered on the property's title. Both charges are private easements negotiated with the property immediately to the north (1746 Island Highway) to enable the following:

- EL43426 - This private easement enables the construction, maintenance, inspection, and repair of a sewer service connection on the subject property (1752 Island Highway) for the benefit of the property immediately to the north (1746 Island Highway).
- FB262818 - This private easement allows access over the subject property (1752 Island Highway) for the purposes of providing egress, in the case of an emergency, to the property immediately to the north (1746 Island Highway).

The property owner is responsible for ensuring the proposed development either abides by the terms of the existing private easements or renegotiates the terms of the documents to support the proposed development.

11. Gateway Visioning Project

In late 2021, Community Planning launched The Gateway & Wale Road Area Visioning Project as part of the City's work to implement Economic Recovery and Strategic Plan initiatives. The project includes undertaking a visioning exercise to develop options for improving the quality of place at the entrance to the City of Colwood while simultaneously acting on Council direction elevating urban design and zoning considerations for the Wale Road area. For this project, the gateway lands are defined as properties located along Island Highway, between Wale Road the municipal boundary with the Town of View Royal.

Staff do not expect the forthcoming recommendations of the Gateway Visioning project to conflict with the proposed zoning of the subject property. The draft Gateway Visioning report with options to amend city policy to incentivize desired redevelopment is expected to be presented to Council before the end of the 3rd Quarter of 2022.

12. Public engagement

Council's policy on public engagement was provided to the applicant to help guide their engagement efforts. The applicant is expected to provide a verbal summary of their public engagement during their presentation to Committee of the Whole.

13. Public input in absence of a public hearing

In late 2021, Bill 26 received royal ascent and removed the default requirement for local governments to hold public hearings for zoning bylaw amendments that are consistent with the official community plan from the Local Government Act. The revised legislation requires that whenever a rezoning application meets the OCP land use designation, the City publishes notice in at least 2 consecutive issues of a local newspaper notifying the public of the date the amending bylaw will be considered for first reading.

Effectively, by eliminating the public hearing requirement in the LGA the public would be invited to provide input earlier in the rezoning process. While Bill 26 would enable all readings of a zoning bylaw to occur on the same night, this application will require the registration of a Development Agreement (DA) between third reading and adoption of the bylaw. Hence, the new legislation enables three readings to take place on one night and adoption later once registration of the DA is confirmed.

The option to hold a public hearing is provided in the options section of this report should Council decide a public hearing is warranted.

DISCUSSION

As outlined in Table 3, the proposed rezoning application conforms to the land use objectives and policies for lands designated Mixed Use Employment Centre and supports city-wide policy objectives regarding housing diversity, intended growth areas and economic growth.

Staff are of the opinion that mixed-use residential-commercial development at this location would:

- a) Concentrate residential density along Sooke Road/Island Highway, thus supporting BC Transit's Rapid and Frequent Transit Network. The area is currently served by transit routes 39, 46, 48, 50, 51, and 61 and features bike lanes and sidewalks on both sides of the road, which provide realistic transportation choices for future residents.
- b) Co-locate rental housing with transit & other amenities including the Juan de Fuca Recreation Centre, transit exchange and Galloping Goose trail (approximately 500m south from the site).
- c) Distribute and integrate purpose-built rental units throughout the city supporting the creation of diverse neighbourhoods, while increasing housing choices that meet a range of needs and lifestyles.
- d) Accommodates new commercial and employment growth within the Island Highway Mixed Use Employment Centre where the proposal can support and benefit from the existing transit and transportation network.
- e) Secure a public pedestrian walkway, that upon redevelopment of the property at 1756 Island Highway, would provide a finer grained pedestrian network and an alternative pedestrian route between Wilfert Road and Island Highway.

Staff recommend the necessary amending bylaws be prepared and brought forward for consideration by Council of 1st, 2nd and 3rd reading.

OPTIONS / ALTERNATIVES

Committee may wish to consider:

OPTION 1 - Same as the staff recommendation.

OR

OPTION 2 - The staff recommendation plus a requirement to hold a public hearing.

THAT the appropriate amendment to the Land Use Bylaw be prepared to rezone 1752 Island Highway (the lands legally described as: Lot 2 Section 1 Esquimalt Plan VIP2574 'Northerly 132' Of Easterly 330' Of Lot 2') from Highway Commercial (CS2) Zone to a new Comprehensive Development Zone;

AND THAT the appropriate amendment to the Sign Bylaw No. 60 be prepared to include the new comprehensive development zone within Sign District D;

AND THAT prior to a public hearing, a Traffic Impact Study from a qualified professional be received to the satisfaction of the City of Colwood;

AND THAT a public hearing be scheduled prior to 3rd reading of the amending bylaw;

AND FURTHER THAT prior to adoption of the zoning amendment bylaw the following be registered within a Development Agreement:

Prior to any land alteration:

1. The Owner covenants and agrees with the City that the Owner is not entitled to a development permit, unless and until the applicant submits a landscape plan with a tree replanting scheme for the south property line replacing any existing tree along the south property line unable to be retained at a 2:1 replanting rate. Each replacement tree shall be a columnar tree species with a minimum caliper of 6 centimeters. An irrigation plan shall be included with a development permit application confirming all replacement trees are connected to an irrigation system.

Prior to the issuance of a Building Permit:

2. The Owner covenants and agrees with the City that the Lands shall not be built upon, and the Owner shall not apply for a building permit and the Owner agrees it is not entitled to a building permit, unless and until:

RENTAL COVENANT

- a. A Section 219 covenant is registered on the property's title securing the building's rental tenure for a minimum of 20 years.

OFF-SITE WORKS

- b. Frontage improvements will be required as per bylaw and in accordance with the City's Transportation Master Plan and any additional frontage improvements recommended by the Traffic Impact Study approved by the City of Colwood.

STATUTORY RIGHT OF WAY/FUTURE PUBLIC PEDESTRIAN ACCESS

- c. A Statutory Right of Way is registered with the BCLTO granting public pedestrian access and maintenance access to City staff over a strip of land 1.5m in width along the entire south property line.

- d. The owner shall, at its own expense, and to the satisfaction of the Director of Engineering complete or provide security and enter into a servicing agreement to design and construct a 1.5m wide public walkway along the south property line and install fencing along north side of the public walkway.

OR

OPTION 3 - That the application be deferred for further information.

OR

OPTION 4 - That the application be denied.

COMMUNICATION

A development notification sign was posted on the subject property as per Council Policy. The application and supporting documents have been available for public viewing on the City's website, as well as available for review at City Hall during office hours.

If Council elects to require a public hearing, the city will mail notice of the rezoning application to owners and occupants of properties within a 75m radius of the subject property, as well as place advertisement of the public hearing in two consecutive issues of a local newspaper in the lead up to the hearing date after 2nd reading as per previous practice. If, however, Council endorses the staff recommendation opting not to hold a public hearing, the city will issue a public notice in accordance with Section 467 of the Local Government Act in the lead up to first reading.

FINANCIAL CONSIDERATION

Rezoning the subject property to permit a higher density of development will increase the assessed value of lands, thus increasing its taxable value. Table 5 provides a *preliminary* break down of the developer contributions for the proposed 80 apartment dwelling units and an 301 m² of commercial floor area.

Table 5 – Preliminary summary of developer contributions

Contributions by Type	Rate per unit or per m ²	Total	Bylaw/policy reference
CAC fund	\$4,500/ unit	\$360,000	Policy C002 as amended
Affordable Housing Reserve Fund	\$1,500/unit	\$120,000	Policy C002 as amended
Fire hall fund	\$525*/unit	\$42,000	Policy C002 as amended
School DCCs (payable to SD62)	\$700/unit	\$56,000	CRD Bylaw No. 2019-01
Road DCCs	\$4,264.60/unit \$96.30/m ² commercial FA	\$370,154	Bylaw No. 1839
Water DCCs (payable to CRD)	\$1,644/unit \$10.74/m ² commercial FA	\$134,753	CRD Bylaw No. 2758
Sewer enhancement fees	\$1,178/unit \$12.37/m ² commercial FA	\$97,963	Bylaw No. 1500

* Subject to annual CPI increases

TIMELINE

Rezoning Process



Option 1 - Public notice to be published before 1st reading when a public hearing is not required

Option 2 - Public Hearing / Notice of hearing to be published prior to 3rd. reading if Council decides to hold a hearing

Additional approvals/permits required after rezoning

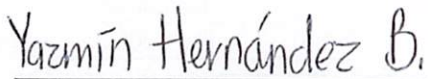


CONCLUSION

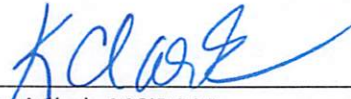
The proposal shows general adherence with the policy objectives of the Mixed Use Employment Centre. Committee may wish to recommend that staff prepare the necessary amending bylaws for their consideration.

Respectfully submitted,

Reviewed By:



Yazmin Hernandez, MCIP RPP
Senior Planner



Kerri Clark, MCIP RPP
Manager of Development Services

ADMINISTRATORS COMMENTS:

I have read the report and endorse the recommendation.



Robert Earl
Chief Administrative Officer

ATTACHMENTS:

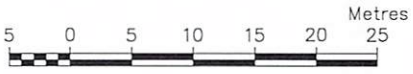
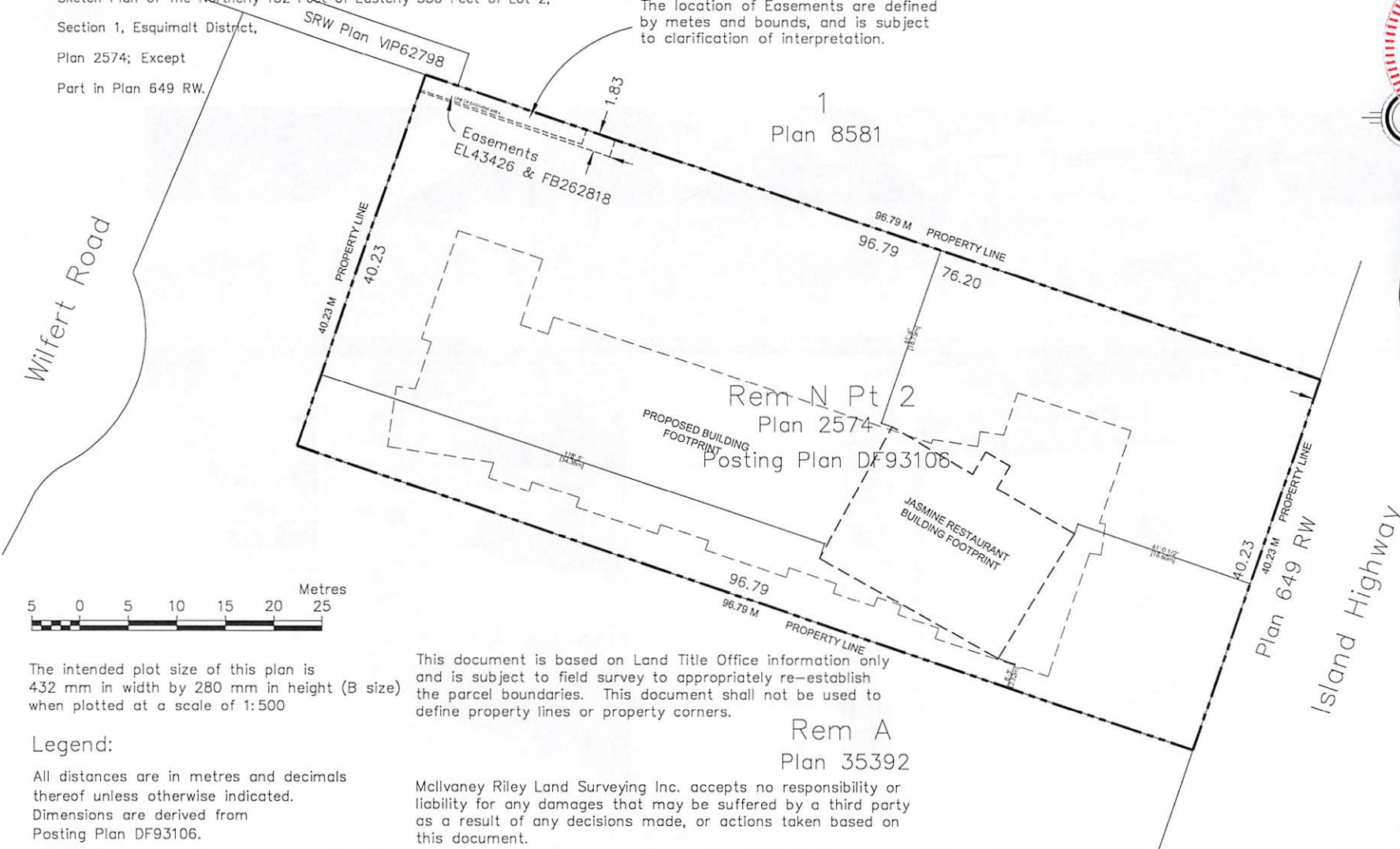
- Appendix 1 – Conceptual Site Plan and renderings
- Appendix 2 – Applicant’s letter outlining the proposal’s rationale



1 SOUTH EAST VIEW

Sketch Plan of The Northerly 132 Feet of Easterly 330 Feet of Lot 2,
 Section 1, Esquimalt District,
 Plan 2574; Except
 Part in Plan 649 RW.

The location of Easements are defined
 by metes and bounds, and is subject
 to clarification of interpretation.



The intended plot size of this plan is
 432 mm in width by 280 mm in height (B size)
 when plotted at a scale of 1:500

Legend:
 All distances are in metres and decimals
 thereof unless otherwise indicated.
 Dimensions are derived from
 Posting Plan DF93106.

This document is based on Land Title Office information only
 and is subject to field survey to appropriately re-establish
 the parcel boundaries. This document shall not be used to
 define property lines or property corners.

McIlvaney Riley Land Surveying Inc. accepts no responsibility or
 liability for any damages that may be suffered by a third party
 as a result of any decisions made, or actions taken based on
 this document.

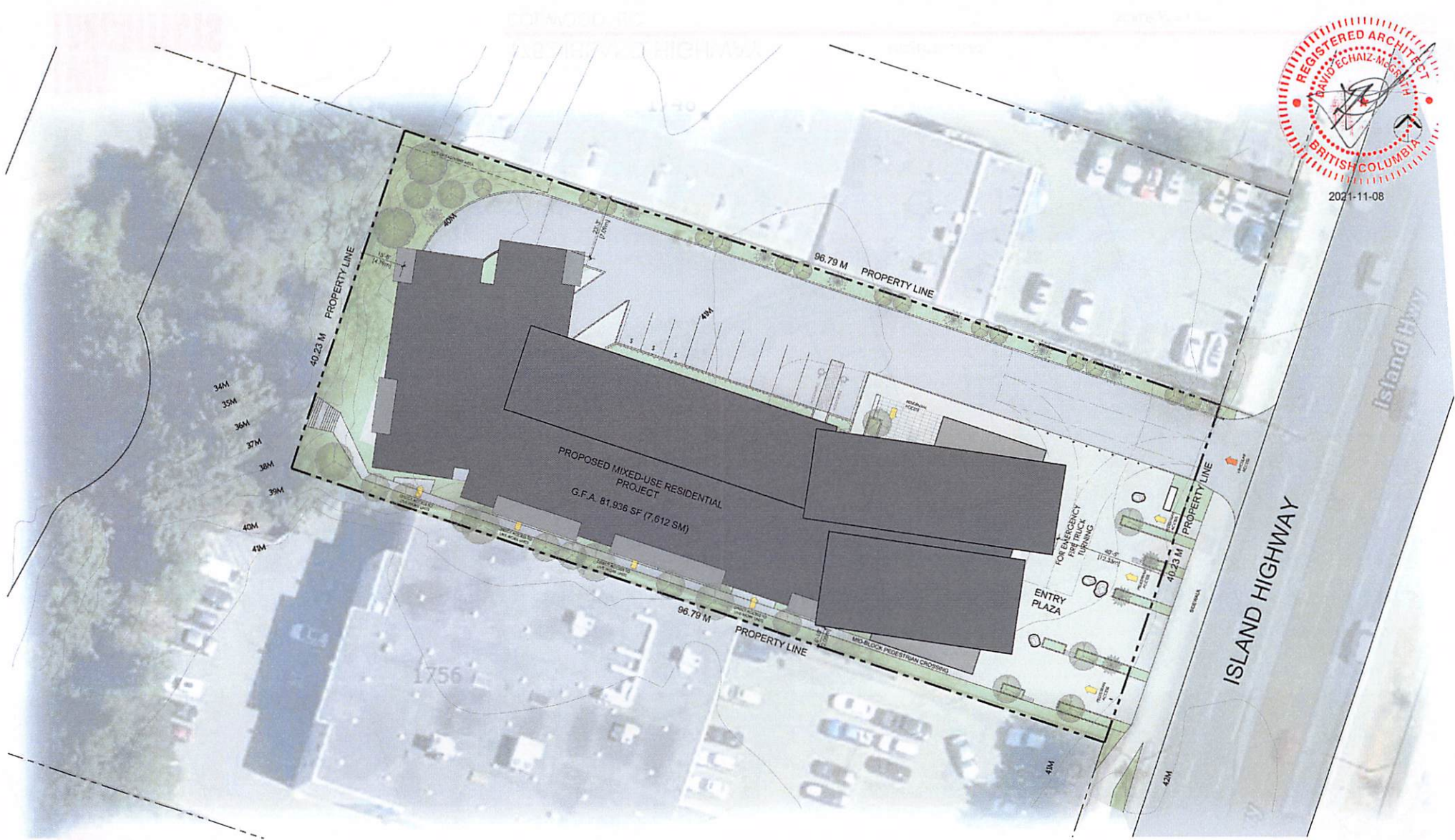


1752 ISLAND HIGHWAY
 COLWOOD, BC

PROJECT# 21060

SCALE: 1/32" = 1'-0"

SKETCH PLAN
 NOV 5, 2021



2021-11-08

[CONNECTED TO WILFERT RD]



2021-11-08



1752 ISLAND HIGHWAY
COLWOOD, BC

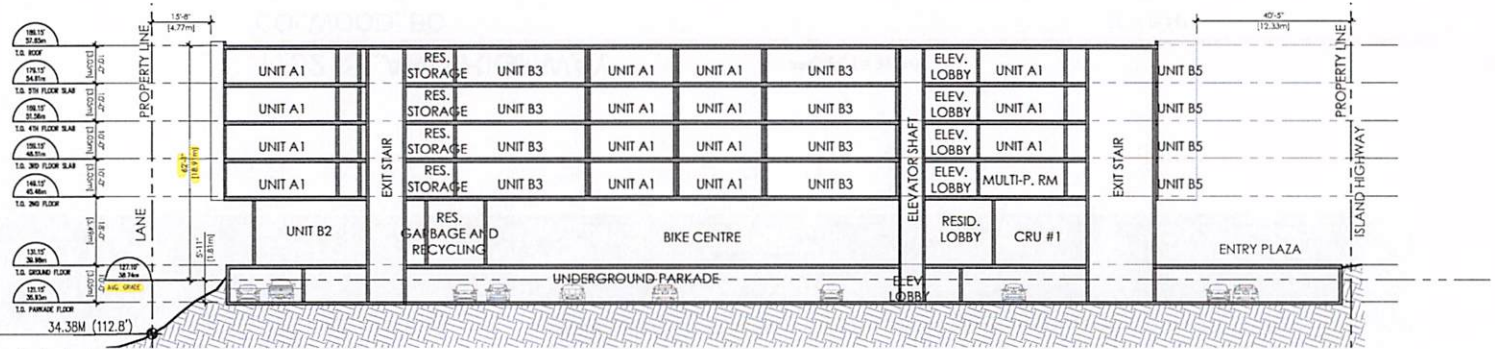
PROJECT# 21060

SCALE: 1/32" = 1'-0"

GROUND FLOOR

NOV 5, 2021

5-STORY BUILDING

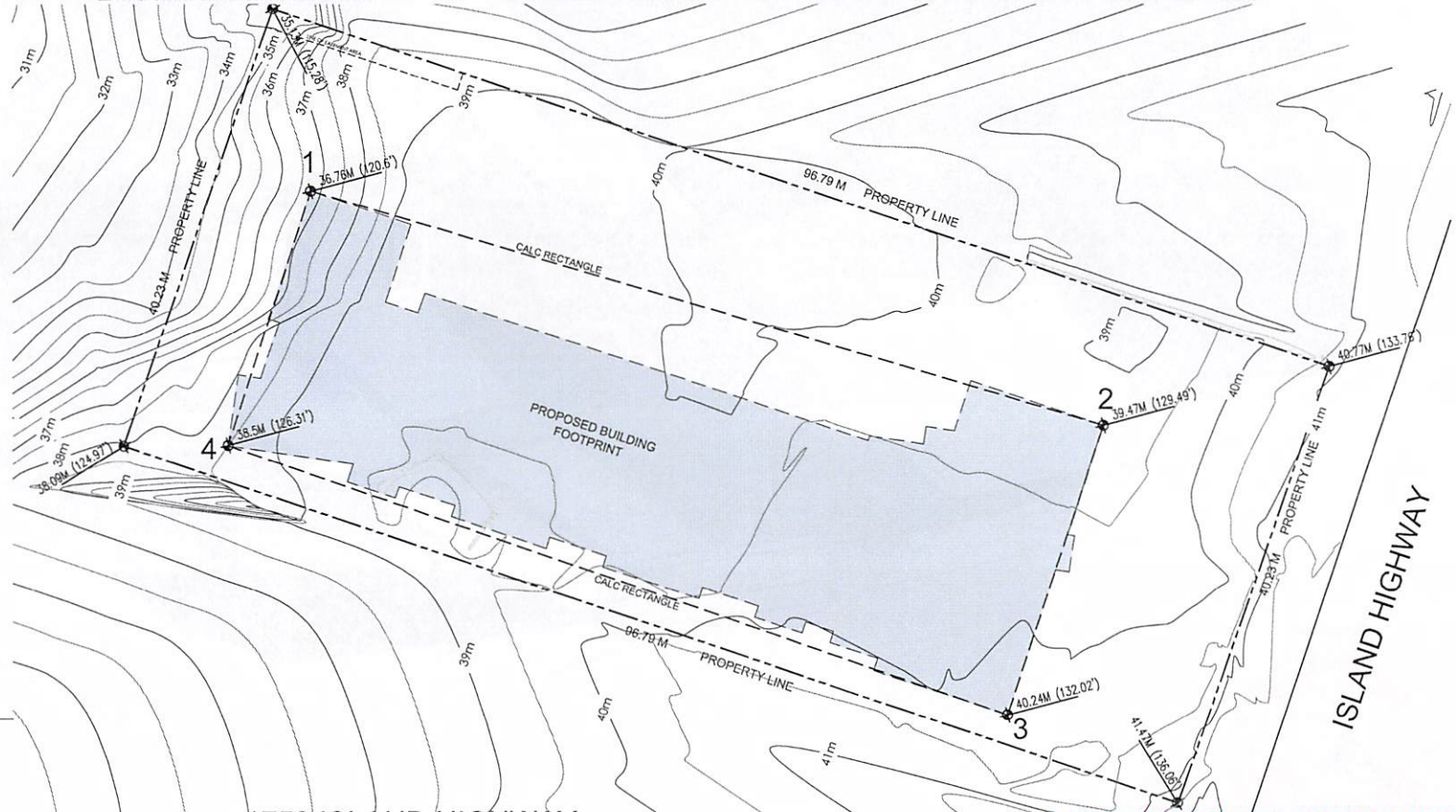


3 SECTION 1
1/2"=1'-0"

BUILDING - AVERAGE FINISHED GRADE CALCULATIONS

ELEVATION (M)	LENGTH (M)	GRADE CALCS
1 36.76	2 39.47	3.00 114.34
2 39.47	3 40.24	3.00 119.56
3 40.24	4 38.50	3.00 118.11
4 38.50	1 36.76	3.00 112.89
TOTALS	12.00	464.91
AVERAGE BUILDING GRADE		38.74m

2 CALC
1/2"=1'-0"



1 SITE PLAN
1/2"=1'-0"



1752 ISLAND HIGHWAY
COLWOOD, BC

PROJECT# 21060

AVERAGE NATURAL GRADE CALC

SCALE: 1/2" = 1'-0"

FEB 24, 2022



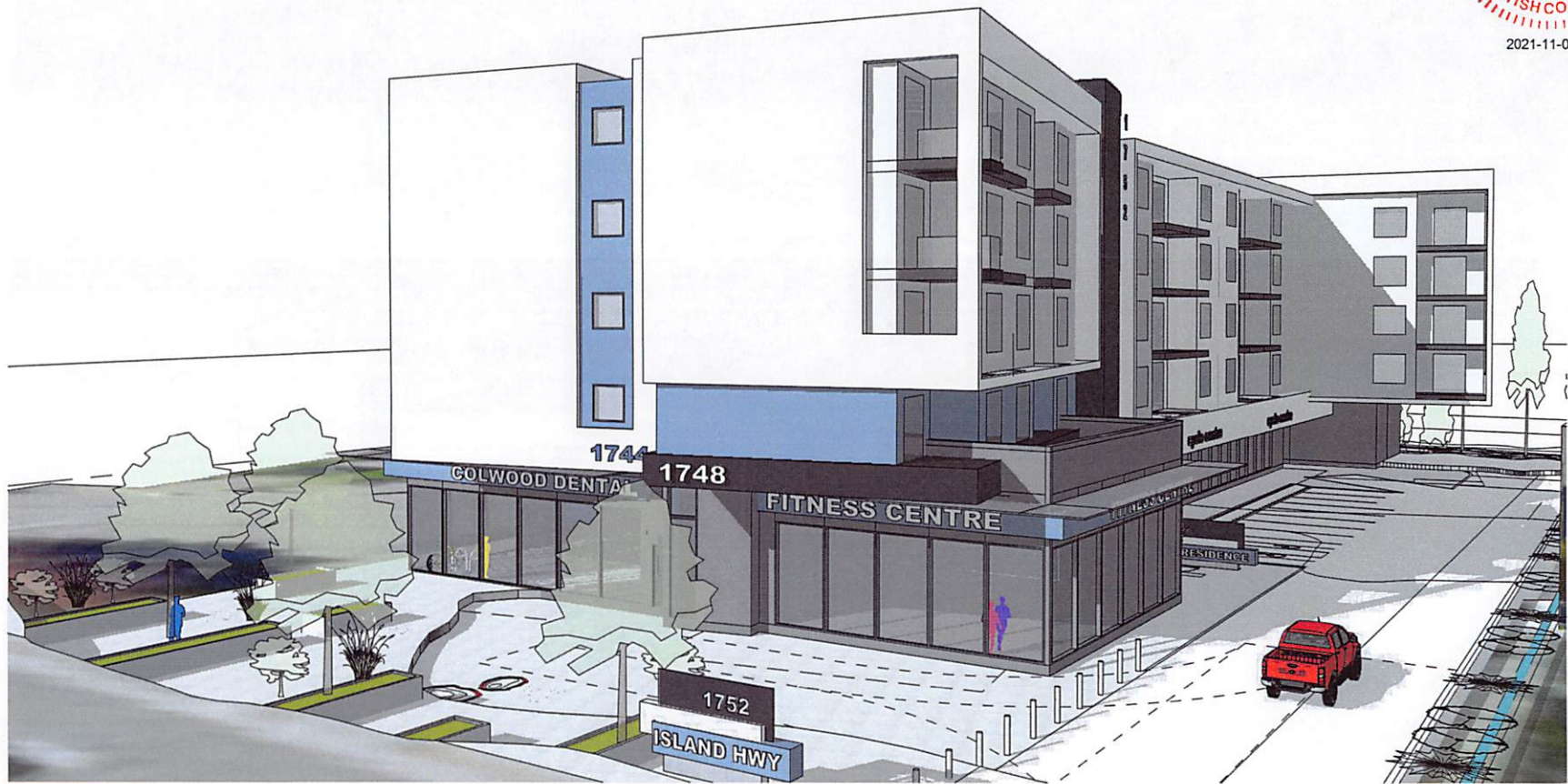
2021-11-08



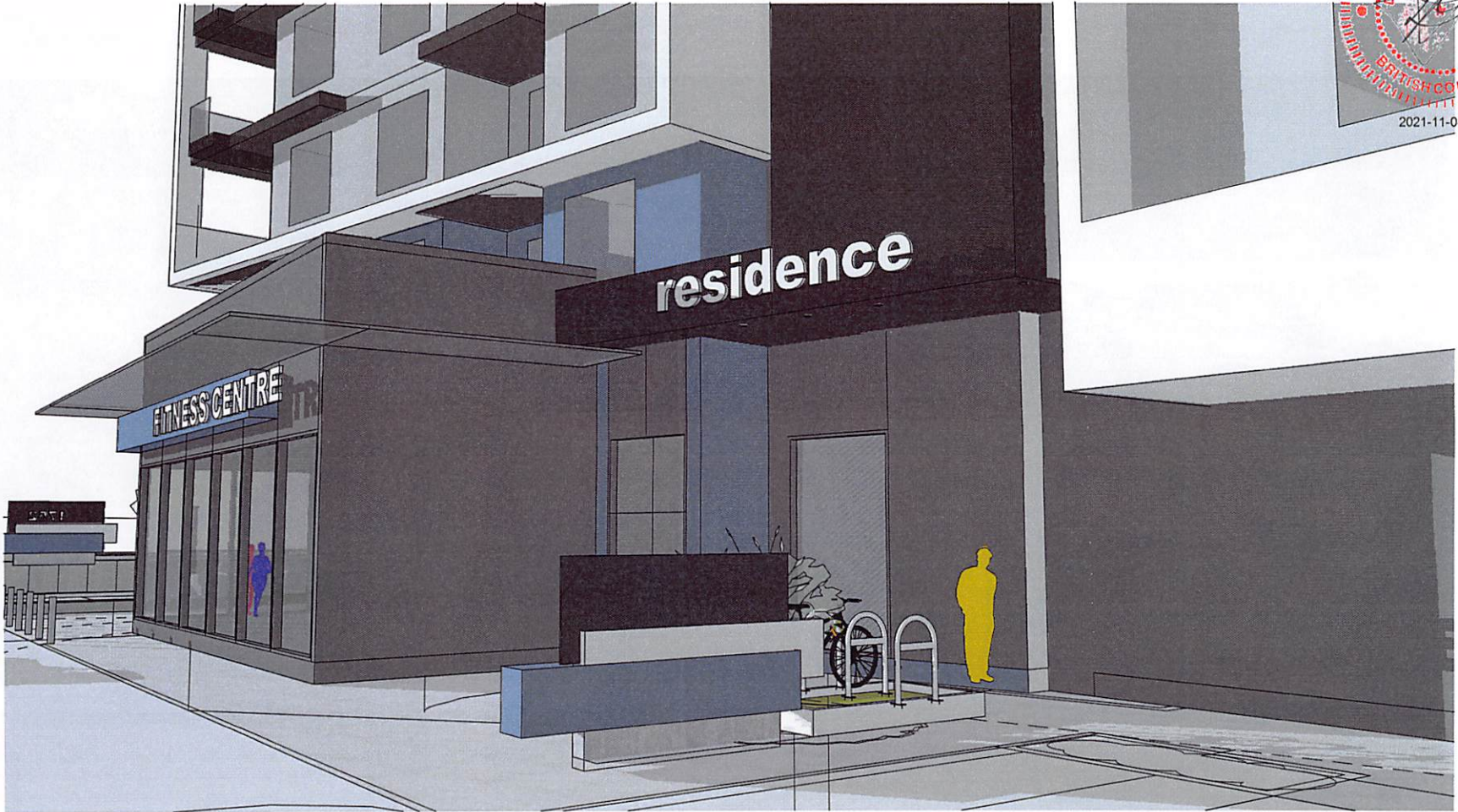
1 AERIAL VIEW



1 STREET VIEW



1 NORTH EAST VIEW



2021-11-08

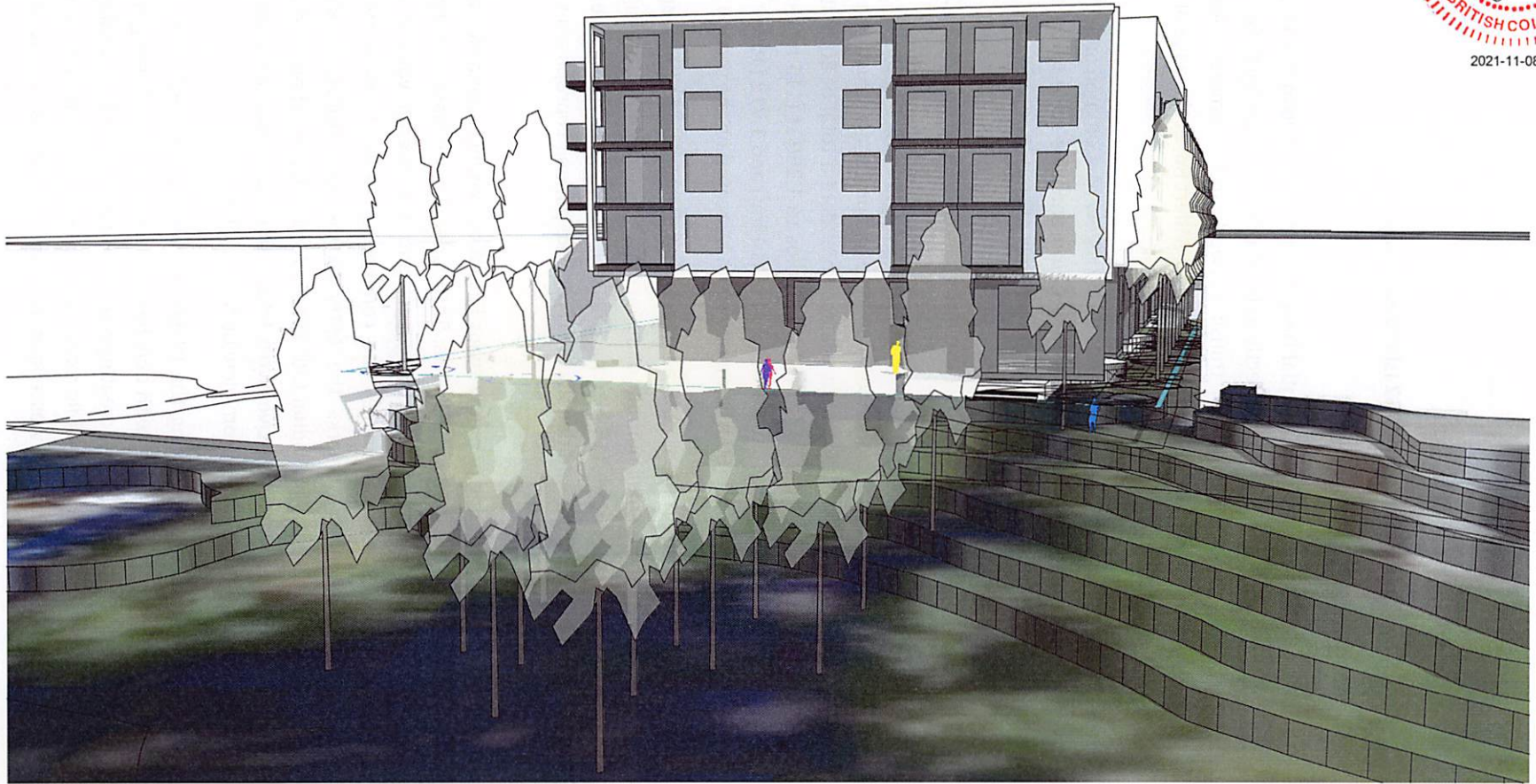
1 RESIDENCE ENTRY



2021-11-08



1 AERIAL VIEW



1 REAR VIEW



WA Architects Ltd.

| PRINCIPALS

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Neil Banich
DESIGN DIRECTOR

Joel Smith
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ARCHITECT AIBC, AAA, SAA

| STUDIOS

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VIC

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Attachment 2 - Applicant's letter of rationale

Project #21060

Design Rationale for 1752 Island Highway

Nov 15th, 2021

1752 IH mix-used Residential Development is located in The City of Colwood, on the Island Highway, directly in front of the Greater Victoria Public Library, and immersed in a high transit network and commercial area. The west property line faces a lane connected to Wilfert Rd, at the edge of a natural and wildlife corridor of the Millstream Creek.

The current area is zoned CS2 (Highway Commercial,) however this development is proposing a New Comprehensive zone to be considered to achieve density, height, setbacks and mix of land uses presented (aligned with the existing OCP, Mixed Use Employment Centre). Following the rezoning application suggestion by Yazmin Hernandez's email on Oct. 10,2021.

We are proposing a modern five-story mix-used residential wood frame building on top of a one-story concrete podium, and a structured underground parkade. This development will accommodate a total of 80 rental residential units ranging from 567 sf (53m²) studios to 1,250 sf (116 m²) live/work lofts and 2 Commercial units with 1,531 sf (142m²) and 1,712 (159m²). An outdoor and Indoor 645sf (60m²) amenity room is located on the second floor.

Parking requirements will be met with a combination of indoor parkade (93 stalls) and a small number of surface parking (10 stalls), totaling 103 parking stalls. In addition, 115 bike parking stalls proposed, which is well over the 86 stalls required. Additionally, a visitor bike parking is proposed in front of the building.

Building massing primarily spans East-West, ending with articulations at both ends of the residential levels. The dark-coloured base, the rhythmic run of storefront windows with signage, and the overall volume and massing proportions really makes the commercial element stand out. A modern monument sign marks the entry to the site. Horizontal signage bands emphasize the individual CRU spaces (with addresses) and a directional sign identifies where the Live/Work lofts reside. Strategically located, the surface parking is "hidden" from view by the building.

At ground floor, facing the Island Highway, the project offers a pedestrian friendly public plaza, with benches and green areas activating the street face and at the same time, creating a sense of enclosure, street vitality, safety, and contributing to the public realm. To improve site walkability, surface parking within a front yard was eliminated, and just one driveway is crossing the



WA Architects Ltd.

| PRINCIPALS

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SAA, LEED® AP

Neil Banich
DESIGN DIRECTOR

Joel Smith
ARCHITECT AIBC, AAA, SAA

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| STUDIOS

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VIC

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250.391.4933

wa-arch.ca

Attachment 2 - Applicant's letter of rationale

sidewalk. The commercial zone is strategically located very near the highway as required by OCP.

Adhered to Community Plan Land Use Designation as “Mixed Use Employment Centre”, 9 live-work units are proposed. All live-work units have direct access off the south public pathway, allowing for some separation between the uses of the building.

Along with the existing cycling network at Island Highway, the residents will enjoy a convenient and secure bike room, located close to the Residential entry. This bike room also includes a maintenance station, and a bike wash area.

As part of the effort towards the natural environment protection, significant tree retention is proposed on site, at the south property line and the underground parkade walls have been configured around the existing tree. An arborist report is in-progress to confirm viability. A landscape buffer and green landscape strips break up the asphalt/concrete transition and surrounds the surface parking and adjacent lots.

A mid-block pedestrian connection between Island Highway and Wilfert Road will be incorporated on the south property line. This linkage would provide pedestrian connection to the future terminus of Wilfert Road cul-de-sac through the property to the West of this site.

1252 IH Residences is a purpose-built rental development that uses a high level of design and generous programming to provide the City of Colwood’s residents a unique place to live.

END

Site Context - Location

1752 Island Highway

Rezoning Amendment Application

RZ 21-014

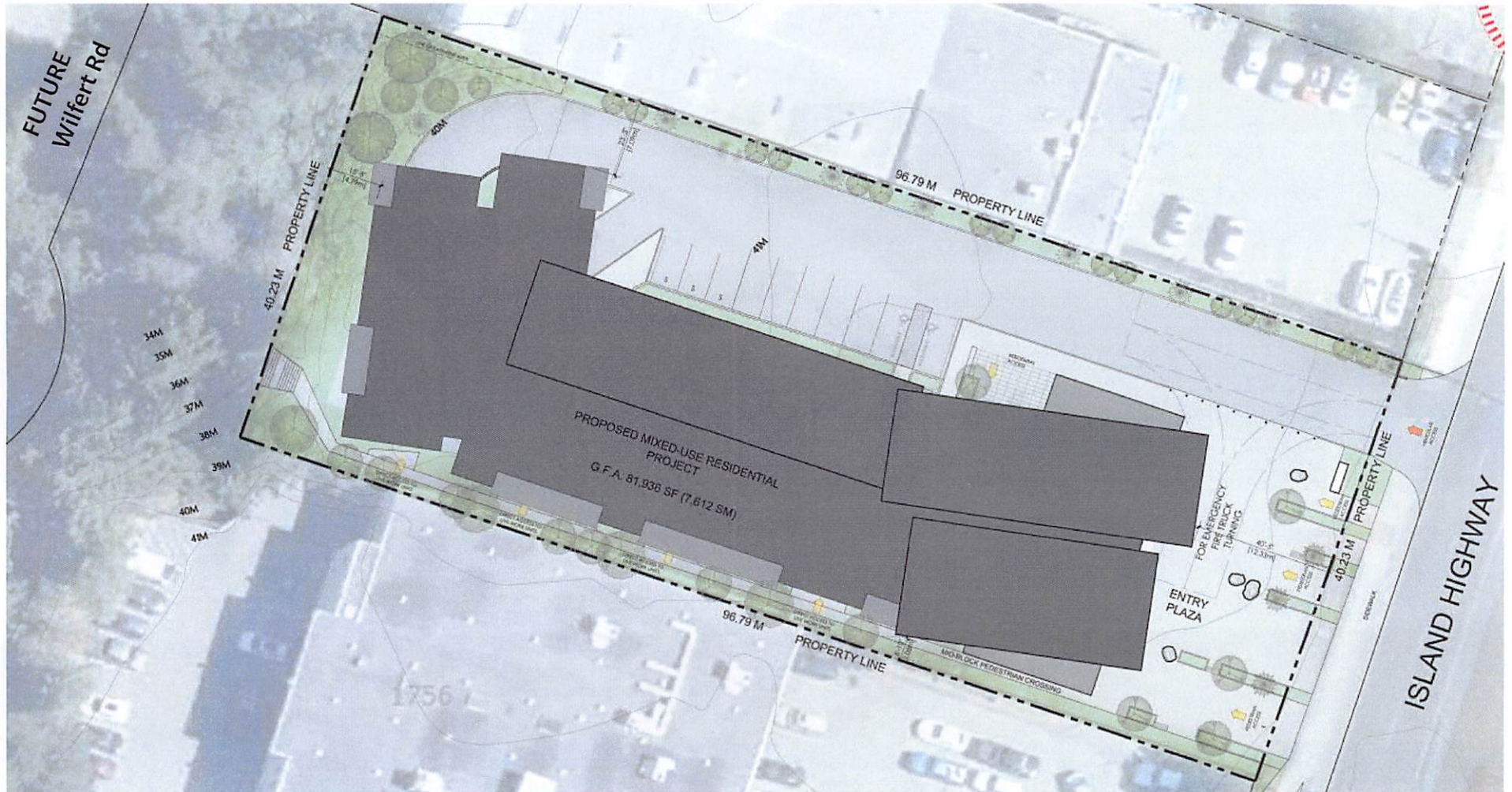
Committee of the Whole, April 4th, 2022



Site Context - Location



Conceptual Site Plan



Render



Land Use Bylaw No. 151 - Amendment

Summary of Land Uses

	Highway Commercial (CS2) Zone - CURRENT	New CD Zone - PROPOSED
Lot Area	1,800m ²	3,800m ²
Lot frontage	20 m	40 m
Lot Coverage	50%	50%
Permitted Uses	Auto repair, body and painting shops; Drive-in businesses Gasoline service stations and car wash Offices Parking facilities Assembly and entertainment uses Public transportation depots Restaurants Retail and wholesale warehouses Retail sale and rental of automobiles, trucks, boats, etc. Court of law Retail store not exceeding 275 m ² Accessory buildings and structures	Apartment Assembly and entertainment uses Artists studio Bakery Daycare Home occupation – Office use only Live/work studio Office Personal Service Restaurant Retail
Density	1.0 FAR	2.0 FAR
Height	12m	20 m
Storeys	3 storeys	5 storeys
Building Setbacks		
Front	7.5m	7.5 m
Rear	3m	4.5 m
Side	4.5m on at least one side of a lot not serviced by a rear access highway	7.0 m (north) 2.0 m (south)
Side flanking a street	7.5m	N/A

OCP Bylaw No. 1700 - Review

Mixed Use Employment Centre OCP Policy		Proposal	Staff Comment
7.2.13 Land Uses	<ul style="list-style-type: none"> Multi-unit residential & mixed-use Commercial Institutional Live/work & home occupations Light industrial 	<ul style="list-style-type: none"> Commercial Live/work & home occupations Multi-unit residential & mixed-use 	Policy met
7.2.14 Built form	Ground-oriented and low-rise buildings	Mixed use commercial/residential building	Policy met
7.2.14 Height	Up to approximately 6 storeys, with greatest intensities to be focused within 200 meters of real travel distance of the Transit Growth Area	5-storey building	Policy met
Density	No FAR limit for lands designated MUEC	2.0 FAR	Policy met
7.2.14.1.b	Supporting a work-place focus with the establishment of commercial and light industrial uses along Island Highway and at the Allendale lands.	Proposing 301m ² of commercial retail space and 10 ground floor, live-work units.	Policy met
7.2.14.1.d	Avoiding disturbances to adjacent residential neighbourhoods, by sensitively managing the scale, intensity, and types of industrial and commercial activities.	A requirement for a vegetative landscape buffer would provide separation and screening for the live-work ground floor units from adjacent office and light industrial uses to the south of the site.	Policy met
7.2.14.1.g	Enhancing transportation services and infrastructure to connect residents to regional transportation networks, including the Frequent and Rapid Transit Networks.	A Traffic Impact Study will identify infrastructure improvements needed to support the joint transportation objectives for this intersection from BC Transit and City of Colwood.	Policy met
7.2.14.1.h	Encouraging innovative building & use typologies including live/work, artist spaces, and customer service oriented light industrial uses.	Ground oriented customer service retail uses would be combined with live/work units (studio lofts) with ground floor access.	Policy met
7.2.14.1.i.		The building and site layout were designed to use the parkade structure to retain the slope at the rear of the building.	Policy met

City-wide OCP objectives

- Policy 6.2.1.2 Focus commercial growth and the greatest residential densities in the 'Intended Growth Areas.'
- Policy 8.2.2.5 Increasing connectivity and a finer grained pedestrian network in which multiple routes exist between destinations by reducing block sizes through redevelopment.
- Policy 8.2.4.2 Support BC Transit's Rapid and Frequent Transit Network.
- Policy 9.2.2.2 Support co-locating rental housing with transit & other amenities to enable accessibility, ensuring rentals are distributed throughout the city and integrated into diverse neighbourhoods.

Gateway Visioning Project

Staff do not expect the forthcoming recommendations of the Gateway Visioning project to conflict with the proposed zoning of the subject property. The draft Gateway Visioning report with options to amend city policy to incentivize desired redevelopment is expected to be presented to Council before the end of the 3rd Quarter of 2022.



Council/Staff Charette (Nov.15-17, 2021)



Landowner Charette (March 10 -11, 2022)

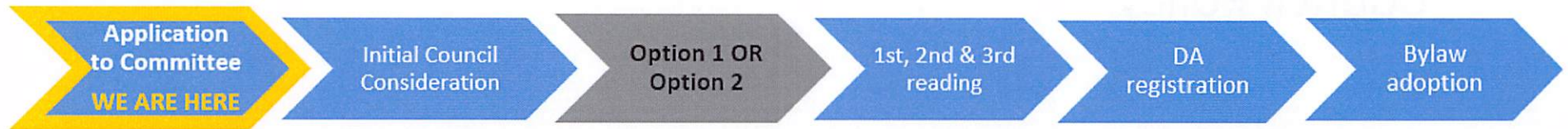
Communication

- Notification sign posted on the subject property as per Council Policy.
- Application is publicly available on City's website
- Under the recently amended Local Government Act, this application does not require a Public Hearing.

Rezoning Process reflecting amended Public Hearing requirements

TIMELINE

Rezoning Process



Option 1 - Public notice to be published before 1st reading when a public hearing is not required

Option 2 - Public Hearing / Notice of hearing to be published prior to 3rd. reading if Council decides to hold a hearing

Additional approvals/permits required after rezoning



Options

1. The staff recommendation;

OR

2. The staff recommendation, but adding a public hearing requirement;

OR

3. That the application be deferred for further information;

OR

4. That the application be denied.

Thank You

COUNCIL RESOLUTION

MOVED BY: COUNCILLOR BAXTER

That Committee of the Whole recommend to Council:

THAT the Latoria South Parks Plan be approved.

AND THAT as part of the upcoming budget process, staff provide a report to Council with options for specific parks improvements in Latoria South to be funded from the Community Amenity Fund.

AND THAT staff provide a report to Council regarding the acquisition of further parks lands in Latoria South for recreational facilities in accordance with the City's Parks and Recreation Master Plan.

AND THAT staff provide a report to Council regarding the allocation of funds in the Royal Bay Field Acquisition Reserve towards additional land acquisition in Latoria South for the purpose of field development in Royal Bay.

AND FURTHER THAT staff provide a report to Council regarding the implementation of the Public Art Master Plan for Latoria South.

CARRIED

5.2. Yazmin Hernandez, Senior Planner

Zoning Amendment Application RZ-21-014 for 1752 Island Highway

Yazmin Hernandez, Senior Planner, provided a presentation regarding Zoning Amendment Application RZ-21-014 for 1752 Island Highway.

David McGrath, Principal, WA Architects, provided an overview of the Zoning Amendment Application.

Committee discussion ensued regarding:

- *Outdoor amenity space and tenant views*
- *Path to Wilfert Road and width of walkway*
- *Purpose built rentals vs covenants*
- *Public consultation*
- *Traffic and parking*
- *Primary care facility*
- *Access and impact to the neighbouring court house*

MOVED BY: MAYOR MARTIN

THAT the Committee of the Whole recommend to Council:

THAT the appropriate amendment to the Land Use Bylaw be prepared to rezone 1752 Island Highway (the lands legally described as: Lot 2 Section 1 Esquimalt Plan VIP2574 'Northerly 132' Of Easterly 330' Of Lot 2') from Highway Commercial (CS2) Zone to a new Comprehensive Development Zone;

AND THAT the appropriate amendment to the Sign Bylaw No. 60 be prepared to include the new comprehensive development zone within Sign District D;

AND THAT prior to first reading, a Traffic Impact Study from a qualified professional be received to the satisfaction of the City of Colwood;

AND FURTHER THAT prior to adoption of the zoning amendment bylaw the following be registered within a Development Agreement:

Prior to any land alteration:

1.The Owner covenants and agrees with the City that the Owner is not entitled to a development permit, unless and until the applicant submits a landscape plan with a tree replanting scheme for the south property line replacing any existing tree along the south property line unable to be retained at a 2:1 replanting rate. Each replacement tree shall be a columnar tree species with a minimum caliper of 6 centimeters. An irrigation plan shall be included with a development permit application confirming all replacement trees are connected to an irrigation system.

Prior to the issuance of a Building Permit:

2.The Owner covenants and agrees with the City that the Lands shall not be built upon, and the Owner shall not apply for a building permit and the Owner agrees it is not entitled to a building permit, unless and until:

RENTAL COVENANT

a.A Section 219 covenant is registered on the property's title securing the building's rental tenure for a minimum of 20 years.

OFF-SITE WORKS

b.Frontage improvements will be required as per bylaw and in accordance with the City's Transportation Master Plan and any additional frontage improvements recommended by the Traffic Impact Study approved by the City of Colwood.

STATUTORY RIGHT OF WAY/FUTURE PUBLIC PEDESTRIAN ACCESS

c.A Statutory Right of Way is registered with the BCLTO granting public pedestrian access and maintenance access to City staff over a strip of land 1.5m in width along the entire south property line.

d.The owner shall, at its own expense, and to the satisfaction of the Director of Engineering complete or provide security and enter into a servicing agreement to design and construct a 1.5m wide public walkway along the south property line and install fencing along north side of the public walkway.

NOT VOTED ON DUE TO AMENDING MOTION

MOVED BY: COUNCILLOR PARKINSON

THAT the main motion be amended by updating bullet point 2.d. to read:

"The owner shall, at its own expense and to the satisfaction of the Director of Engineering, complete or provide security and enter into a servicing agreement to design and construct a 2.5 metres wide public walkway with lights in a statutory right of way along the south side of the site to the western boundary."

CARRIED

MOVED BY: COUNCILLOR BAXTER

THAT the main motion be amended by adding following bullet point:

2.e. A connection between the parking lot of proposed development and parking lot of the court house be provided at a width no less than 3.5 metres with appropriate traffic calming measures.

DEFEATED

IN FAVOUR: COUNCILLORS DAY AND BAXTER

MOVED BY: COUNCILLOR BAXTER

THAT the main motion be amended by adding the following bullet point:

2.e. That staff explore a connection between the parking lot of proposed development and parking lot of the court house be provided at a width no less than 3.5 metres with appropriate traffic calming measures.

CARRIED

OPPOSED: ACTING MAYOR LOGAN

MAIN MOTION AS AMENDED:

THAT the Committee of the Whole recommend to Council:

THAT the appropriate amendment to the Land Use Bylaw be prepared to rezone 1752 Island Highway (the lands legally described as: Lot 2 Section 1 Esquimalt Plan VIP2574 'Northerly 132' Of Easterly 330' Of Lot 2') from Highway Commercial (CS2) Zone to a new Comprehensive Development Zone;

AND THAT the appropriate amendment to the Sign Bylaw No. 60 be prepared to include the new comprehensive development zone within Sign District D;

AND THAT prior to first reading, a Traffic Impact Study from a qualified professional be received to the satisfaction of the City of Colwood;

AND FURTHER THAT prior to adoption of the zoning amendment bylaw the following be registered within a Development Agreement:

Prior to any land alteration:

1.The Owner covenants and agrees with the City that the Owner is not entitled to a development permit, unless and until the applicant submits a landscape plan with a tree replanting scheme for the south property line replacing any existing tree along the south property line unable to be retained at a 2:1 replanting rate. Each replacement tree shall be a columnar tree species with a minimum caliper of 6 centimeters. An irrigation plan shall be included with a development permit application confirming all replacement trees are connected to an irrigation system.

Prior to the issuance of a Building Permit:

2.The Owner covenants and agrees with the City that the Lands shall not be built upon, and the Owner shall not apply for a building permit and the Owner agrees it is not entitled to a building permit, unless and until:

RENTAL COVENANT

a.A Section 219 covenant is registered on the property's title securing the building's rental tenure for a minimum of 20 years.

OFF-SITE WORKS

b.Frontage improvements will be required as per bylaw and in accordance with the City's Transportation Master Plan and any additional frontage improvements recommended by the Traffic Impact Study approved by the City of Colwood.

STATUTORY RIGHT OF WAY/FUTURE PUBLIC PEDESTRIAN ACCESS

c.A Statutory Right of Way is registered with the BCLTO granting public pedestrian access and maintenance access to City staff over a strip of land 1.5m in width along the entire south property line.

d.The owner shall, at its own expense, and to the satisfaction of the Director of Engineering complete or provide security and enter into a servicing agreement to design and construct a 2.5 metres wide public walkway with lights in a statutory right of way by the south side of the site to the western boundary.

e.That staff explore a connection between the parking lot of proposed development and parking lot of the court house be provided at a width no less than 3.5 metres with appropriate traffic calming measures.

CARRIED

**5.3. Marlie Boven, Manager of Finance
Sewer Connection Fees Review**

Marlie Boven, Manager of Finance, provided a verbal overview of the Sewer Connection Fees and proposed changes.

Committee discussion ensued regarding:

- *Cost to the City for the last 10 years*
- *Contracting out and sign off of sewer connections*
- *Capturing costs and recovery increase*
- *Pricing between long and short side of sewer connections*

MOVED BY: COUNCILLOR KOBAYASHI

THAT the Committee of the Whole recommend to Council:

THAT staff be directed to return with amendments to the Sewer Connection Fees (Schedule A) included in Colwood Sewer Utility Bylaw No. 1500, 2011 to ensure full cost recovery as follows:

- 1) Increase the fee listed as l)a)(i) to \$800 per centimeter of diameter of the pipe size required for the sewer connection works;
- 2) Increase the fee listed as l)a)(ii) to \$4,800 where the sewer connection works include a pressure pipe; and
- 3) Implement a 10% overhead charge for each connection constructed by the City.

CARRIED

**DRAFT
AMENDING
BYLAW**



**CITY OF COLWOOD
BYLAW NO. 1946**

A BYLAW TO AMEND BYLAW NO. 151 BEING THE “COLWOOD LAND USE BYLAW, 1989”

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

1. CITATION

This bylaw may be cited as “Colwood Land Use Bylaw No. 151, 1989, Amendment No. 194 (CD35-1752 Island Hwy) Bylaw No. 1946, 2022”

2. Bylaw No. 151, the “Colwood Land Use Bylaw, 1989” is amended as follows:

- a) Amend “Schedule “A” (Zoning Map) by deleting from the Highway Commercial (CS2) Zone and adding to the Comprehensive Development 35 (CD35) Zone, the properties shown in Schedule 1 attached to this bylaw and described as **Lot 2 Section 1 Esquimalt Plan VIP2574 'Northerly 132' Of Easterly 330' Of Lot 2'**.
- b) In section 1.2 “Definitions”, add under the heading “COMPREHENSIVE DEVELOPMENT ZONES” and after “CD34” insert “**CD35**”
- c) In section 1.3.09 under the heading “SHORT FORM” and after “CD34” insert “**CD35**” and under the heading “ZONE” and after “Comprehensive Development 35” insert “**Comprehensive Development 35**”.
- d) After Section 10.39, add Section 10.40 “Comprehensive Development 35 (CD35) Zone, as per Schedule 2 of this bylaw.

READ A FIRST TIME on the _____ day of _____ 2022

READ A SECOND TIME on the _____ day of _____ 2022

READ A THIRD TIME on the _____ day of _____ 2022

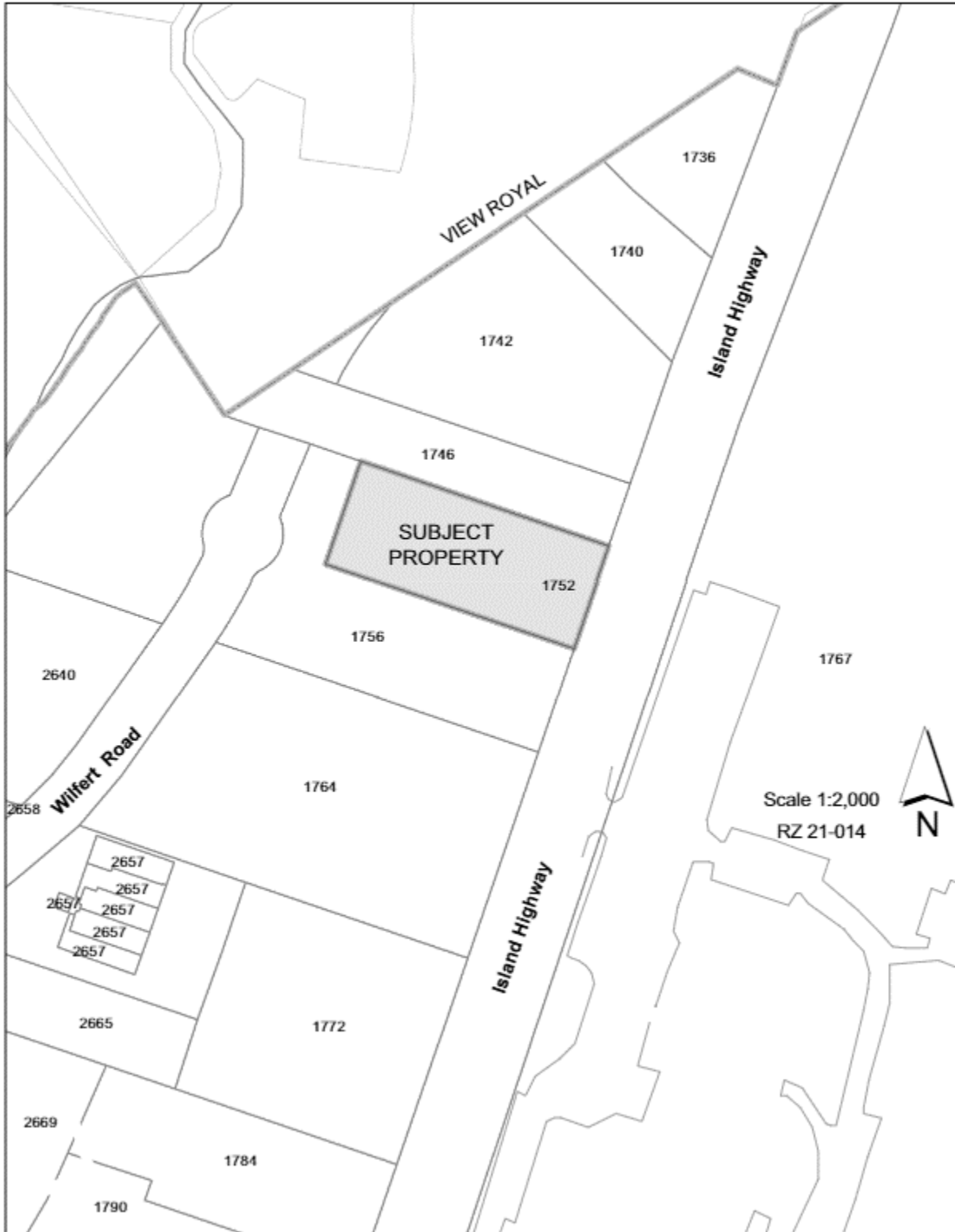
ADOPTED on the _____ day of _____ 2022

Mayor

Corporate Officer

SCHEDULE 1

Subject Property Map



SCHEDULE 2

SECTION 10.40 COMPREHENSIVE DEVELOPMENT 35 (CD 35) ZONE

10.40.1 Purpose

The purpose of this zone is to provide for the orderly development of lands located at 1752 Island Highway in the City of Colwood.

10.40.2 Permitted Uses

1. In addition to the uses permitted by Section 2.1.10, the following uses and no others are permitted in the CD35 Zone:
 - a. Apartment
 - b. Assembly and entertainment uses
 - c. Artists studio
 - d. Bakery
 - e. Daycare
 - f. Home occupation – Office use only
 - g. Live/work studio
 - h. Office
 - i. Personal Service
 - j. Restaurant
 - k. Retail

10.40.3 Permitted Base Development

- 1) In the CD35 Zone the number of dwelling units shall not exceed 1.

10.40.4 Comprehensive Development Conditions

- 1) Notwithstanding Section 10.40.3.1, the density of development in Section 10.40.5 is permitted in the CD35 Zone in accordance with Sections 10.40.4 through 10.40.8, if the Owner contributes:
 - a. \$4,500 per dwelling towards the Community Amenity Contribution Fund, and
 - b. an additional \$1,500 per dwelling towards the Affordable Housing Reserve Fund, and
 - c. and additional \$525 per dwelling unit toward the Fire Hall Fund. This contribution per unit amount shall be increased annually effective on January 1 of each calendar year in which this bylaw is adopted by the amount of the Consumer Price Index (CPI).
- 2) Payment of the contributions in Section 10.40.4.1 shall be made at the time of issuance of a building permit.

10.40.5 Permitted Density

- 1) The total number of apartment dwelling units shall not exceed 80.

10.40.6 Regulatory Conditions

1. Regulatory conditions for the CD35 zone shall be as shown on the following table:

Subdivision Regulations	
Minimum lot area	3,800 m ²
Minimum lot frontage	40 m
Development Regulations	
Maximum FAR	2.2
Maximum lot coverage	50%
Maximum building height	24 m
Maximum number of storeys	6 storeys
Sitting Regulations for principal buildings	
Front	7.5 m
Side	6.0 m (north) 2.0 m (south)
Rear	4.5m

10.40.7 Other Regulations

1. Landscaping is to be provided as follows:
 - a. Landscaping shall cover no less than 10 percent of the developed lot area.
 - b. Except in those portions where a building abuts a lot line, planting at least 1.5 m high in a strip at least 1.0 m wide, or a solid decorative fence at least 1.5 m high shall be provided along the rear and side yard areas.
 - c. Where a lot line joins a public road a landscaped area of at least 1.5 m in width and 2.0 m in height must be provided inside the property line;
 - d. To separate parking areas from adjacent properties, a landscaped buffer area of at least 1.0 m in width and 2.0m in height must be provided along the inside of all property lines;

- e. Refuse removal area and recycling containers must be screened from adjacent properties and streets and gated to a minimum height of 2.0 m by a landscape screen or solid decorative fence or combination thereof; and
- f. All mechanical, electrical, and other service equipment located outside or on the roof of a building must be screened from adjacent properties and streets by ornamental structures, landscaping, or other means.

10.40.8 General

1. The relevant provisions of Divisions 1 and 2 shall apply. In the case of a conflict between the provisions of Division 1 and 2 and the provisions of this zone, the latter shall prevail.

**NOTICE OF
AMENDING
BYLAW**

NOTICE OF AMENDING BYLAWS

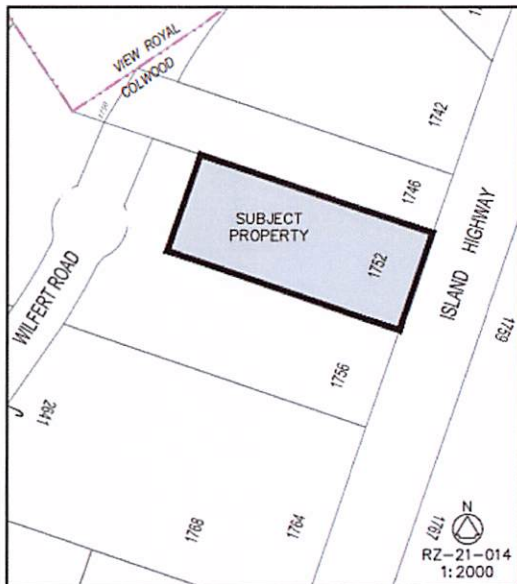
MEETING:	Regular Meeting of Council
DATE and TIME:	Monday, June 27, 2022, 6:30 pm
PLACE:	Council Chambers, 3300 Wishart Road, Colwood BC

NOTICE IS GIVEN under Section 464(2) of the *Local Government Act* that Council of the City of Colwood will consider First, Second, and Third Reading at the Regular Meeting of Council on Monday, June 27, 2022, at 6:30 pm in relation to the following proposed bylaws:

“Colwood Land Use Bylaw No. 151, 1989, Amendment No. 194 (CD35-1752 Island Hwy) Bylaw No. 1946, 2022”

SUBJECT PROPERTY: This Bylaw applies to the land legally described as “Lot 2 Section 1 Esquimalt Plan VIP2574 Northerly 132 Of Easterly 330 Of Lot 2.”

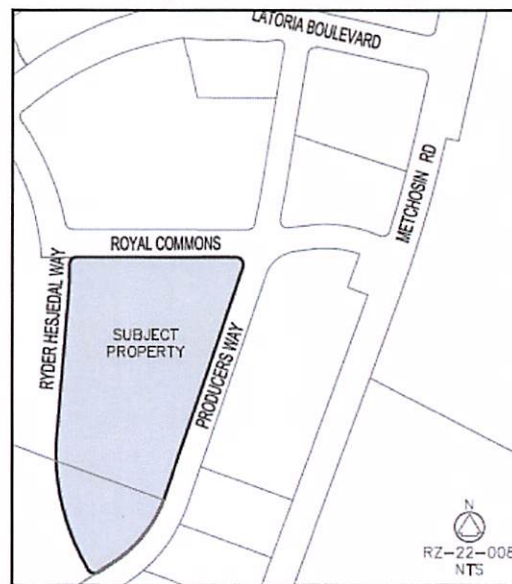
PURPOSE: To rezone 1752 Island Highway from Highway Commercial (CS2) Zone to a Comprehensive Development 35 (CD35) zone to enable a 5-storey mixed-use building with up to 80 apartment units.



Colwood Land Use Bylaw No. 151, 1989, Amendment No. 195 (CD28 Zone Area 2 – Latoria South), Bylaw No. 1947, 2022

SUBJECT PROPERTY: This Bylaw applies to the lands legally described as “Lot D, Section 40, Esquimalt District, Plan VIP58414” and “Lot B, Section 40, Esquimalt District, Plan VIP58414.”

PURPOSE: To amend Area 2 of the Comprehensive Development 28 (CD28) Zone to permit a broader range of uses other than “retail stores” on the ground floor of a mixed use building fronting Commons Road, including a limited amount of professional and medical offices.



INSPECTION OF MATERIALS: Copies of the proposed bylaw and related materials can be viewed at www.colwood.ca/publicnotices or in person at Colwood City Hall from June 16 to 27, 2022 between 8:30am and 4:30 pm 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 corporateservices@colwood.ca
- Mail/Drop-off: City of Colwood, 3300 Wishart Road, Colwood, BC V9C 1R1

SPEAK TO COUNCIL

In Person: The public will be permitted in the Council Chambers on a first come, first serviced basis until capacity is met.

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

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

Marcy Lalande, CMC
Corporate Officer



PUBLIC INPUT