



# Staff Report to Sustainable Development Advisory Committee

**DATE:** Monday, April 13, 2026

**DEPARTMENT:** Planning

**APPLICATION NO.:** Z25-0004

**SUBJECT:** Bylaw No. 2278 – Application to Rezone 3084, 3088, and 3094/3096 Jacklin Road from One-and Two-Family Residential (R2) to Mixed Use Residential Commercial (MU1A) to allow a six-storey residential building.

## EXECUTIVE SUMMARY:

John Bourcet of Woodsmere Holdings Corp. has applied to rezone 3084, 3088, and 3094/3096 Jacklin Road from One-and Two Family Residential (R2) Zone to Mixed Use Residential Commercial (MU1A) Zone. The proposal is to consolidate the three parcels and construct a 6-storey residential rental building containing 76 units. The proposal includes 2 m of road dedication and frontage improvements along Jacklin Road. The applicant is not meeting the current parking requirements; however, they are not seeking any variances at this time. They intend to meet the regulations that may be adopted in the future through the ongoing parking bylaw rewrite, or alternatively, seek a variance through a Development Variance Permit (DVP) once they are able to review their design against the future regulations.

## BACKGROUND:

### Previous Applications

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

**Table 1: Site Data**

<i>Applicant</i>	John Bourcet, Woodsmere Holdings Corp.
<i>Owner</i>	Woodsmere Holdings Corp.
<i>Civic Address</i>	3084, 3088, and 3094/3096 Jacklin Road
<i>Legal Description</i>	LOT 5, SECTION 81, ESQUIMALT DISTRICT, PLAN 23575, PID 003-127-141 LOT 6, SECTION 81, ESQUIMALT DISTRICT, PLAN 23575, PID 003-127-150 LOT 7, SECTION 81, ESQUIMALT DISTRICT, PLAN 23575, PID 003-127-168
<i>Size of Property</i>	2,245 m <sup>2</sup> (combined area, before road dedication)

<i>DP Areas</i>	None	
<i>Zoning</i>	Existing: R2	Proposed: MU1A
<i>OCP Designation</i>	Existing: Corridor	Proposed: Corridor

Site and Surrounding Area

The subject properties are located on the west side of Jacklin Road, across from Belmont Market. The lots are flat in nature and contain a few trees at the periphery of the proposed development site. An arborist report has been submitted for the property and will be discussed later in this report. Two of the lots contain established single-family homes, and one of the lots contains an existing duplex, none of which are proposed to be retained as part of this proposal.

East from the subject site, across Jacklin Road, Belmont Market provides broad range of retail and commercial services, as well as potential employment opportunities. An access point to the Galloping Goose Regional Trail is located approximately 200 m south of the site. Victor Chen Memorial Park is located approximately 300 m away from the site. Happy Valley Elementary and Belmont Secondary School are both located approximately 25-minute walk, 6-minute bike ride, or 3-minute car drive away. 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.

**Figure 1: Subject Properties (2025 Ortho)**



The proposed development is also located within 800 m of a controlled access highway under the jurisdiction of Ministry of Transportation and Transit (MOTT) and is therefore subject to their review and approval.

**Table 2: Surrounding Land Uses**

	<b>Zoning</b>	<b>Use</b>
<i>North</i>	R2 (One-and Two-Family Residential)	Single-family residential
<i>East</i>	C10 (Belmont Market and Residences)	Various commercial Future multi-family residential
<i>South</i>	C3 (District Commercial)	Commercial (fitness centre)
<i>West</i>	R2 (One-and Two-Family Residential)	Single-family residential

**COMMENTARY:**

Development Proposal

The proposal is to construct a 6-storey building on the consolidated lot with approximately 76 units and a one level below-grade parkade. The breakdown of the unit composition includes 27 studio units (36%), 33 one-bedroom units (43%), and 16 two-bedroom units (21%). A total of 16 units are adaptable, in accordance with the requirements of the BC Building Code.

The ground-floor residential units along Jacklin Road feature elevated patios with direct pedestrian access to the street. The elevated nature of the patio, as well as strategically placed landscaping will help provide privacy for those units, while maintaining an active street presence. The drive aisle for the vehicular access to the site is located on the north side of the consolidated parcel, with a porte-cochere covering the drive aisle and limited surface parking situated beneath the upper stories.

For reference, the site plan has been attached to this report. While each unit is provided with a private balcony or a ground-level patio, the proposal also includes 114 m<sup>2</sup> rooftop amenity lounge (representing 5% of the total lot area) for residents, featuring various seating areas and perimeter plantings.

Additionally, in order to demonstrate the intended form and character of the proposed development, the applicant has provided a conceptual rendering, shown below in Figure 2.

**Figure 2: Conceptual Rendering (view from Jacklin Road)**



To remain consistent with other recent rezoning applications, Council may wish to require that individual heat pumps be installed with the development.

**Table 3: Proposal Data**

	<b>Permitted by R2 (Current Zoning)</b>	<b>Permitted by MU1A (Proposed Zoning)</b>	<b>Proposed by Rezoning Application</b>
<i>Permitted Use</i>	Single-family homes, duplexes, townhomes	Apartment and commercial uses	Apartment, no commercial uses
<i>Density (FAR and/or min. lot size)</i>	400 m2 min. lot size	2.0 to 4.0 FAR	2.29 FAR
<i>Height</i>	11 m	7 storeys	6 storeys
<i>Site Coverage</i>	50%	Min. 50% Max. 90%	50%
<i>Front Yard Setback</i>	3 m/ 5.5 for a garage or carport	2 m	2.5 m
<i>Interior Side Yard Setback</i>	1.5 m	n/a	2.0 m north side, 2.35 m south side

<i>Exterior Side Yard Setback</i>	3 m/ 5.5 m for a garage or carport	2 m	n/a
<i>Rear Yard Setback</i>	3 m	7.5 m	7.90 m

Density and Height

It is important to note that, due to the forthcoming mandatory provincial density bonusing framework updates, the Zoning Bylaw provision that would allow this property to achieve a Floor Area Ratio (FAR) of 4.0 by providing a percentage of the required vehicular parking within an enclosed parking structure will need to be removed. As a result, should Council wish to proceed with this proposal, a site-specific maximum density of 2.5 FAR is proposed to be incorporated into the Zone.

In addition, it is proposed to amend the maximum permitted height within the MU1A Zone from seven (7) storeys to six (6) storeys to ensure alignment with the height limits set out by the Official Community Plan for this designation.

Parking

As noted previously, the proposal does not meet the parking regulations currently outlined in Zoning Bylaw No. 300. Although the applicant originally requested a parking variance for the project, the parking bylaw is currently undergoing a comprehensive review and rewrite, and requesting a variance to the existing standards may not align with the forthcoming regulatory framework. As such, no variances are requested as part of this rezoning application.

At the time of writing this report, the details of the proposed draft bylaw have not been presented to Council, therefore the particulars of the future parking regulations are unknown. Nevertheless, the applicant has worked to align their design with the information presented publicly by the City’s parking bylaw consultant at the December 15, 2025 Council meeting, anticipating that only minor adjustments will be required for the project to fully comply at the time of the Development Permit application. Alternatively, if compliance is not possible once the new provisions are adopted, the applicant may apply for a Development Variance Permit.

The applicant is proposing a total of 80 parking stalls (1.05 stalls per unit), of which 31 are surface stalls and 49 are located within one level of underground parkade. All residential parking stalls, except visitor parking stalls, will have to be, at a minimum, roughed in for the Electric Vehicle charging, in accordance with Part 4 of Zoning Bylaw No. 300. To prevent parking spaces being offered separate from a unit for additional compensation, Council may wish to make it a condition within a Section 219 covenant that each unit be allocated a parking stall and that no parking stalls will be offered for compensation separately from that of the residential unit.

The applicant has also indicated that, consistent with their other residential projects in Langford, the development will provide one electric vehicle through their carshare program, available exclusively to tenants. This amenity is intended to support alternatives to private vehicle ownership and accommodate non-conventional trip needs.

The proposal includes a total of 165 bike stalls (2.12 per unit), located primarily across four secure rooms. Six of these stalls are designed to accommodate oversized cargo stalls. A dedicated bicycle repair and wash bay is also proposed within the underground parkade to support the daily cycling needs of future tenants. As with the vehicle parking, the number of bike parking spaces will be reviewed against the new parking regulations at the time of the Development Permit application.

### Trees and Landscaping

As noted previously, the applicant submitted an arborist report that assessed all existing trees on, and in proximity to, the subject properties whose root systems could be impacted by the proposed development. The arborist identified 12 trees that would need to be removed to accommodate the proposal. One off-site private tree located near the development area is proposed to be retained through protection of its critical root zone during the construction phase. The full arborist report provided by the applicant has been attached for reference.

It is important to note that since no environmentally sensitive Development Permit Areas apply to these three parcels, tree removal is regulated by Tree Protection Bylaw No. 2206. Under this Bylaw, tree removal may occur in accordance with a Development Permit issued by the City.

The applicant has also prepared a landscaping plan to accompany their proposal. The landscaping plan includes the planting of 14 new trees on site, with selected species including dogwoods, flowering cherries, hawthorns, Douglass fir, and Garry oaks. A copy of the landscaping plan has been attached to this report for reference.

The Parks Department has requested that the Section 219 Covenant require the owner to maintain the boulevard landscaping from the back of the sidewalk, excluding the street trees which will be maintained by the City.

### Multi-Modal Network

#### FRONTAGE IMPROVEMENTS

As part of this application, the applicant will dedicate 2 m of road along the Jacklin Road frontage. The Director of Engineering and Public Works has reviewed and approved the preliminary frontage drawing for this proposal and noted that full frontage improvements to Bylaw No. 1000 will be required,

including but not limited to 1.8 m red brick paver sidewalk, separated boulevard with street trees, irrigation, streetlight, and maintenance of the existing bike lane. The Director of Engineering and Public Works did not request a traffic study for the proposed development.

#### PEDESTRIAN, CYCLING AND MOTORIST NETWORK

The subject properties are located with good access to shops, services, and transit options, and the frontage improvements to be constructed as part of this development will contribute to greater pedestrian connectivity in the neighbourhood.

Bike lanes exist on both sides of Jacklin Road, providing bicycle access to the downtown core and beyond. The Galloping Goose Trail is located within 200 m from the project site, offering cycling connections throughout the Greater Victoria region.

**Figure 3: Ortho Map Showing Bike Lanes (purple lines), sidewalks (pink lines), Trails (orange lines), and Bus Stops (blue icons)**



The nearest bus stops are located on Jacklin Road and Terlane Avenue, approximately 100 m from the subject site. The area is currently served by routes 48, 52, 59, 61, and 64. Route 48 offers service to and from downtown Victoria during peak commuting hours. Route 52 runs throughout the day to provide service between Colwood Exchange and Bear Mountain. Route 61 operates in an east-west direction

between the District of Sooke and the Victoria Downtown Core, primarily travelling along Sooke Road. Route 64 travels from Langford Exchange to Sooke Town Centre via Happy Valley Road.

In the response to City's referral, BC Transit noted that there is a proposed extension of the Route 96 West Shore RapidBus line to the Belmont Market terminus, which will introduce Blink RapidBus service in the area.

### Infrastructure

#### DRAINAGE AND STORMWATER

The applicant has submitted a stormwater technical memo, which was prepared by a Project Engineer and outlines how the onsite storm drainage would be dealt with in order to comply with Bylaw No. 1000 standards. The memo has been reviewed and approved by the Director of Engineering and Public Works. A detailed storm water management plan will be required prior to the Building Permit issuance.

#### SEWERS

A sewer main exists along Jacklin 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 and Public Works prior to any land alterations. Additionally, as per Section 2.5 of Bylaw No. 1000, a Mitigation Plan is required prior to land alterations to the satisfaction of the Director of Engineering and Public Works. A Mitigation Plan is required where there are reasonable grounds to anticipate any discharge of contaminants, pollutants, silts, airborne particulates (dust) or materials (toxic or natural) to watercourses, municipal ditches and sewage systems, public or private lands, waters or the atmosphere. These requirements should be secured within a Section 219 covenant prior to Bylaw Adoption.

#### CONSTRUCTION STAGING/ENCROACHMENTS

Any construction staging within the City's right-of-way would require 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 licenses on public lands or rights-of-way are subject to Council approval.

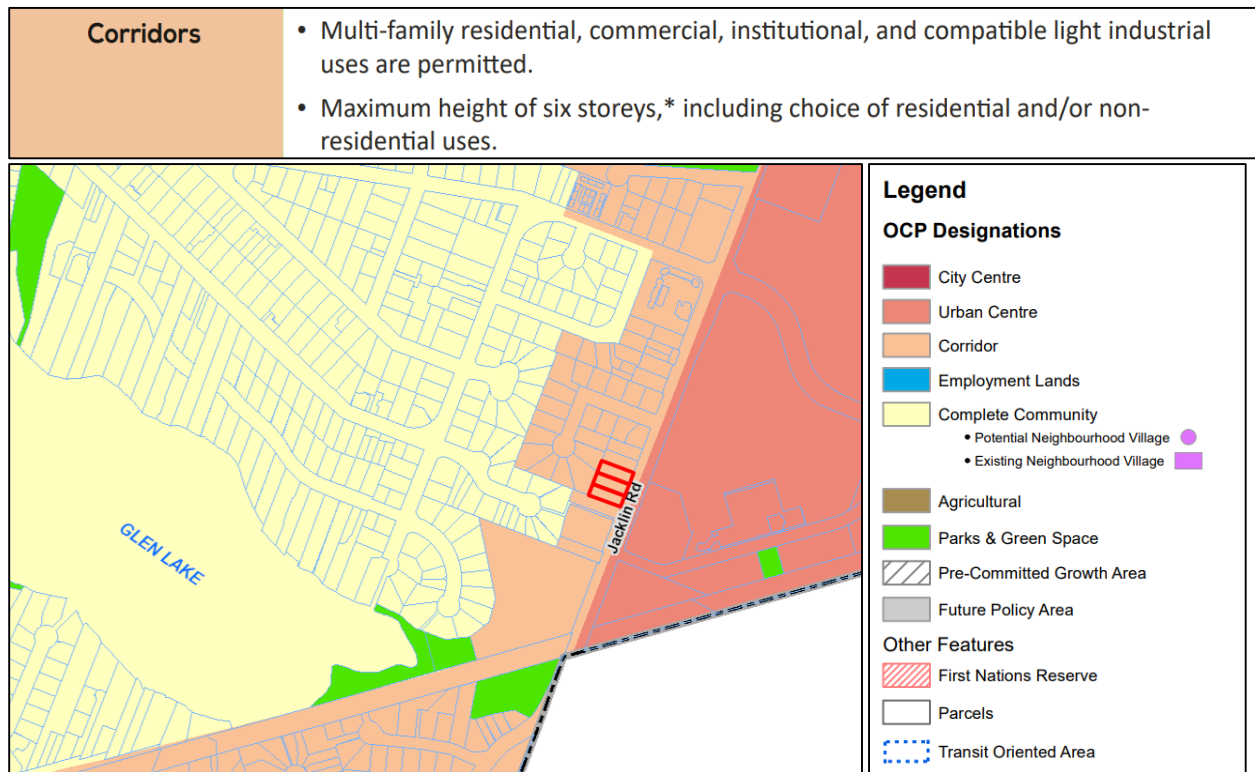
Neighbourhood Consultation

The applicant has informed the City that a community engagement letter has been distributed to the properties within a 100 m radius of the project site. The letter included a conceptual rendering of the building and outlined key statistics of the proposed development. The letter included contact information encouraging the residents to get in touch with the developer to share their feedback regarding the proposal or ask any questions. The applicant has shared that in response to the letter one resident has reached out to ask questions about the parking.

Council Policy

OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) Bylaw No. 2200 designated the subject properties as “Corridor”, which is defined by the following text:



Additional components relating to the Corridor designation include the following:

*Desired Outcome #1: Urban Centres and Corridors will serve as key transit-supported areas with densities and land-use mixes that actively support walking, biking, rolling, and public transit.*

*6.3.4. Corridors support and/or connect Urban Centres and the City Centre along key arterial streets, collector streets, and transit routes. Corridors permit a range of land uses, including multi-family residential, commercial, institutional, and light industrial uses that are compatible with and appropriate to co-locate with residential uses.*

*6.3.5. Buildings up to 6 storeys are permitted and may include single-use buildings (e.g. multi-family residential only or commercial only) or mixed-use buildings, except that buildings fronting Sooke Road must include mandatory ground floor commercial uses.*

*6.3.9. Incorporate additional vegetation and design approaches that mitigate sound and pollution to enhance livability and support a healthy environment in Urban Centres and Corridors.*

The proposed development aligns with the OCP vision for Corridor designation as it is densifying the existing area along the transportation corridor with infill development, thus supporting growth while alleviating urban sprawl. Further, the Corridor designation offers “choice of use” opportunities, allowing development to consist of multi-family residential, commercial, or both. As such, although the proposal is for residential use only, rezoning to a Mixed-Use zone supports the OCP vision for Corridor designation.

#### DEVELOPMENT PERMIT AREAS

The subject properties are not located within any Environmental or Hazard Development Permit Areas. However, since the proposal is for a multi-family development, a Development Permit for Form and Character will be required. This Development Permit is required prior to issuance of a Building Permit to ensure the design is consistent with the City’s Design Guidelines for multi-family residential development.

#### 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

Council may wish to require the applicant to enter into a Housing Agreement, prior to issuance of a Building Permit, in order to meet the City's Attainable Home Ownership Policy or Council's resolution from February of 2023 that addresses purpose built rental buildings. This would require that either 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 **OR** that a minimum of 10% of the units constructed be rented for at least 10% below the benchmark rent for the unit type for a term not less than 25-years. Further to this second option, Council has also accepted an alternative equivalency for rental projects, wherein 10% of the units are provided at a deeper affordability rate calculated as 30% of the median renter income for Langford, for a term of not less than 10-years, as this aligns with funding models available through the Canadian Mortgage Housing Corporation (CMHC).

The applicant has indicated that they intend to utilize one of the funding models available through CMHC; however, they will be pursuing this in more detail after the completion of this rezoning application. In order to ensure clarity that all of these options will be available, the applicant has requested that the rezoning covenant secure their commitment to provide an affordability component consistent with Council's resolution noted above **OR** an equivalent alternative that meets or exceeds the affordability benchmark previously established by Council.

The developer shall identify the Attainable Units on the plans submitted for the required Development Permit application, and the final affordability commitment will be secured through a Housing Agreement Bylaw prior to the issuance of a Building Permit, at which time Council will have an opportunity to review and consider proposed affordability terms.

## **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 76 residential units.

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

<b>Amenity Item</b>	<b>Per unit contribution</b>	<b>Total (76 units)</b>
<i>General Amenity Reserve Fund</i>	\$3,660 per residential unit (1st through 4 <sup>th</sup> storeys)	@48 units = \$175,680
	\$1,830 per residential unit (5 <sup>th</sup> & 6 <sup>th</sup> storeys)	@28 units = \$51,240
<i>Affordable Housing Reserve Fund</i>	\$610 per residential unit (1 <sup>st</sup> through 4 <sup>th</sup> storeys)	@48 units = \$29,280
	\$305 per residential unit (5 <sup>th</sup> and 6 <sup>th</sup> storeys)	@28 units = \$8,540
<b>TOTAL POLICY CONTRIBUTIONS</b>		<b>\$264,740</b>

**Table 5 - Development Cost Charges**

<b>Development Cost Charge</b>	<b>Per Unit Contribution</b>	<b>Total</b>
<i>Roads</i>	\$3,092.39	\$235,021.64
<i>Park Improvement</i>	\$1,348.00	\$102,448
<i>Park Acquisition</i>	\$90.00	\$6,840
<i>ISIF</i>	\$331.65	\$25,205.4
<b>Subtotal (DCC's to Langford)</b>		<b>\$369,515</b>
<i>CRD Water</i>	\$1,644.00	\$124,944
<i>School Site Acquisition</i>	\$600.00	\$45,600
<b>TOTAL DCC's (estimated)</b>		<b>\$540,059</b>

**LEGAL IMPLICATIONS:**

Should Council choose to proceed with consideration of Bylaw No. 2278, 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. 2278 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. Consider bringing forward Bylaw No. 2278 for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> readings at a future Council meeting in order to amend the zoning designation of the properties located at 3084, 3088, and 3094/3096 Jacklin Road from One-and Two-Family Residential (R2) to Mixed Use Commercial Residential (MU1A) 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. \$3,660 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, if required, 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 and Public Works, prior to any land alteration:
    1. A construction and parking management plan; and
    2. A mitigation plan.
  - iii. That the properties be consolidated prior to issuance of a Development Permit for Form and Character;
  - 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 a separate covenant is registered, prior to issuance of a building permit, that agrees that the strata be responsible for maintaining the boulevard landscaping from the back of the sidewalk, with the exception of boulevard trees;
- vi. That tree protection measures are implemented prior to commencement of work to protect the trees identified for retention in the arborist report, prepared by Talmack Urban Forestry, dated May 8, 2025, throughout the construction period;
- vii. That individual electric heat pumps for each unit, or an equivalent central system, be installed prior to issuance of an occupancy permit;
- viii. 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 3<sup>rd</sup> 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;
- ix. That, prior to the issuance of a Building Permit, the developer enters into a Housing Agreement with the City that secures a commitment to one of the following:
  - 1. A minimum 5% of units constructed be directed to and sold in accordance with terms of the Attainable Home Ownership Program Policy (POL-0166-PLAN); or
  - 2. 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
  - 3. A compatible alternative that meets or exceeds the affordability benchmark previously established by Council;

Provided that for every option above, the developer shall identify the Attainable Units on the plans submitted for the required Development Permit application;

- 2. Direct staff to include a site-specific Floor Area Ratio of 2.5 for the properties located at 3084, 3088, and 3094/3096 Jacklin Road within Bylaw No. 2278; AND
- 3. Direct staff to amend section 5.51A.06 of Zoning Bylaw No. 300 to reduce the maximum allowable height of the building or structure within the MU1A Zone to six (6) storeys.

**OR Option 2**

THAT the Sustainable Development Advisory Committee recommend that Council take no action with respect to this application to rezone 3084 Jacklin Road, 3088 Jacklin Road, and 3094/3096 Jacklin Road under Bylaw No. 2278 until such time as the following items are addressed and reviewed by the Sustainable Development Advisory Committee:

- a. \_\_\_\_\_;
- b. \_\_\_\_\_;
- c. \_\_\_\_\_.

**SUBMITTED BY: Anastasiya Mysak, Planner I**

**Concurrence:** Leah Stohmann, RPP, MCIP, Director of Community Planning and Development

**Concurrence:** Melisa Miles, Manager of Legislative Services

**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, Director of Legislative & Protective Services

**Concurrence:** Braden Hutchins, Deputy Chief Administrative Officer

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

Attachments:

Attachment 1: Proposed Site Plan

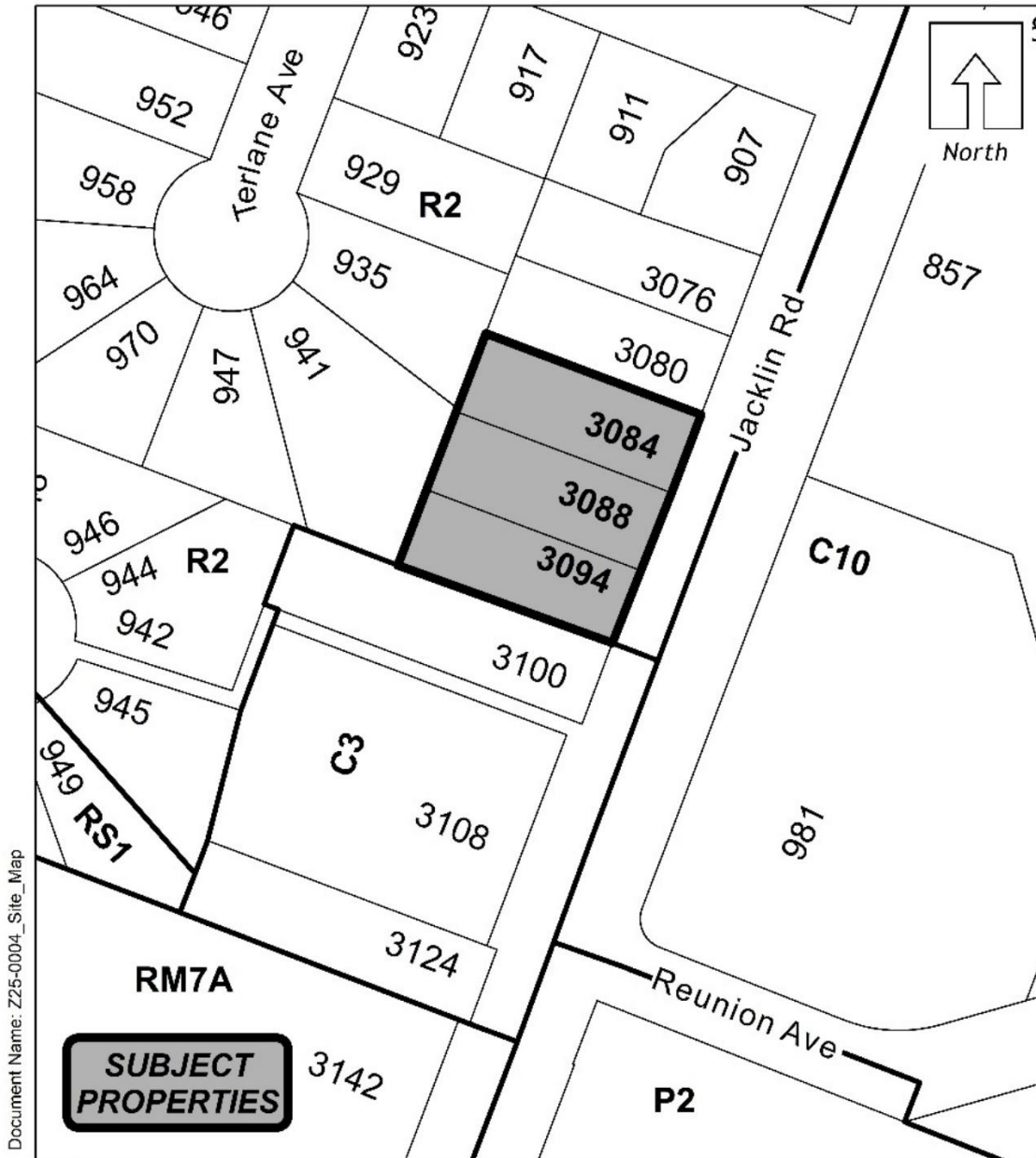
Attachment 2: Proposed Landscaping Plan

Attachment 3: Arborist Report

Attachment 4: Bylaw No. 2278

Appendix A – Site Map

**REZONING BYLAW AMENDMENT  
( Z25-0004 )  
3084, 3088, 3094 Jacklin Rd**



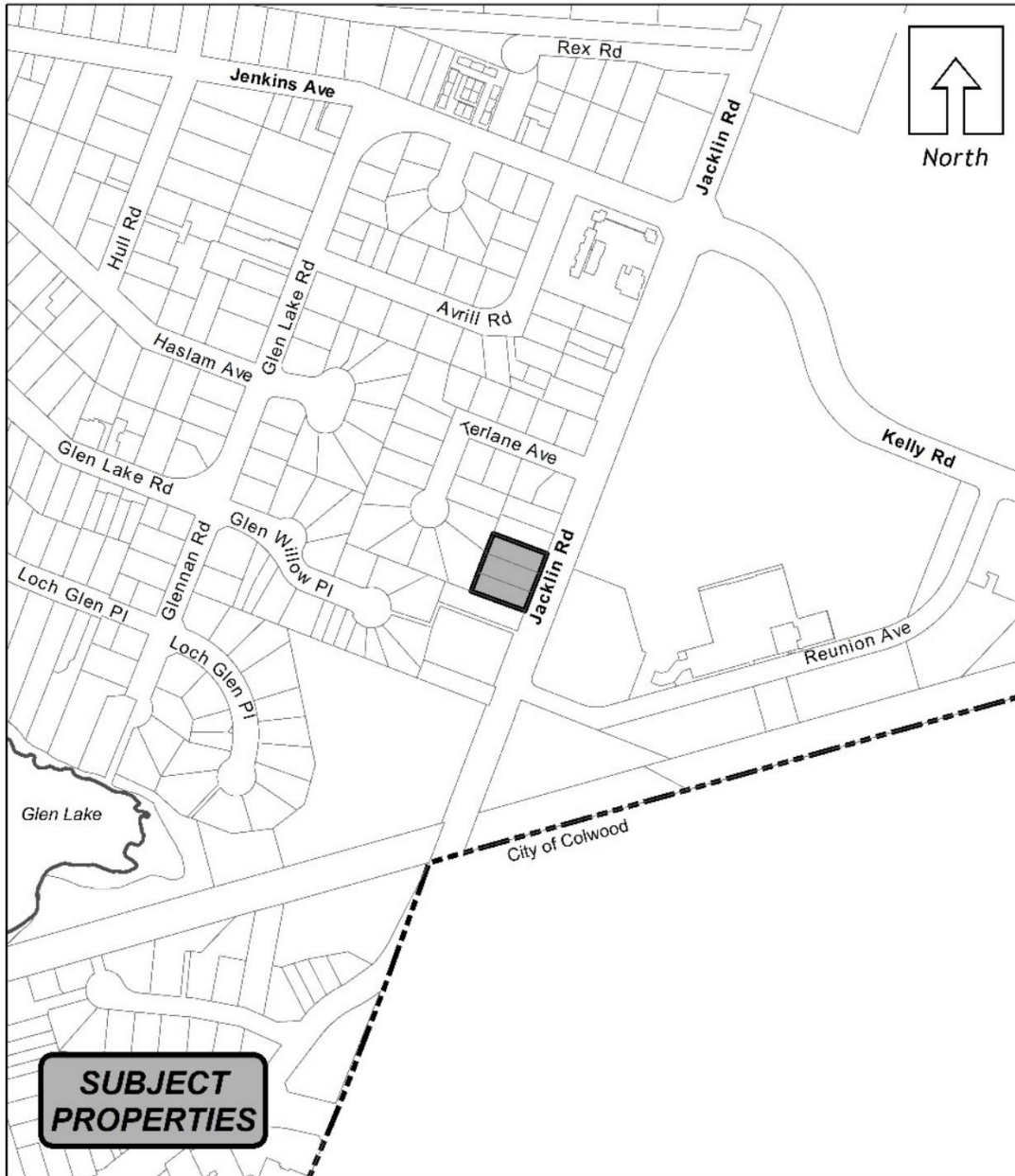
Document Name: Z25-0004\_Site\_Map

Scale: N.T.S.

Last Revised: 2026-03-04

**Appendix B – Location Map**

**REZONING BYLAW AMENDMENT  
( Z25-0004 )  
3084, 3088, 3094 Jacklin Rd**



Document Name: Z25-0004\_Location\_Map

Scale: N.T.S.

Last Revised: 2026-03-04