



Staff Report to Sustainable Development Advisory Committee

DATE: Monday, December 11, 2023

DEPARTMENT: Land Development

APPLICATION NO.: DVP23-0008

SUBJECT: 2181 Bear Mountain Parkway Development Variance Permit Application

PURPOSE:

At their October 23rd meeting, Council resolved to refer DVP23-0008 back to the Sustainable Development Advisory Committee so that further rationale and background information could be provided. The developer has submitted drawings that show how the development could proceed without a variance. This report describes each proposal and discusses how the layout affects the proposed development.

BACKGROUND:

Ron Coutre applied for a Development Variance Permit to permit a new municipal road to end in a two-point turnaround rather than a cul-de-sac as part of a subdivision to create 11 duplex lots and one multifamily lot at 2181 Bear Mountain Parkway. The turnaround was proposed to be located on private property secured by a statutory right of way within the multifamily development. Subdivision and Development Servicing Bylaw 1000 requires roads longer than 45m terminate at a cul-de-sac bulb with a radius of 15m. The proposed new road is approximately 150m and will not be extended in the future. As such, the proposed new road requires a variance to Bylaw 1000 Schedule 4 (Road Design and Construction) before it can be constructed and dedicated in the manner proposed.

In support of the variance, the applicant's Civil Engineer submitted a two-point turn design that the City Engineer and the Fire Chief have agreed would substantially comply with the Building Bylaw and accommodate emergency vehicle turning movements.

In addition to the turnaround on private property, another two-point turnaround is proposed to be provided within dedicated road. The proposed layout showing the two-point turns are shown below in **Figure 1 – Development Layout**.

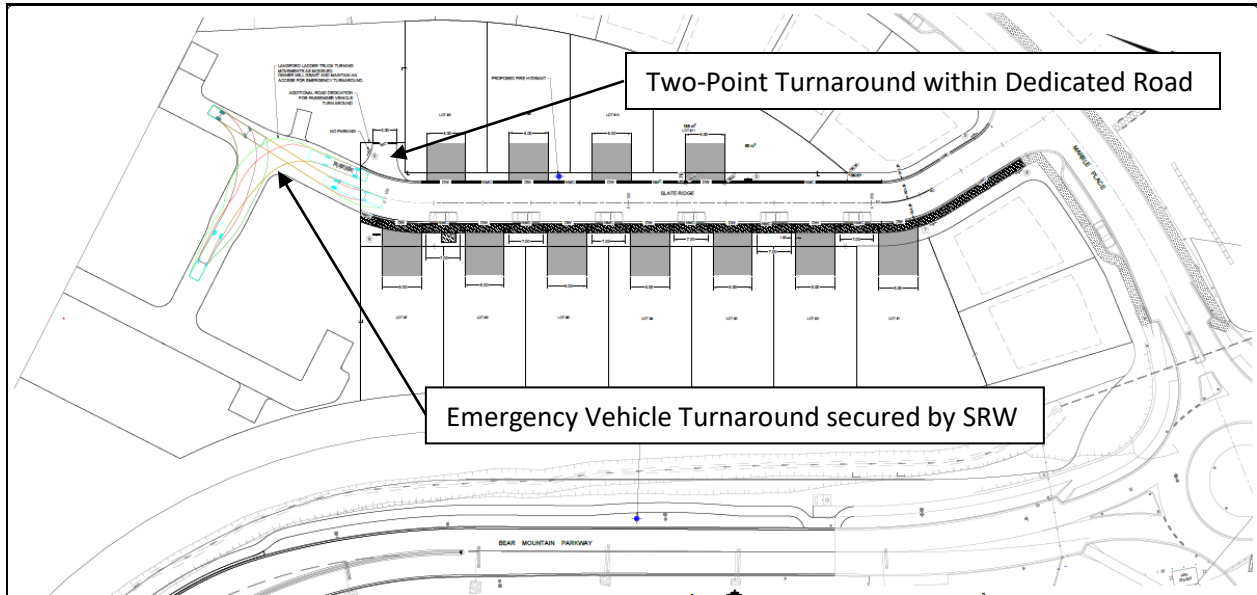


Figure 1- Development Layout

The two-point turn on private property would be appropriately signed for fire access to ensure it is available to emergency vehicles at all times. The turnaround within the road would be signed no-parking.

The proposed layout shows that six offsite parking stalls would be provided which meets Bylaw 1000's requirement of one on-street parking stall for every two lots. The multifamily site must provide their required parking onsite.

Should Council choose not to support the variance, the applicant would redesign the road to include a cul-de-sac that would result in the reduction of lot size and buildable area for some of the lots.

LAYOUT OPTIONS

Three road layout options that meet Bylaw 1000 standards have been provided below.

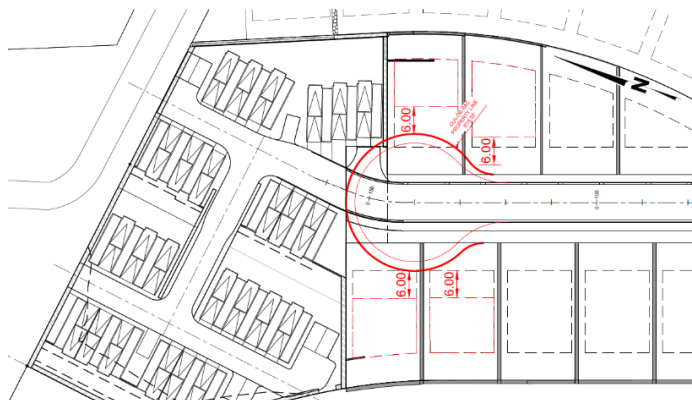


Figure 2 - Layout 1

Layout 1 shows how a standard 15m radius cul-de-sac would affect four duplex lots. The new property lines and setbacks for onsite parking results in a reduction of buildable area. The applicant has determined that two lots would no longer support marketable duplexes. Two single family dwellings with fewer bedrooms could be built on this layout resulting in the loss of two homes.

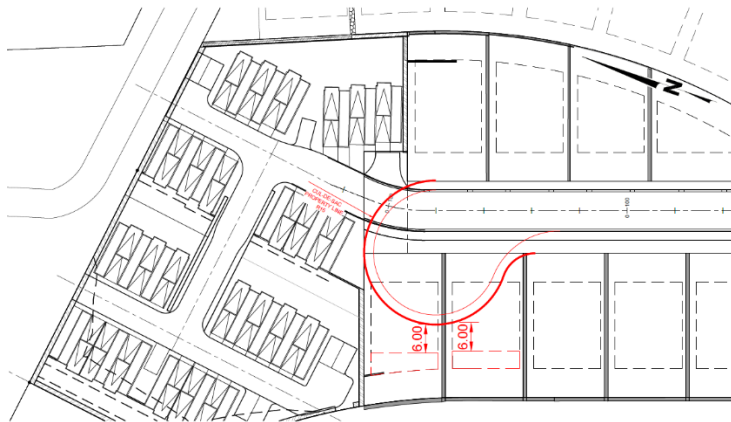


Figure 3 - Layout 2

Layout 2 shows how an offset 15m radius cul-de-sac would affect two duplex lots. The new property lines and setbacks for onsite parking results in a reduction of buildable area. The applicant has determined that two lots would no longer support marketable duplexes. Two single family dwellings and two duplexes could be built on this layout resulting in the loss of two homes.

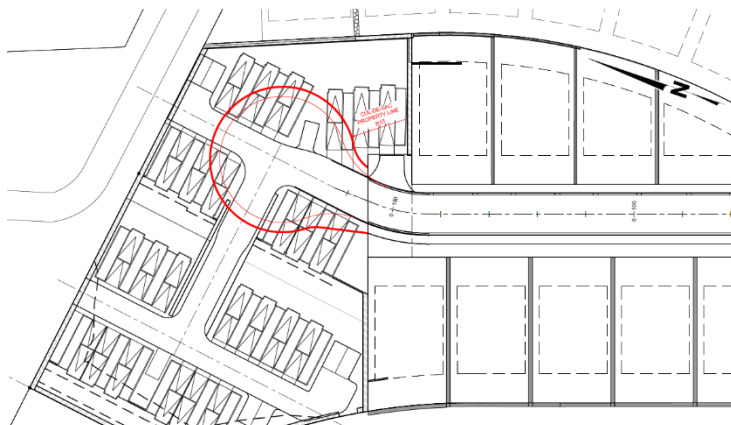


Figure 4- Option 3

Layout 3 shows how a standard 15m radius cul-de-sac could be built on the proposed multifamily lot. No duplex lots would be affected, but the multifamily development would require a significant redesign that would result in the reduction of approximately eight townhouses.

The applicant has not yet applied for Development Permits for the duplex lots or multifamily development but has confirmed the variance would allow the construction of four-bedroom duplexes and three-bedroom townhouses consistent with those found in Southpoint Phase 4 and Westview Phase 5, currently under construction on Marble Place and Mica Place respectively. If a full cul-de-sac is required, the remaining lots may not be large enough to support marketable duplex dwellings.

The proposed new road would not provide a through way connection or access to a commercial centre. Only residents and their guests would typically use the road. The access to the townhouse site would be built to resemble a private driveway with curb let downs and Fire Access signage such that motorists would intuitively use the two-point turn within the dedicated road right-of-way.

If the Committee is satisfied that the applicant has demonstrated that a full cul-de-sac will not result in the most efficient use of the land, they may wish to recommend to Council proceed with consideration of the variance.

If the Committee is not supportive of this request, they could recommend that Council request the applicant re-design their subdivision to meet bylaw requirements.

FINANCIAL IMPLICATIONS:

All costs associated with this variance will be at the cost of the developer.

LEGAL IMPLICATIONS:

If the variance is granted, a statutory right-of-way would be registered in favor of the City of Langford at the time of subdivision registration to allow a public turnaround on private property.

OPTIONS:

Option 1

THAT the Sustainable Development Advisory Committee recommend:

That Council direct staff to provide notice that Council will consider issuing a Development Variance Permit to vary Schedule 4 of Subdivision and Development Servicing Bylaw No. 1000 to allow a permanent two-point turnaround in lieu of a cul-de-sac at 2181 Bear Mountain Parkway, subject to:

- i. That the two-point turnaround is constructed and secured to the satisfaction of the Fire Chief, prior to subdivision approval.

OR Option 2

THAT the Sustainable Development Advisory Committee recommend:

That Council does not proceed with further consideration of this application for a Development Variance Permit to vary Schedule 4 of Subdivision and Development Servicing Bylaw No. 1000 to allow a permanent two-point turnaround in lieu of a cul-de-sac at 2181 Bear Mountain Parkway.

SUBMITTED BY: James Oliver, Senior Land Development Technologist

Concurrence: Chris Aubrey, Fire Chief

Concurrence: Donna Petrie, Senior Manager of Business Development and Events

Concurrence: Yari Nielsen, Director of Parks, Recreation and Facilities

Concurrence: Matthew Baldwin, MCIP, RPP, Director of Planning and Subdivision

Concurrence: Katelyn Balzer, P.Eng., Director of Engineering and Public Works

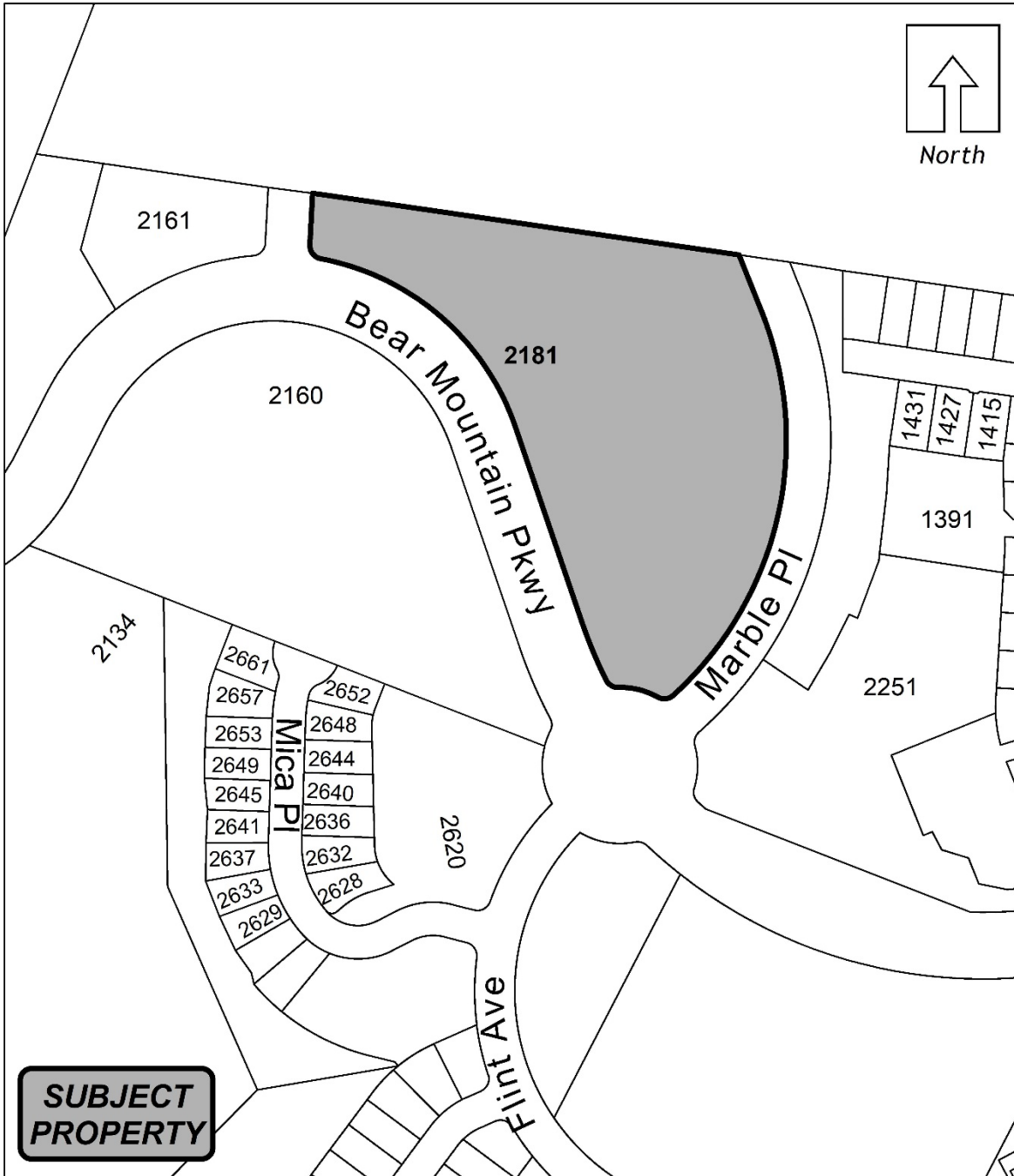
Concurrence: Michael Dillabaugh, CPA, CA, Director of Finance

Concurrence: Marie Watmough, Deputy Director of Corporate Services

Concurrence: Braden Hutchins, Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

**DEVELOPMENT VARIANCE PERMIT
(DVP23-0008)
2181 Bear Mountain Pkwy**



Document Name: DVP23-0008_Site_Map

Scale: N.T.S.

Last Revised: 2023-09-07

