

An architectural rendering of a modern multi-story residential or commercial building complex. The main structure is a tall, white, multi-story tower with a distinctive, angular facade and numerous balconies. To its left is a shorter, more rectangular building with a dark roof and large glass windows. The base of the buildings features a ground-floor level with large glass windows and entrances. The scene is set against a clear blue sky, with green trees and a grassy hill in the foreground. Several cars and pedestrians are visible on the street in front of the buildings, providing a sense of scale and context.

PEATT AT SUNDERLAND REZONING APPLICATION TO CCP 2

Presentation to the SDAC February 24th, 2025

PROPOSAL - MULTI-USE HIGHRISE DEVELOPMENT

Two Residential Towers – 13 storeys and 22 storeys atop a 4 storey Commercial/Residential/Parking Podium.

317 Residential units:

➤ 56 Studio

➤ 21 One Bedroom + Den

➤ 122 One Bedroom

➤ 118 Two Bedroom

1,079 sq m Commercial CRU spaces

FAR 4.38, 6.0 permitted

No setback variances requested

37% Site coverage

Parking – 1.25 required – 396 provided (no variance requested)

Bike parking – 1.5 spaces per unit – 492 total

Amenity Space:

➤ Outdoor – 1,528 sq m (257 sq m required)

➤ Indoor – 329 sq m proposed

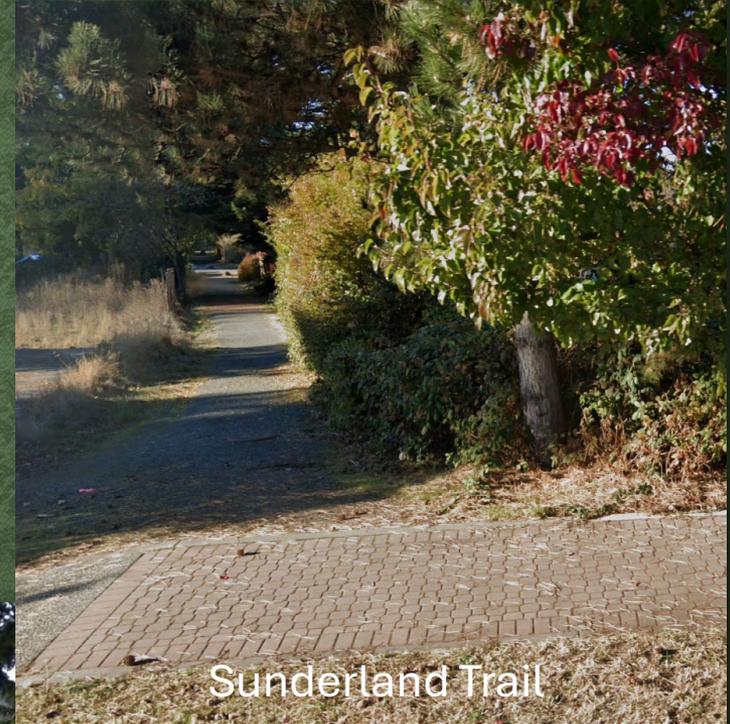
LOCATION PLAN



EXISTING CONDITIONS



Peatt Road



Sunderland Trail



Sunderland Road

VIEW LOOKING NORTH AT PEATT ROAD



ELEVATION AT PEATT ROAD



VIEW FROM SUNDERLAND ROAD



OUTDOOR AMENITY – PODIUM LEVEL



OUTDOOR AMENITY – PODIUM LEVEL



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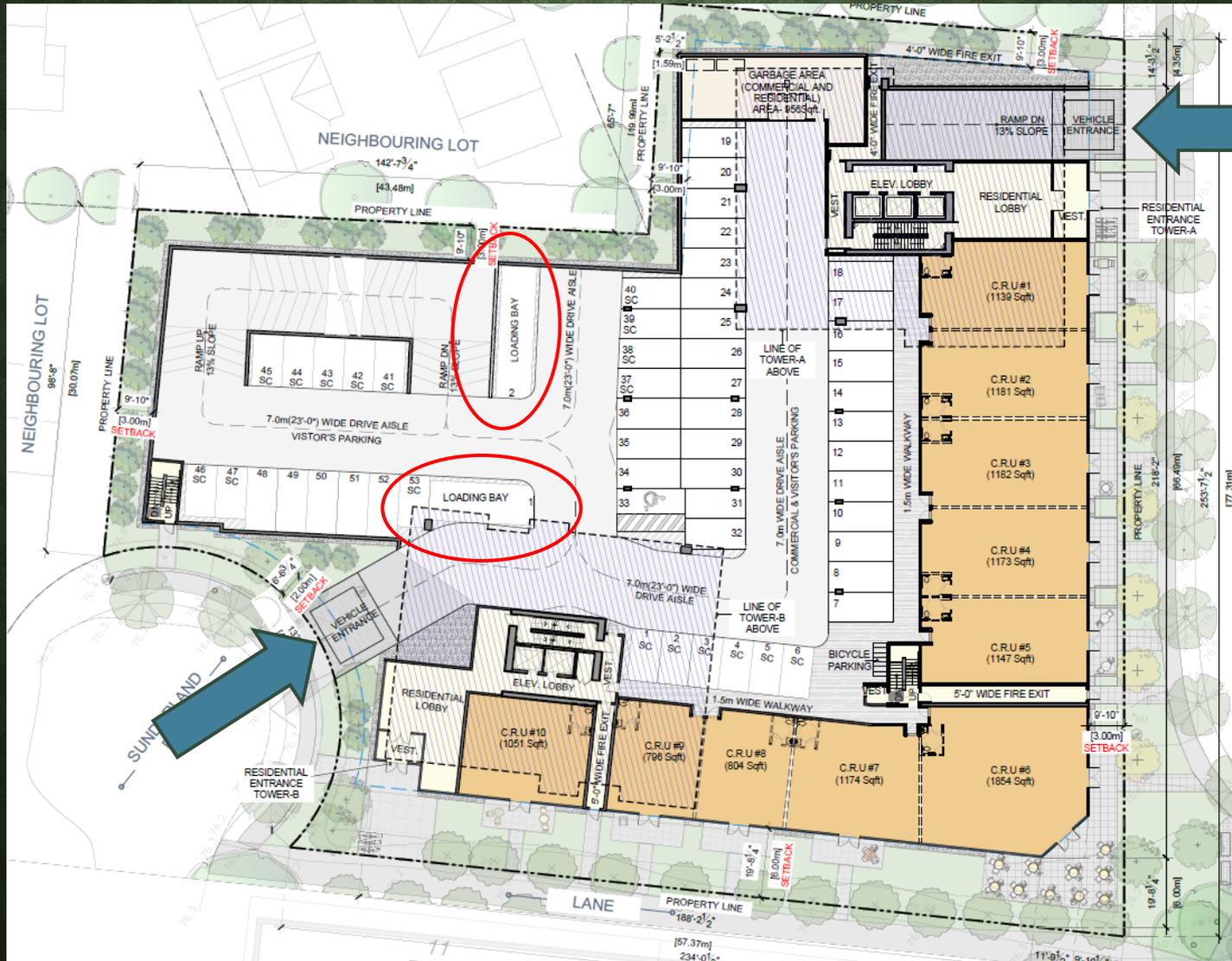
OUTDOOR AMENITY – PODIUM LEVEL



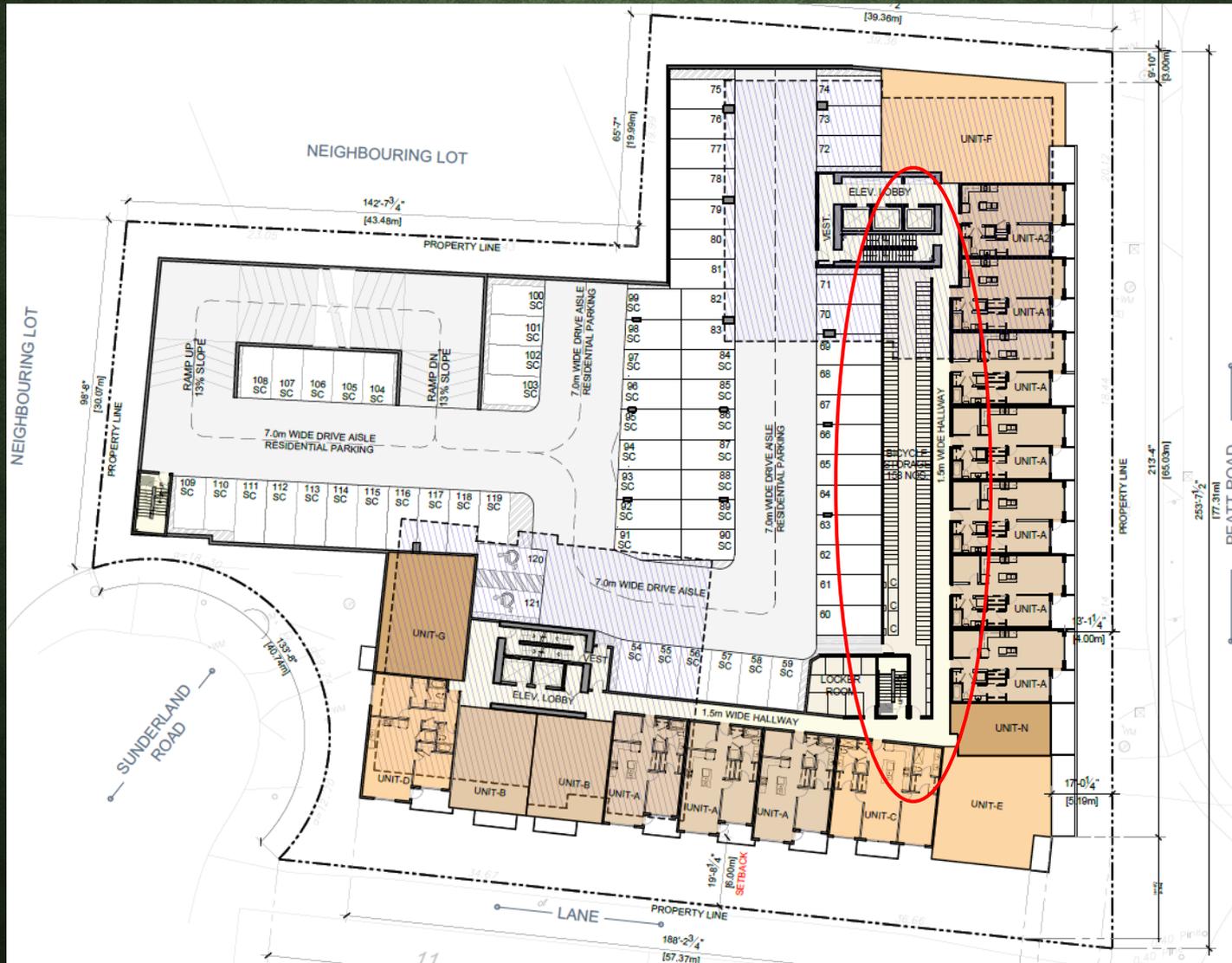
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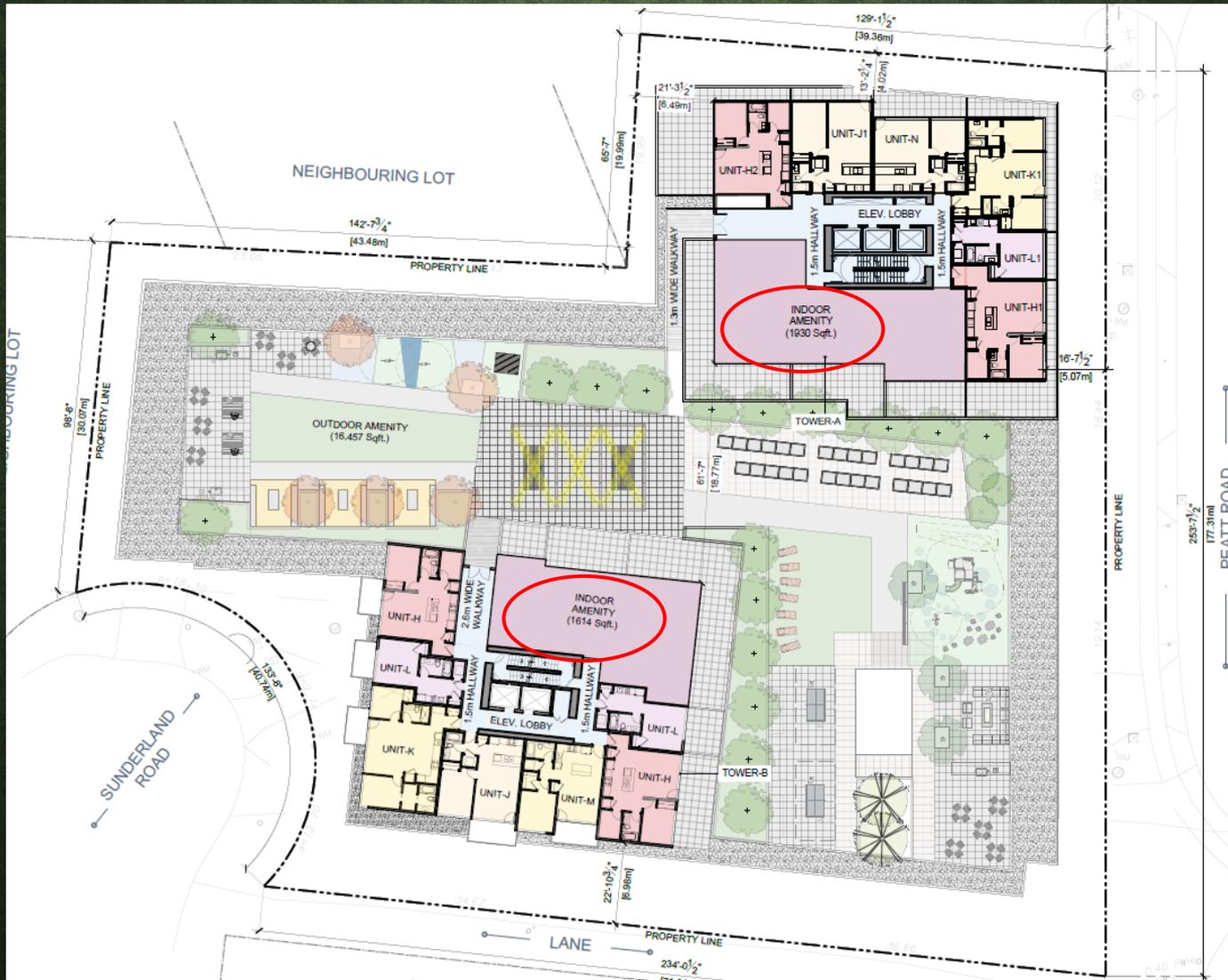
LEVEL 1 – PARKING & COMMERCIAL



LEVELS 2-4 – PARKING AND RESIDENTIAL



PODIUM AND TOWER MAIN FLOOR



TOWERS LEVELS 5-13-22



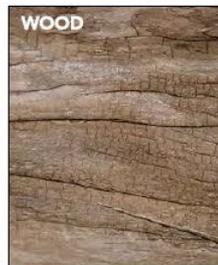
LANDSCAPE PLAN



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GREEN CHECKLIST

- Heat pumps for reduced fossil fuel dependency.
- Ample bike spaces for residents and visitor bike racks provided.
- Located adjacent to existing infrastructure and services.
- Not automobile dependent – close to amenities shops and services.
- Landscaped podium and common areas reduces heat island effect.
- Carbon sequestered concrete construction.
- Tree canopy on and off site provides shade, carbon uptake and habitat.
- EV Charger ready.
- Built to Step Code 3.



EARLY GUIDANCE FOR DEVELOPMENT

- Amenities supporting livability/quality of urban life at the building, block and neighbourhood scale.
 - There are indoor and outdoor amenity spaces for residents, tree planting on site and on both frontages, and contributions to the amenity reserve fund on a per unit basis.
- Integration for existing mature viable street trees where feasible relative to tree location, site conditions, development viability and other public interest considerations.
 - Existing pine trees in the Peatt Road frontage have been preserved. Active street presence includes multiple new trees, as well as tree planting and enhancements to the Sunderland Trail.
- Consideration of relative affordability opportunities.
 - The building will provide affordable units in accordance with the Affordable Housing Policy, to be determined at Development Permit stage (depending if the building is market condominium or Rental)
- Inclusion of 2-bedroom apartments for families as well as other family supports such as in suite storage, in building amenities etc.
 - The proposed building has a high percentage of 2-bedroom units that can accommodate small families, roommates and downsizers.

- Green Design opportunities relative to architectural design and sustainable energy sources over and above City requirements.
 - This building will be built to Step Code 3, have electric heat pumps and EV chargers.
- Avoidance of excessive vehicle parking and strategic provision of enhanced supports for alternatives to vehicle ownership including diverse urban biking options, walking, public transit use and carshare.
 - 1:1.25 vehicle parking per unit per bylaw, including 8 accessible spaces.
 - 1:5 bike spaces per unit, including 9 cargo bike spaces.
 - The project is on the multiple bus routes along VMP and Peatt Road.
 - Galloping Goose and E&N bike trails are also less a kilometer away.
 - Walking distance to Downtown Langford and Millstream Village/North Langford shops, restaurants and services.
- Strategic supports in housing and mobility of accessibility.
 - Will provide below market rentals or market condominiums in accordance with Langford Affordable Housing policy as well as accessible units as required by the BC Building Code.

NEIGHBOURHOOD CONSULTATION

In July of 2024, a Public Information Meeting was hosted at the Terminus Building on Peatt Road. Notices of the meeting were sent to the entire Arncote neighbourhood north to the TCH.

Approximately 12 residents attended the meeting, where the Architects and Traffic Engineers were on hand to answer questions and hear concerns.

- **Lack of Greenspace and Parkland in the neighbourhood. The small park off Arncote Place is heavily used and inadequate.**

We noted that Council has been enlarging and enhancing Porcher Park and that urban greenspaces, tree canopy and gathering spaces are high on Council's list.

- **Traffic - generally terrible getting onto Peatt Road.**

We noted that MoTT must also approve the TIA that was provided to City staff for review and approval. Several upgrades to the neighbourhood traffic system are necessary not only for this project but for background traffic.

- **Concerns about shadows on the townhomes and apartments to the north.**

A shadow study is provided.

June 25th, 2024

Re: 2622, 2625 and 2629 Sunderland Road and 2614/16, 2618, 2622, 2626 Peatt Road Rezoning Application

Dear Sunderland Neighbour,

An application has been submitted to the City of Langford to rezone the above noted properties on Sunderland Road and Peatt Road from the existing R2 Residential Zone to the CCP City Centre Pedestrian Zone to accommodate a mixed use commercial and residential development. The proposed development consists of a pedestrian commercial plaza and two residential towers at 13 and 22 storeys (317 units), with an above grade parkade.

The traffic impacts of this development have been provided to the City and will be available to the public once the City has approved that report and its recommendations.



Location Plan



Proposed Development

We wish to invite you to an Open House on Thursday July 11th from 6:00 to 8:00pm at the Nootka Rose Atrium, Langford Business Centre, 211-2840 Peatt Road. Here, you will have an opportunity to meet the architect, view the project in detail and ask any questions you may have about the proposed development. Light refreshments will be served. In the meantime, please let me know if you wish to meet in person or have a phone call to discuss. My cell number is 250-889-0047 or you can email me at gcpemits2020@gmail.com.

Notices will be provided by the City when public meetings are scheduled to consider this proposal.

I look forward to meeting you.

A handwritten signature in black ink, appearing to read 'Rachael Sansom'.

Rachael Sansom, Agent for 1355991 BC Ltd.

SHADOW STUDY



1 SHADOW - EQUINOX @ MARCH 20 9AM



2 SHADOW - EQUINOX @ MARCH 20 12NOON



3 SHADOW - EQUINOX @ MARCH 20 3PM



4 SHADOW - SOLSTICE @ JUNE 20 9AM



5 SHADOW - SOLSTICE @ JUNE 20 12NOON



6 SHADOW - SOLSTICE @ JUNE 20 3PM



7 SHADOW - EQUINOX @ SEP 22 9AM



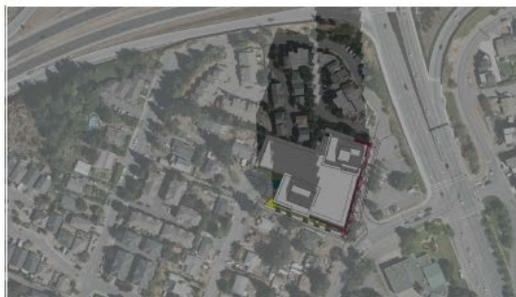
8 SHADOW - EQUINOX @ SEP 22 12NOON



9 SHADOW - EQUINOX @ SEP 22 3PM



10 SHADOW - SOLSTICE @ DEC 21 9AM



11 SHADOW - SOLSTICE @ DEC 21 12NOON



12 SHADOW - SOLSTICE @ DEC 21 3PM

TRAFFIC

- A traffic study has been conducted by WATT consulting to identify the impacts of this project and the surrounding area.
- The MOTT (Ministry of Transportation and Transit) has reviewed the report and has no concerns.
- It is not expected that this project will impact the functionality of Fire Hall #1.
- The new Master Transportation Plan for the City (currently underway) may have additional recommendations for improvements to this road network.
- Neighbourhood road improvements and traffic pattern changes are anticipated to address the proposed densities in this area in accordance with the Official Community Plan. These improvements will be performed by whichever development comes forward and will likely be Development Cost Charge projects.

THANK YOU!

