



Staff Report to Sustainable Development Advisory Committee

DATE: Monday, May 13, 2024

DEPARTMENT: Planning

APPLICATION NO.: Z23-0015

SUBJECT: Bylaw No. 2174 – Application to Rezone 2691 Sooke Road from Service Commercial 1 (CS1) to Community Town Centre Pedestrian 9 (C9) to allow a six-storey mixed-use building.

EXECUTIVE SUMMARY:

Rachael Sansom of Grayland Consulting has applied on behalf of 1369155 BC Ltd. to rezone 2691 Sooke Road from Service Commercial 1 (CS1) to Community Town Centre Pedestrian 9 (C9) to allow a six-storey mixed-use building with approximately 70 residential units and 427 m² of ground floor commercial space. The applicant is seeking a variance to the rear setback for the underground parking structure.

BACKGROUND:

PREVIOUS APPLICATIONS

This site was formerly the home to a variety of uses including a gas station, furniture refinishing shop, and appliance store. The site structures were demolished in the mid-2000s, and the lot has been vacant since.

Z10-0014 – In 2010 the City created the Sooke Road Commercial Revitalization Development Permit Area which encompasses this site and others near Sooke Road between Jacklin Road and Glen Lake Road. This required an amendment to the Official Community Plan and saw the creation of the Sooke Road Design Guidelines. The intent of the guidelines is to create a transition between commercial activities along Sooke Road and residential neighbourhoods to the south by providing opportunities for a comprehensive mix of commercial and multi-family residential activities.

Table 1: Site Data

<i>Applicant</i>	Rachael Sansom, Grayland Consulting	
<i>Owner</i>	1369155 BC Ltd.	
<i>Civic Address</i>	2691 Sooke Road	
<i>Legal Description</i>	LOT A SECTION 83 ESQUIMALT DISTRICT PLAN VIP64557	
<i>Size of Property</i>	2,473 m ²	
<i>DP Areas</i>	Sooke Road Commercial Revitalization Development Permit Area	
<i>Zoning</i>	Existing: CS1	Proposed: C9
<i>OCP Designation</i>	Existing: Neighbourhood	Proposed: Neighbourhood

SITE AND SURROUNDING AREA

The subject property is located along Sooke Road near the intersection with Happy Valley Road, next to Langford Fire Hall #2. The site has been vacant since the mid-2000s when the former structures were demolished. The site is flat and primarily covered in gravel, with blackberry bushes concentrated at the rear and side of the site. There is one large tree that breaks into two limbs along the eastern property line abutting the Kal Tire which has been assessed by an arborist who has determined it will need to be removed to support the underground parking for the proposed development.

Figure 1: Subject property



The surrounding neighbourhood is made up of a mix of six-storey apartments, townhomes, single-family homes, and service commercial style uses. As noted, the property is located within the Sooke Road Commercial Revitalization Development Permit Area, and multiple C9 zoned apartment buildings have been approved or constructed along this corridor. Ed Fisher Park is approximately 500 m away, access to the Galloping Goose Trail is 200 m away, access to Glen Lake is 600 m away, and Happy Valley Elementary School is approximately 700 m away. As the Sooke Road corridor continues to develop, it is anticipated that additional shops and services will become available for residents. There is a bus stop directly in front of the property that will be incorporated into the frontage design.

School District No 62 has been made aware of this application such that they can consider the proposed increase in density in this area as part of their long-range facility planning.

Table 2: Surrounding Land Uses

	Zoning	Use
<i>North</i>	C9 (Community Town Centre Pedestrian 9)	Vacant Land and Six-Storey Apartments
<i>East</i>	CS1 (Service Commercial)	Kal Tire
<i>South</i>	RT1 (Residential Townhouse 1)	Townhomes
<i>West</i>	P2 (Community Institutional)	Langford Fire Hall #2

COMMENTARY:

DEVELOPMENT PROPOSAL

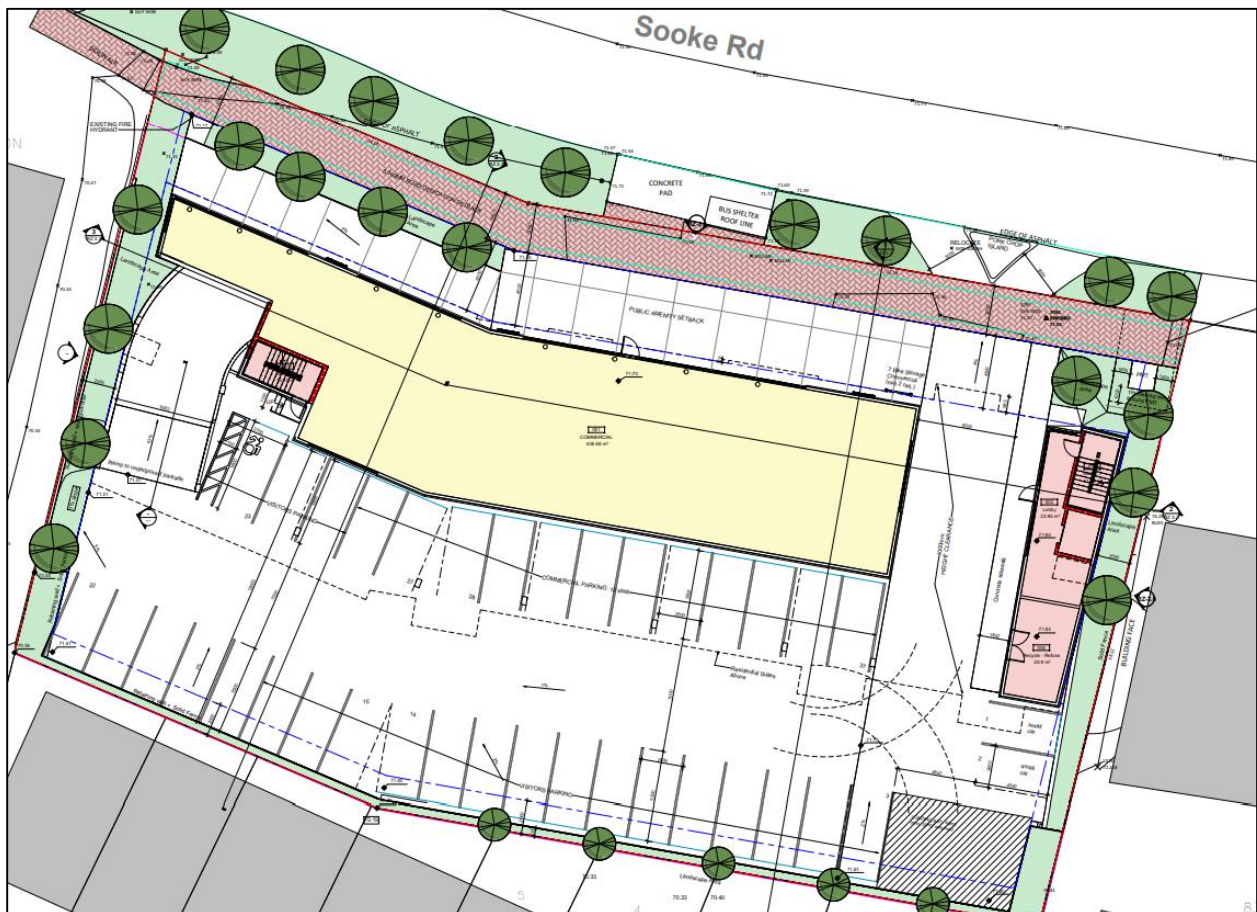
The applicant has applied to rezone 2691 Sooke Road from Service Commercial 1 (CS1) to Community Town Centre Pedestrian 9 (C9) to allow a six-storey mixed-use building with approximately 70 residential units and 427 m² (4,596 ft²) of ground floor commercial space. The existing CS1 zone allows a range of goods and services based commercial uses like auto repair, equipment sales, gas stations, amongst others, but does not allow for any residential uses.

The proposal includes 40 one-bedroom units and 30 two-bedroom units. The applicant has noted they intend to incorporate 10% of the units as adaptable. They have also noted that the building has been designed to a Step 4 energy performance. The commercial floor area may be broken into multiple smaller units or remain as one larger format unit, depending on tenant needs. The C9 zone allows for a variety of retail and general business uses customarily associated with urban areas in an environment oriented towards pedestrian needs. This includes, but is not limited to, personal service establishments, restaurants, financial institutions, and pet grooming.

Site access is located towards the east property line to provide as much distance as possible between the entrance and the intersection of Sooke Road and Happy Valley Road. The access separates the commercial

ground floor units (yellow in Figure 2) from the residential lobby (red in Figure 2), with the residential units connecting above. The Ministry of Transportation and Infrastructure has noted that this development may only have right-in-right-out access to/from Sooke Road as a condition of their approval of the bylaw. They have also noted that a minimum 4.5 m front setback must be applied, despite the C9 Zone minimum being only 2 meters. The Ministry did specifically note that balconies can project into the setback by one meter, and that the underground parking structure can project fully to the lot line. The site plan for the building can be seen in Figure 2.

Figure 2: Site Plan



The proposed building is a modern form with corresponding modern materials and clean lines. The primary materials used on the building are cementitious panels for the ground floor as they are durable against denting and graffiti, and metal cladding on the residential floors above as their long-term maintenance requirements are minimal. The commercial ground floor is recessed by half a meter and is mainly windows, giving the residential storeys above a floating feeling. The balconies are designed with solid guardrails to help buffer noise from Sooke Road at the front and to provide greater privacy to the

Firehall Creek townhome residents to the rear. A rendering of the proposed project is shown below as Figure 3.

Figure 3: Proposed building



While the C9 Zone doesn't require a certain amount of common outdoor amenity space, the applicant is providing a rooftop amenity space for residents, equivalent to 5% of the lot size. This is comparable to what is required downtown within the City Centre zones. Additionally, the setback area between the sidewalk and the commercial units will act as a kind of public plaza.

To remain consistent with other developments, Council may wish to require that the project be constructed with electric heat pumps.

Parking and Bicycles

The City's Zoning Bylaw requires that apartments within the Sooke Road Revitalization Development Permit Area provide 1.25 parking spaces per unit with one-bedroom or less (of which 0.25 is designated visitor parking), and 1.5 parking spaces per unit with more than one-bedroom (of which 0.25 is designated visitor parking). Given that the applicant is proposing 40 one-bedrooms and 30 two-bedrooms, a total of 95 parking spaces are required for the residential component of the building, of which 18 spaces will be designated for visitors. As per the zoning bylaw, all residential stalls, excluding visitor, will be constructed to include conduits capable of providing wiring for Level 2 Electric Vehicle charging.

The commercial space on the ground floor also requires parking, although it is unclear how much will be necessary as the bylaw does not set a flat rate for commercial uses in the C9 zone and relies on use-specific rates. As the applicant does not yet know who the commercial tenant(s) will be, it's difficult to know how much parking is required. Staff are suggesting that Council apply a flat rate requirement of 1 space per 35 m² for all commercial uses for this site. This significantly simplifies the business licensing process for Planning staff and provides greater assurance for prospective businesses. Staff are suggesting the rate of 1 per 35 m² as it is the same rate applied to the City Centre commercial uses.

The applicant is proposing 12 parking spaces for 427 m² of commercial floor area which aligns with the suggested rate of 1 per 35 m². They are also providing one commercial loading space, as per the bylaw requirement.

Council may wish to note that the Zoning Bylaw also allows for mixed-use buildings to share the residential visitor parking with the commercial parking by way of registering a covenant in favour of the City. While this isn't required, they could choose to do this to allow the 18 visitor parking stalls to also be available to those utilizing the commercial spaces. The applicant could choose to do this at the time of development permit if they wish.

To remain consistent with other developments, Council may wish to require the applicant to register a separate covenant at the time of building permit that ensures residential parking is not provided in exchange for compensation separate from that of the residential unit.

As an additional note, staff have found a discrepancy within the parking requirements section of the C9 Zone in the bylaw. Currently, the bylaw requires that all parking and loading facilities be located to the rear of the building or be underground, followed up by a contradictory statement that no parking may be located at the ground level. Staff believe that the intent of the bylaw is that all parking is screened from the road, whether hidden behind the building or underground, and therefore recommend removing the prohibition of ground floor parking, provided it is still hidden behind the building. Given this, Council may wish direct staff to amend the text of the C9 Zone.

The applicant is required to provide at least 1 bike space per unit (70) and two bike spaces for the commercial area. The applicant is exceeding this by providing 72 bike spaces for residents and 7 bike spaces for users of the commercial space.

Setback Variance Request

The applicant is seeking a setback variance to the rear lot line from the required 2 m to 0.5 m to accommodate the underground parking structure that would be raised 1.5 m above grade. This would also require a variance to the 1-meter landscape buffer at the rear of the site from 1 m to 0.5 m. While the underground parking is flush with grade at the front of the site, it is raised at the rear of the site due to a high-water table below the site that limits the depth of the underground parkade. Council may wish to note that the building face is setback approximately 13 meters away from the rear lot line and it is only the raised parkade structure that protrudes into the 2-meter setback.

The applicant has contacted the residents of the Firehall Creek townhomes that back onto the project to discuss the variance and has created a design that is intended to minimize impacts from the development. The developer is proposing to add a six-foot, acoustic concrete fence at the top of the parkade wall that will shield the neighbours from the parking area and reduce noise, replacing the existing aging wooden fence in their rear yards and the existing chain link fence on the project site.

It is proposed by the applicant that the 0.5 m at the back of the site, behind the parkade wall, be made available to the Firehall Creek neighbours by easement to enlarge their existing backyard spaces. The areas would be planted by the developer to the neighbour's satisfaction but would be maintained by the Firehall Creek neighbours. Figure 4 below shows the proposed parkade wall and sample rear yard treatment.

Figure 4: View of rear setback from Firehall Creek townhomes



Given that the variance is only for the parkade structure, Council may wish to authorize the Director of Planning to issue both the setback variance and the reduction in width of the landscape buffer within the development permit.

Landscaping

The applicant has prepared a landscape plan to accompany their proposal. Both sides of the property have landscape buffer areas that are planned to have at least 9 trees within them, in addition to 5 more trees along the front lot line. The boulevard plantings will be completed under the direction of the Parks Department, ensuring that safe sightlines are maintained around the vehicle entrance/exit. As noted

above, the landscaping at the rear of the site will be coordinated with each neighbour to suit their desires, but could include tree planting, shrubs, etc. Some neighbours have already expressed to the applicant that they would prefer plantings that will attract hummingbirds and pollinators. A landscape plan has been attached to this report for reference.

Table 3: Proposal Data

	Permitted by CS1 (Current Zoning)	Permitted by C9 (Proposed Zoning)	Proposed by Rezoning Application
<i>Density (FAR and/or min. lot size)</i>	1.0	6.0	2.22
<i>Height</i>	3 storeys	No limit	6 storeys
<i>Site Coverage</i>	50%	40% minimum 90% maximum	45%
<i>Front Yard Setback</i>	7.5 m	2 m	4.5 m
<i>Interior Side Yard Setback</i>	6 m / 0 m depending on use	2 m	2 m
<i>Rear Yard Setback</i>	3 m / 6 m depending on use	2 m	0.5 m (parkade structure)
<i>Vehicle Parking Requirement</i>	Use dependent	1.25 per unit (1 bedroom or less) 1.5 per units (more than 1 bedroom)	107
<i>Bicycle Parking Requirement</i>	Use dependent	1 per residential unit (70) 2 for commercial area	72 for residents 7 for commercial users

As noted above, the C9 Zone has no height limit. As such, Council may wish to secure the 6-storey height limit within the covenant.

Multi-Modal Network

FRONTAGE IMPROVEMENTS

As part of this application, the applicant will be required to dedicate 3 meters of road along the frontage to support future Sooke Road alterations. Full frontage requirements will be required to Bylaw No. 1000 standards. The Director of Engineering has noted that this will include, but is not limited to, a 2.2 m wide brick paver sidewalk, boulevard, streetlighting, and maintaining the existing bus stop. The Ministry of Transportation and Infrastructure has also reviewed the proposal and has required that this development be right-in-right-out only. As such, the frontage design will include a porkchop island at the vehicle entrance to ensure drivers adhere to this requirement.

PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The sidewalk network along Sooke Road is quite poor, with the majority of the corridor lacking a formal sidewalk. The frontage improvements in front of the subject property will link up to the existing brick paver sidewalk in front of Langford Firehall #2, providing an important link to the bus stop located in front

of the property. It is expected that sidewalk connectivity will continue to improve as properties along Sooke Road develop. Bike lanes exist on both sides of Sooke Road and Happy Valley Road, and connections to the Galloping Goose Trail are nearby, providing protected cycling connections throughout the Greater Victoria region. As noted previously, there is a bus stop directly in front of the site that is served by the 48, 54, 55, 59, 61, and 64 bus routes. These routes run at varying frequencies, providing links to Langford Exchange, Metchosin, Royal Bay, Sooke, and downtown Victoria. Many of these routes have increased service during peak commuting hours.

Infrastructure

DRAINAGE AND STORMWATER

The applicant has submitted a stormwater technical memo prepared by an engineer outlining how they plan to manage stormwater on-site. This memo has been reviewed and approved by the Director of Engineering.

SEWERS

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

Construction Impact Mitigation

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

CONSTRUCTION STAGING/ENCROACHMENTS

Any construction staging beyond the property limits requires a construction licence with the City, including but not limited to temporary above or below ground occupancy of any public lands or rights-of-way. Construction licences must be executed prior to any land alteration and are subject to non-negotiable terms, conditions, and one-time and/or daily fees. All permanent encroachments and above ground temporary construction licences on public lands or rights-of-way are subject to Council approval.

Neighbourhood Consultation

The applicant sent notices to the adjacent neighbours in February of 2024 to advise them of the application and included their contact information for feedback. The applicant also held an open house at Happy Valley Elementary School at the beginning of April that was attended by approximately 9 neighbours as well as the developer and the project architect. Extra attention was focused on the residents of the Fire Hall Creek townhomes that back directly onto the site.

COUNCIL POLICY

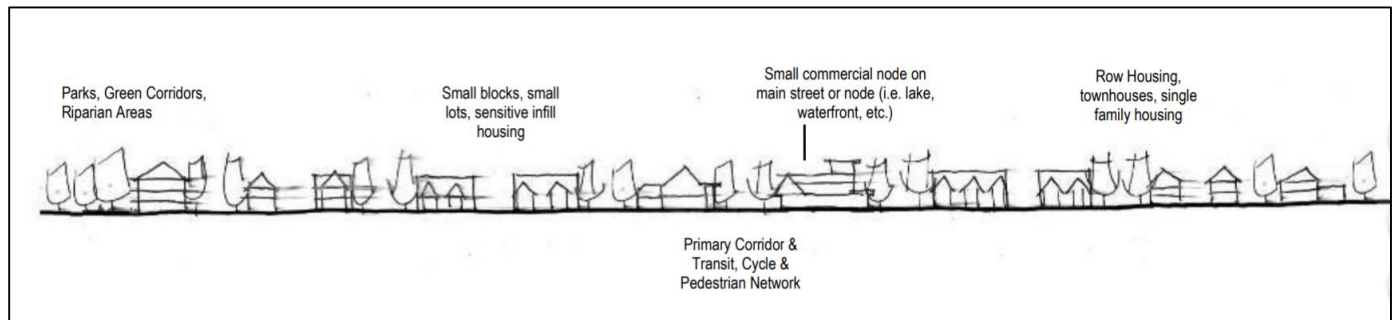
Official Community Plan

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

Existing settled areas throughout the community predominantly located on the valley floor.

- *Predominantly residential precinct that supports a range of low and medium density housing choices including secondary suites*
- ***This area allows for residential and mixed-use commercial intensification of streets that connect centres and/or are serviced by transit***
- *Schools, community facilities and other institutional uses are permitted throughout the area*
- ***Retail serving local residents is encouraged along transportation corridors***
- *Home-based businesses, live-work housing is encouraged*
- *Parks, open spaces and recreational facilities are integrated throughout the area*
- ***This area allows for Neighbourhood Centres to emerge in the form of medium density mixed-use nodes at key intersections.***

A Concept for Neighbourhood Areas

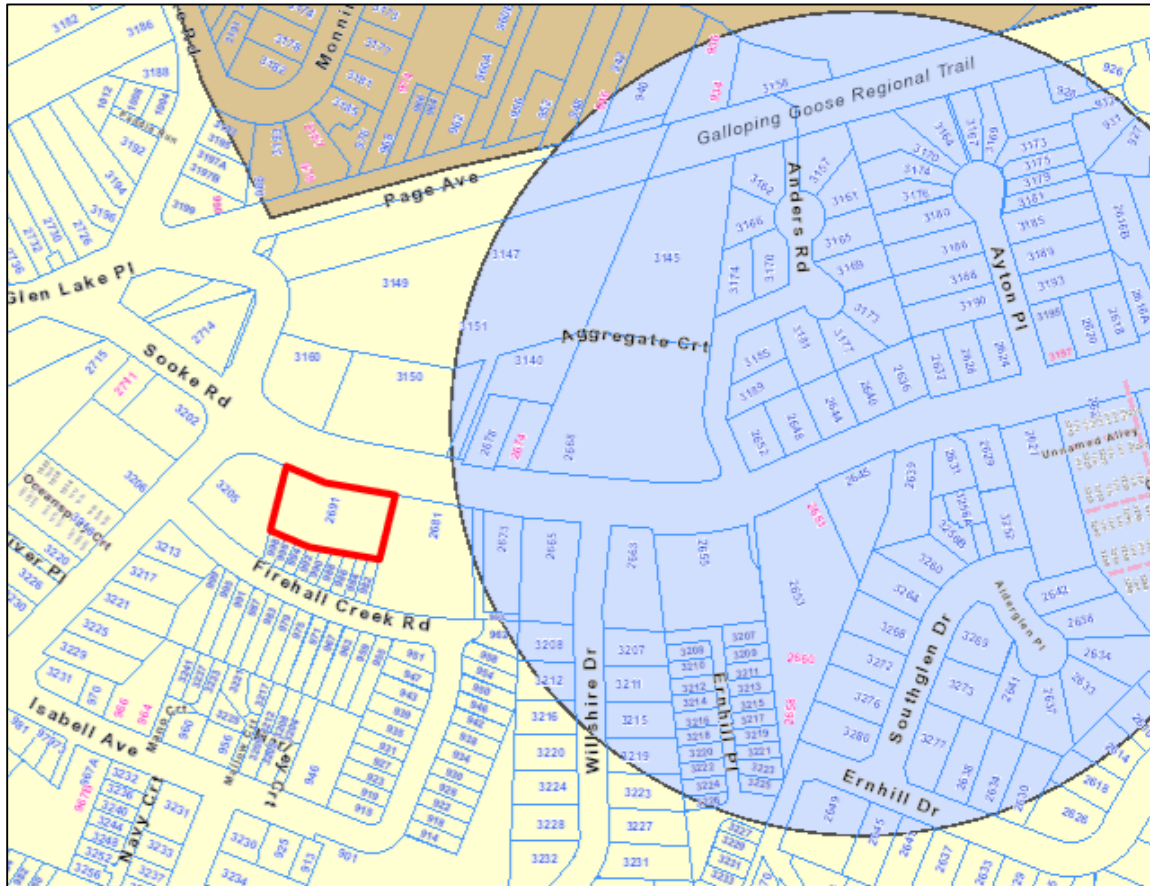


In addition to the above bolded objectives of the “Neighbourhood” OCP area, the proposed project meets many more of the City’s OCP objectives, including but not limited to:

- Providing adaptable units (10% proposed).
- Exceeding minimum energy efficiency standards in the BC Building Code (applicant is proposing Step 4).
- Ensure transit stops are active and safe by locating them adjacent to local serving retail and mixed-use development.
- Ensure residential densities and location of dense development increase viability and frequency of transit service.

Council may also wish to note that the project site falls approximately 35 meters outside of the “Neighbourhood Centre” designation, shown in blue below as Figure 5, however the proposal is similar to other residential uses to the north.

Figure 5: Official Community Plan Map



South Langford Neighbourhood Plan (SLNP)

The South Langford Neighbourhood plan designates the property as “Commercial”. One of the 10 primary goals of the SNLP was to include a “vibrant commercial area along Sooke Road and within each neighbourhood”. The plan also encourages mixed-use commercial and multi-family residential in the Sooke Road commercial area but notes that a four-storey height limit is generally, but not exclusively, considered appropriate for Sooke Road. The plan also speaks to improving the streetscape in a similar manner to that of Goldstream Avenue, including paver sidewalks, which will be occurring with the proposed project.

Council may wish to note that the South Langford Neighbourhood Plan precedes the City’s Official Community Plan. At the time, the SLNP was retained within the design guidelines as a reference. Council

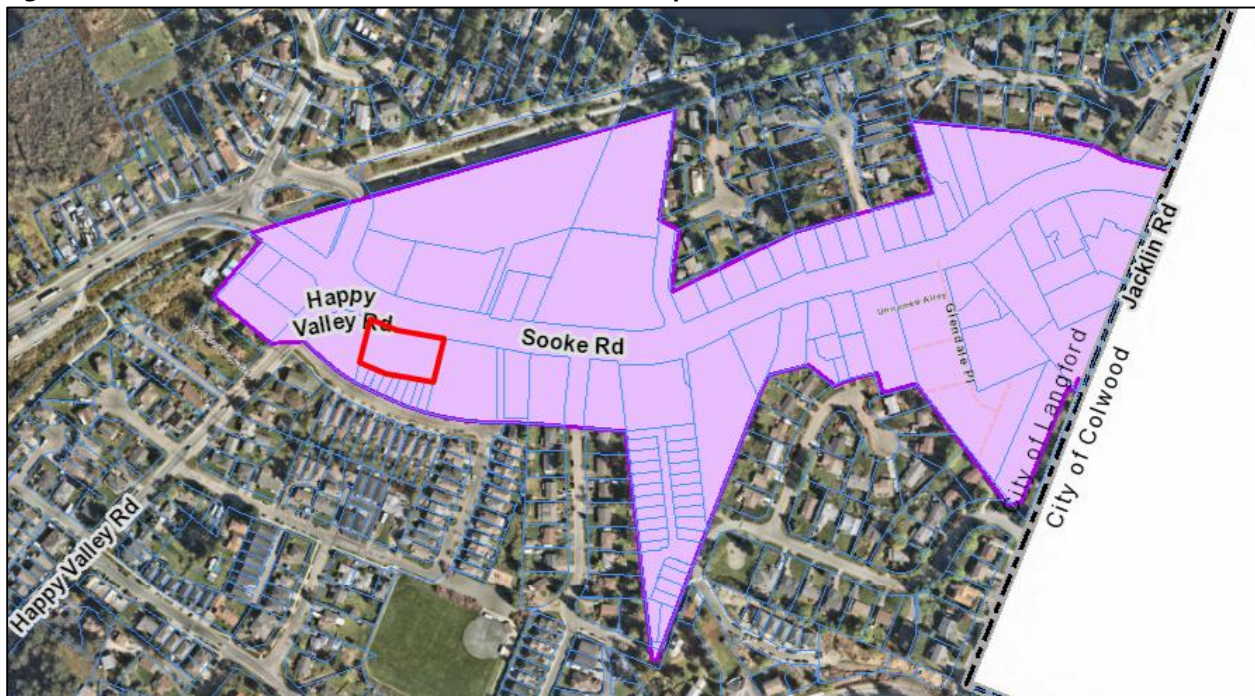
may wish to note that zoning is required to comply with the OCP but is not required to comply with the design guidelines (including the SLNP). That said, the proposed project does meet the general objectives of the South Langford Neighbourhood Plan.

Development Permit Areas

The subject property is located within the Sooke Road Commercial Revitalization Development Permit Area (Figure 6). This designation is considered similar to the City Centre designation for which the OCP states: *“The form and character of development in these areas is of particular importance to the City’s image. The City has particular objectives to encourage revitalization of older commercial premises to ensure that new development incorporates pedestrian-oriented site planning, articulated and attractive building design, site amenities, and high-quality public and private realm landscaping”.*

The site does not fall within any environmental or hazardous development permit areas.

Figure 6: Sooke Road Commercial Revitalization Development Permit Area



Low Carbon Concrete

In accordance with Council’s Low Carbon Concrete Policy POL-0167-PLAN, Council may wish to require the applicant to utilize ready-mix concrete that meets or exceeds the weighted average Global Warming Potential targets based on Concrete BC Baseline (average) mix data for the construction of the proposed development.

Attainable Housing Policy

Currently, the City’s Attainable Housing Policy requires all new developments with 4-storeys or more to participate in the program but does not set out specific requirements for purpose built rental buildings. On February 21st, 2023, Council passed a resolution to direct staff to add requirements for purpose-built rental buildings for Council’s consideration and to review individual proposals on a case-by-case basis in the interim, provided they meet a benchmark of including at least 10% of the units in a building for at least 10% below market rent. As we are still in the interim stage, the applicant has committed to providing at least 10% of the units at 10% below market rate, as per Council’s resolution, or otherwise meet the City’s current Attainable Home Ownership Policy in the event that they proceed with a condo building. Council may wish to require the applicant to enter into a Housing Agreement securing the units prior to the issuance of a building permit. The specific units will be confirmed through the development permit process.

FINANCIAL IMPLICATIONS:

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

COUNCIL’S AMENITY CONTRIBUTION POLICY

The amenity contributions that apply as per Council’s current Affordable Housing and Amenity Contribution Policy are summarized in Table 4 below, based the current floor plans and total density of 70 residential units and 427 m² of commercial gross floor area.

Table 4 – Amenity Contributions per Council Policy

Amenity Item	Per unit / area contribution	Total (70 units)
<i>General Amenity Reserve Fund</i>	\$2,074 per residential unit (1st through 4 th storeys)	@ 42 units = \$87,108
	\$1,037 per residential unit (5 th & 6 th storeys)	@ 28 units = \$29, 036
<i>Affordable Housing Reserve Fund</i>	\$610 per residential unit (1st through 4 th storeys)	@ 42 units = \$25,620
	\$305 per residential unit (5 th and 6 th storeys)	@ 28 units = \$8,540
TOTAL POLICY CONTRIBUTIONS		\$150,304

*As per Council’s Attainable Home Ownership Program Policy (Policy No. POL-0166-PLAN), the applicant will be eligible for a refund of amenity contributions for the units sold through the Program.

Table 5 - Development Cost Charges

Development Cost Charge	Per Unit Contribution	Total
<i>Roads</i>	\$3,092 (residential)	\$216,467.30
	\$54.12 (commercial)	\$23,109.24
<i>Storm Drainage</i>	\$635 (residential)	\$44,450
	\$4.58 (commercial)	\$1,955.66
<i>Park Improvement</i>	\$1,348 (residential)	\$94,360
<i>Park Acquisition</i>	\$90 (residential)	\$6,300
<i>ISIF</i>	\$388.72 (residential)	\$23,710.50
	\$2.67 (commercial)	\$1,139.77
Subtotal (DCC's to Langford)		\$411,492.47
<i>CRD Water</i>	\$1,644 (residential)	\$115,080
	\$10.74 (commercial)	\$4,585.98
<i>School Site Acquisition</i>	\$600 (residential)	\$42,000
TOTAL DCC's (estimated)		\$573,158.45

LEGAL IMPLICATIONS:

Should Council choose to proceed with consideration of Bylaw No. 2174, the application will be prohibited from being the subject of a Public Hearing, as per the changes made by the Province to the *Local Government Act* through *The Housing Statutes (Residential Development) Amendment Act, 2023*.

The amenity contributions specified in Table 4 above are incorporated into Bylaw No. 2174 and will be payable at the time of building permit along with the current Development Cost Charges specified in the various DCC Bylaws.

Council's other conditions of approval would be registered in a Section 219 Covenant in priority of all other charges on title prior to consideration of Bylaw Adoption.

OPTIONS:

Option 1

THAT the Sustainable Development Advisory Committee recommend that Council:

1. Proceed with consideration of First Reading of Bylaw No. 2174 to amend the zoning designation of the property located at 2691 Sooke Road from CS1 to C9 subject to the following terms and conditions:
 - a. That the applicant provides, **as a bonus for increased density**, the following contributions per dwelling unit, **prior to the issuance of a building permit**:
 - i. \$610 towards the Affordable Housing Reserve Fund; and
 - ii. \$2,074 towards the General Amenity Reserve Fund;

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

- b. That the applicant registers, **prior to Bylaw Adoption**, a road dedication plan dedicating 3 meters of land along the Sooke Road frontage, to the satisfaction of the Director of Engineering;
- c. That the applicant, **prior to Bylaw Adoption**, registers a Section 219 covenant in priority of all other charges on title, that agrees to the following:
 - i. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to the issuance of a building permit:
 1. Full frontage improvements; and
 2. A storm water management plan.
 - ii. That the following will be provided and implemented to Bylaw No. 1000 standards to the satisfaction of the Director of Engineering prior to any land alteration:
 1. A construction parking management plan; and
 2. A mitigation plan.
 - iii. That no occupancy permit be issued for the proposed building until a strata plan for the building has been registered, to the satisfaction of the Approving Officer;
 - iv. That a separate covenant be registered prior to issuance of a building permit for the proposed development that ensures residential parking is allocated to each unit and visitors as required by the zoning bylaw and is not provided in exchange for compensation separate from that of a residential unit;

- v. That all concrete used on-site will utilize ready-mix concrete that meets or exceeds the weighted average Global Warming Potential targets based on Concrete BC Baseline (average) mix data, and that prior to the issuance of a Building Permit the applicant shall provide a Type III Environmental Product Declaration that is 3rd party verified specifying the total Global Warming Potential value and confirming that the proposed development meets the requirements of Low Carbon Concrete Policy POL-0167-PLAN;
- vi. That, prior to the issuance of a Building Permit, the developer enters into a Housing Agreement with the City that requires either a minimum 10% of units constructed be rented for at least 10% below the benchmark rent for the unit type for a term not less than 25 years or that a minimum of 5% of the units constructed be directed to and sold in accordance with the terms of the Attainable Home Ownership Program Policy (POL-0166-PLAN). The developer shall identify the Attainable Units on the plans submitted for the required Development Permit application;
- vii. That the building shall not exceed a height of six-storeys; and
- viii. That the building be constructed with electric heat pumps.

AND

2. Amend the C9 zone through Bylaw No. 2174 to remove parking contradictions by deleting Section 6.44B.09(3) of Zoning Bylaw No. 300.

AND

3. Amend Section 4 of Zoning Bylaw No. 300 through Bylaw No. 2174 by adding a flat rate for all commercial uses at 2691 Sooke Road as 1 space per 35 m² of commercial gross floor area.

AND

4. Authorize the Director of Planning to grant the following variances within the development permit:
 - a. That Section 6.44B.07(1)(d) be varied to reduce the rear lot line setback from 2 m to 0.5 m; and;
 - b. That Section 6.44B.08(2) be varied to reduce the landscape and screening buffer width from 1 m to 0.5 m, subject to the rear 0.5 m being offered by way of an easement to the townhomes located to the rear of the site.

OR Option 2

THAT the Sustainable Development Advisory Committee recommend that Council take no action with respect to this application to rezone 2691 Sooke Road under Bylaw No. 2174 until such time as the following items are addressed and reviewed by the Sustainable Development Advisory Committee:

- a. _____;
- b. _____;
- c. _____;

SUBMITTED BY: Julia Buckingham, Planner II

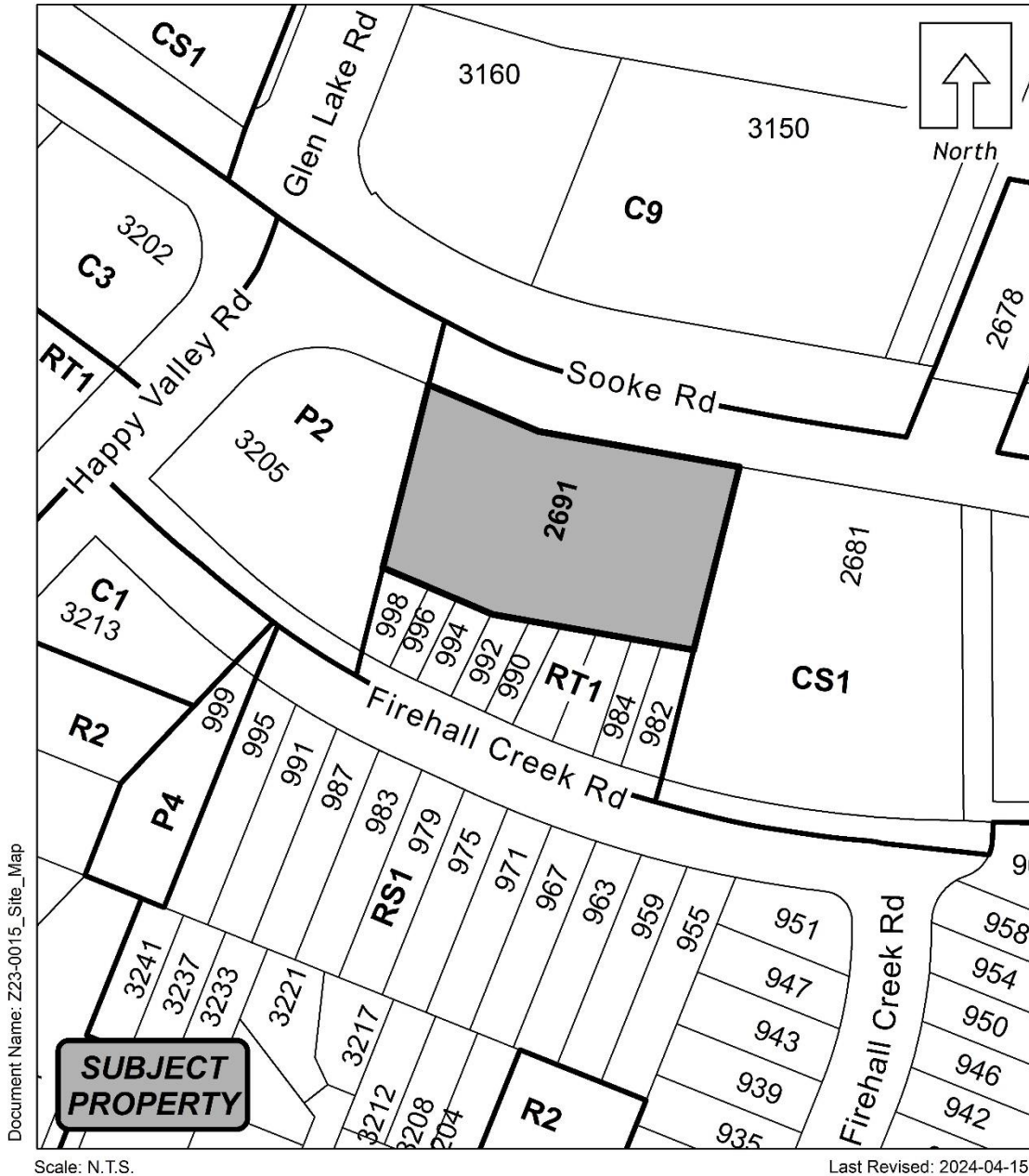
- Concurrence:** Matthew Baldwin, MCIP, RPP, Director of Planning and Subdivision
- Concurrence:** Leah Stohmann, MCIP, RPP, Director of Community Planning and Climate Change
- Concurrence:** Donna Petrie, Senior Manager of Communications & Economic Development
- Concurrence:** Yari Nielsen, Director of Parks, Recreation and Facilities
- Concurrence:** Katelyn Balzer, P.Eng., Director of Engineering and Public Works
- Concurrence:** Michael Dillabaugh, CPA, CA, Director of Finance
- Concurrence:** Marie Watmough, Deputy Director of Corporate Services
- Concurrence:** Braden Hutchins, Director of Corporate Services
- Concurrence:** Darren Kiedyk, Chief Administrative Officer

Attachments:

- Attachment 1: Site Plan
- Attachment 2: Landscape Plan
- Attachment 3: Bylaw No. 2174

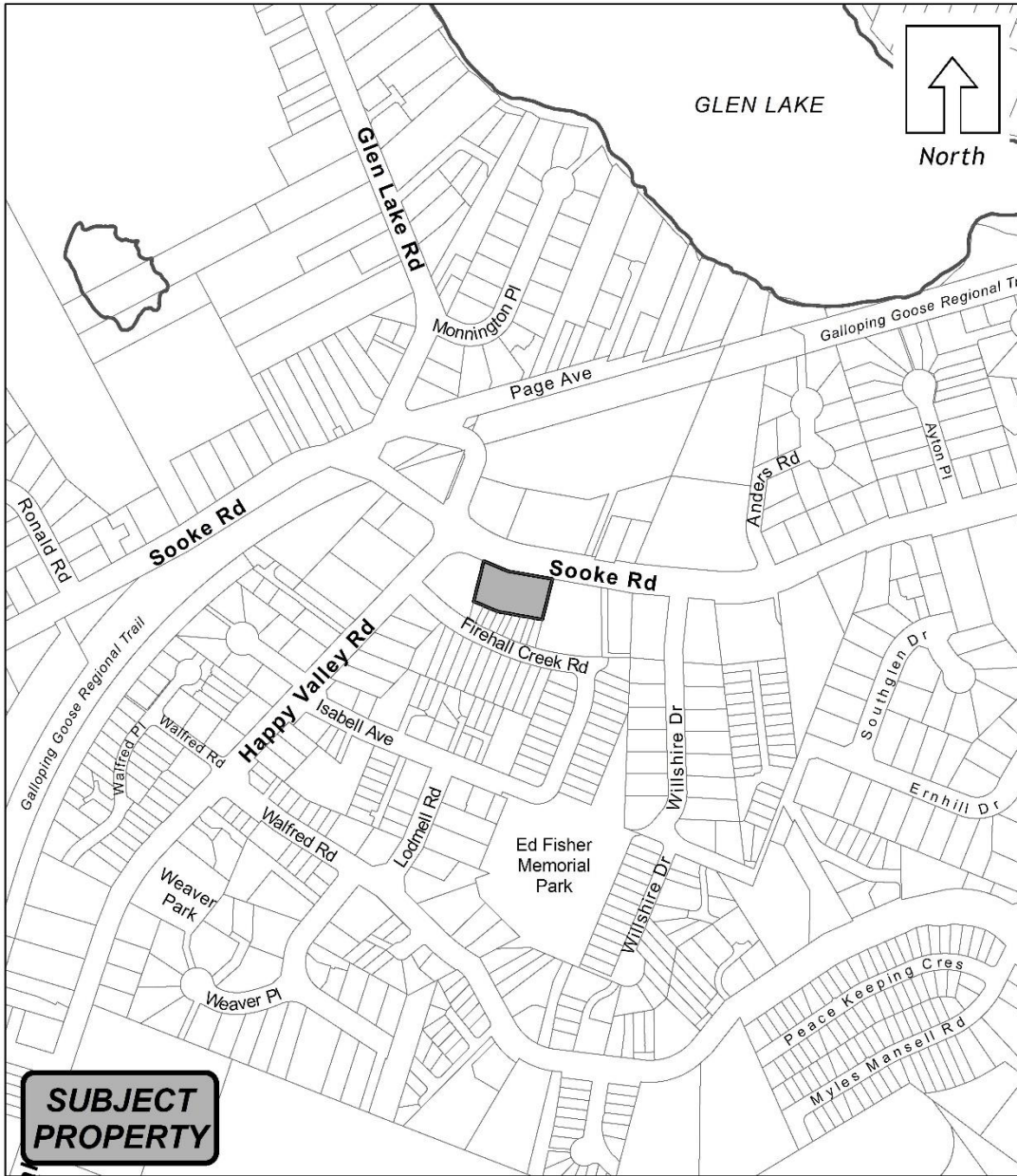
Appendix A – Site Map

**REZONING BYLAW AMENDMENT
(Z23-0015)
2691 Sooke Road**



Appendix B – Location Map

REZONING BYLAW AMENDMENT
(Z23-0015)
2691 Sooke Road



Document Name: Z23-0015_Location_Map

Scale: N.T.S.

Last Revised: 2024-04-15