



The Corporation of the District of Central Saanich

REGULAR COUNCIL REPORT

For the Regular Council meeting on Monday, May 12, 2025

Re: 7840 Lochside Dr. – Rezoning, Development Permit and Subdivision (Mixed-Use)

RECOMMENDATION(S):

1. *That the Rezoning and Development Permit with Variances applications for the project at 7840 Lochside Drive be referred to the Advisory Planning Commission.*
2. *That notice of First Reading be given and that, with regard to Development Permit Application 3060-20-23/23 (7840 Lochside Dr), staff schedule an Opportunity to be Heard on the following variances:*
 - *To increase the maximum height for a Residential Apartment building on proposed Lot 1 from 15.0 m to 21.7 m;*
 - *To reduce the rear yard setback for the residential building on Lot 1 from 10.5 m to 6.0 m;*
 - *To reduce the side (north) yard setback for the residential building on Lot 1 from 6.0 m to 3.6 m;*
 - *To reduce the side (south) yard setback for the residential building on Lot 1 from 6.0 m to 3.0 m;*
 - *To reduce the side (south) yard setback for the H+R building on Lot 1 from 6.0 m to 0.13 m;*
 - *To increase the maximum height for the amenity building on Lot 2 from 4.5 m to 5.7 m;*
 - *To increase the maximum height for the commercial unit on Lot 2 from 4.5 m to 6.3 m;*
 - *To reduce the side (east) yard setback for the amenity building on Lot 2 from 6.0 m to 0.9 m;*
 - *To reduce the side (east) yard setback for the commercial unit on Lot 2 from 6.0 m to 0.6 m;*
 - *To reduce the overall vehicular parking requirement from 420 to 316 stalls;*

Following public input on the variances, the following recommendations should be considered:

1. That Zoning Amendment Bylaw No. 2236 (7840 Lochside Drive) be introduced and given First and Second Readings.
2. That Zoning Amendment Bylaw No. 2236 (7840 Lochside Drive) be given Third Reading.
3. That prior to consideration of adoption, a Housing Agreement Bylaw be brought forward for Council's consideration for introduction, First, Second and Third Readings to secure:
 - That the proposed new residential units remain rental in perpetuity;
 - That 10% of the rental units, or 13 units, be provided as affordable housing units and that these units remain affordable housing units for a period of 10 years;
 - That the affordable housing units shall consist of one 3-bedroom unit, nine 1-bedroom units and three studios;
 - That on an annual basis, the owner shall provide the Director of Planning with information confirming that the affordable housing units are rented out as such;

4. That prior to consideration of adoption, a covenant be registered to secure:
 - a. That a \$10,000 contribution be made toward Modo carshare memberships and that a further \$10,000 contribution be made toward BC Transit single-use bus tickets to be distributed amongst residents, and that these contributions be made prior to occupancy of the residential building proposed on Lot 1.
 - b. That a \$262,000 contribution be made to the Affordable or Supportive Housing Amenity Fund, and that this contribution be made prior to occupancy of the residential building proposed on Lot 1.
 - c. That a pedestrian cross walk as per the recommendations outlined in the Memorandum by Watt Consulting, dated May 3, 2024, be provided, or bonded for, prior to occupancy of the residential building proposed on Lot 1 and to the satisfaction of the District.
 - d. That prior to the issuance of a building permit:
 - i. the developer is responsible for the following offsite requirements are necessary to service the development subject to the satisfaction of the Director of Engineering:
 1. Sanitary sewer main extension on Ferguson Road;
 2. All electrical power and telecommunications located on site and serving the development are to be relocated underground;
 3. Submission of a FUS report and water servicing upgrades as required by the FUS report.
 - ii. The developer will complete the works to the satisfaction of the District prior to receiving an occupancy permit or enter into a servicing agreement as per section 506 of the *Local Government Act*.

PURPOSE:

This report is to introduce a proposal for a new 131-unit, 6-storey rental apartment building on the property at 7840 Lochside Drive. The report provides staff analysis of the proposal in light of the Official Community Plan, Zoning Bylaw regulations and applicable Development Permit guidelines as well as a staff recommendation.

BACKGROUND:

The applicant has provided a letter of rationale that is attached to this report (Appendix A), which outlines the proposal as well as the proponent-initiated community engagement that has occurred thus far. In addition, the letter outlines changes that have been made since the initial application was submitted in late 2023. Development plans are attached to this report as Appendix B.

The property is a 2.25 hectare site located on the northwest corner of the Mt. Newton and Lochside Drive intersection. The site is currently developed with two three-storey multi-unit buildings consisting of 126 rental apartment units. The site lies directly adjacent the former Marigold site and the current location of two new rental apartment buildings developed by Starlight Developments.

DISCUSSION:

The proposal consists of 131 new purpose-built rental units in a 6-storey wood frame building with one level of underground parking. In addition, four smaller standalone buildings are proposed, including an amenity building, commercial unit, bike storage building and a waste and recycling (W+R) building. The total new floor area proposed would almost double the current floor area on site. Subdivision of the site in two lots is proposed and would see the existing buildings as well as three of the proposed new smaller

buildings be located on one lot and the new 6-storey building and the W+R building be located on the second lot.

The following table shows the proposed unit mix for the development based on the size of the units measured as the number of bedrooms. In addition, a comparison is made with the numbers included in the Housing Needs Assessment (HNA). The table shows a larger portion of smaller units being proposed than suggested in the HNA.

Unit Type	Studio	1-Bed	2-Bed (+ den)	3-Bed	Total
Proposed	6 (5%)	85 (65%)	28 (21%)	12 (9%)	131
HNA	43%		39%	18%	n/a

10% of the proposed 131 rental units, or 13 units, are proposed to be affordable housing units. The units would consist of one 3-bedroom unit, nine 1-bedroom units and 3 studio's. This would be secured through a housing agreement bylaw to be adopted at the time of adoption of the zoning amendment bylaw. The units would be rented out at 80% of the market rental rate (CMHC) and remain affordable rental units for a period of 10 years. In addition, a contribution of \$2,000 per unit would be made toward the Affordable or Supportive Housing Amenity Fund, for a total contribution of \$262,000. This would be secured through a covenant on title and be required prior to occupancy of the new residential building.

Official Community Plan

Section 2.2 Fundamental Principles of the Official Community Plan (OCP), the following is stated Under the Manage Growth Carefully principle:

The District supports new development that is sensitive to its surrounding neighbourhood while providing the amenities and services needed in the community. New development occurs in a sustainable manner and supports a healthy, active community. Proposals that advance identified housing or community needs are encouraged.

Under the Provide a Range of Housing Opportunities and Protect Housing Affordability principle, the following can be found:

The District supports a wide range of housing types within the Urban Containment Boundary, and supports increased density that is sensitive to existing neighbourhoods within walking distance to existing or planned public transit services and the village centres. Proposals that advance identified housing needs are encouraged.

The proposal would fit within the surrounding neighbourhood, which consists of multiple 5- and 6-storey buildings, and be sited closer to the highway, with the two existing 3-storey buildings providing a gradual transition to adjacent buildings to the east which have a height of two or three storeys. The proposal includes 131 rental units with 10%, or 13 units, proposed as affordable housing units, meeting two needs identified within the Housing Needs Assessment. The proposal would allow for future traffic improvements in the area by way of road dedication along Mt. Newton Cross Road, see a new crosswalk installed on Lochside Drive and improve pedestrian access to existing transit services.

OCP Land Use Designation

The subject property is designated 'Commercial/Mixed Use' as shown on Schedule F: Land Use Plan of the OCP. This designation has the following as purpose: *Within the Urban Containment Boundary to permit mixed-use buildings most commonly with ground floor commercial and residential above, particularly in core areas with zoning that permits a broad range of commercial uses.*

The site is also impacted by the notation as ‘Small Commercial Node’ which has the following purpose: *Represent locations with historic commercial uses that are limited in size and can improve walkability for the surrounding neighborhood without detracting from the core commercial centres.*

Section 4.1 Growth Management and Housing includes the following objective: *D. Housing for All - Encourage the creation of affordable, rental and special needs housing in the District and support various tenure options to ensure adequate housing for a range of income levels and needs in the community, including housing for First Nations.*

The General Policies in Section 4.1 Growth Management include the following:

1. Focus new residential and mixed-use residential/commercial development within the Urban Containment Boundary in the form of infill and densification as designated on Schedule F: Land Use Plan. Uses outside of this boundary should be rural, agricultural, or open space.

9. Encourage underground parking in apartment and mixed-used developments of 3 or more storeys to enhance overall site design and landscaping opportunities.

13. Support the creation of new and the retention of existing rental housing within Central Saanich and discourage the conversion of rental housing of three or more units to strata ownership.

15. Encourage the provision of at least 10% of dwelling units as affordable housing in new attached or multi-unit residential or mixed-use residential/commercial development. Ideally this would be in the form that addresses an identified housing gap.

Section 4.4 Economic Growth includes the following General Policies:

2. Recognize four historic commercial nodes in the District and their unique opportunity to create a walkable community and a sense of place. The four nodes are identified as ‘Small Commercial Nodes’ on Schedule F: Land Use Plan and each node’s specific context includes:

a. Within the Urban Containment Boundary:

iii. The Turgoose node is a neighbourhood that includes existing auto-oriented uses and is undergoing a transition from the former garden nursery to smaller scale commercial uses with significant growth in housing units. The Turgoose node is highly accessible and is close to public transit and the Lochside Regional Trail. It is envisioned as an area for increased residential density and additional commercial uses to serve the surrounding neighbourhood, including adjacent SÁUTW (Tsawout) lands.

3. Encourage the development of unique, small-scale commercial uses, and discourage the development of large single-occupant retail franchises (i.e., bigbox stores).

Overall, the proposal is in substantial compliance with the designation and policies outlined in the OCP. The proposed uses are identified as a need within the District, the density is located in an appropriate location and the proposed siting would result in a gradual transition between higher density buildings and the adjacent lower density and, further away, single family residential neighbourhoods. The project includes a small-scale commercial unit to add to the existing commercial uses located within walking distance of the site.

Zoning Bylaw

The property is currently zoned Large Lot Single-Family Residential: R-1. This zoning was left in place, as opposed to being amended to either Residential Corridor (R-C) or Residential Neighbourhood (R-N), as neither of these zones permit the two multi-storey multi-unit buildings that currently exist on the lot. Staff note that the R-1 zone also not does permit the current use but that the use of the property was regulated

by way of a Land Use Contract that was registered on title in 1977. With the expiry of all Land Use Contracts in BC as of June 30, 2024, the current use of the property is grandfathered and considered legally non-conforming. Through this rezoning application, the zoning regulations can be brought in line with the existing use of the site as well as the uses being proposed through this application.

The proposal would see the property rezoned to Residential Attached: RM-5 and the zoning regulations would be amended by including accessory buildings such as for bike storage, garbage and recycling, a site office/amenity building and such as permitted accessory uses in the RM-5 zone. In addition, a site specific regulation would be included to permit commercial use on the subject property only, as the current zoning does not permit any commercial uses. Proposed commercial uses are business offices and medical/dental offices.

The site is currently 2.25 hectares in area, however, road dedication on two sides of the lot would result in the overall lot size being reduced to 1.86 hectares. As subdivision is proposed, each proposed new lot is required to meet the zoning parameters individually.

Proposed Lot 1

Proposed Lot 1 would consist of the new 6-storey apartment building, a waste and recycling (W+R) building, landscaping and parking areas, for a total site area of 5,223 m², after road dedication. There are no existing buildings located on this proposed lot. The total floor area proposed for the new building is 9,650 m² (103,871 ft²) and the number of apartment units would be 131.

Through the rezoning, a site specific regulation would be added to the RM-5 zone to permit a higher FAR. Both the 6-storey building as well as the W+R building require variances for setbacks. Based on the proposed plan of subdivision, the eastern lot line of proposed Lot 1 would become the front lot line. The table below indicates how the proposal fits in with the RM-5 zoning regulations.

Lot 1						
	Maximum		Proposed		Deviation	
F.A.R.	1.6		1.863		0.263	
Lot Coverage	45%		36.5%			
	Residential building			H+R Building		
	Required	Proposed	Variance	Required	Proposed	Variance
Height	15.0 m	21.7 m	6.7 m	4.5 m	3.2 m	
Front	6.0 m	> 6.0 m		6.0 m	> 6.0 m	
Rear	10.5 m	6.0 m	4.5 m	10.5 m	> 10.5 m	
Side (north)	6.0 m	3.6 m	2.4 m	6.0 m	> 6.0 m	
Side (south)	6.0 m	3.0 m	3.0 m	6.0 m	0.13 m	5.87 m

With respect to the variance for height for the residential building, the proposed height and the number of storeys (6) are similar to the three newly constructed buildings on the former Marigold lands to the north. The setback variances requested for the residential building are measured to the outermost edge of the balconies on the upper floors, the distance from the property line to the façade of the building would be greater. On the north side, the proposed building would face a parking lot located on the adjacent site, and on the south side, the building would be located adjacent a grassy area and parking lot for the Waddling Dog site. The rear yard variance would have no impact on the land that is to be dedicated to the Ministry of Transportation and Transit (MoTT). Based on the extent of the variances and the little to no impact expected on uses located on adjacent lands, staff have no concerns with the requested variances.

Proposed Lot 2

Lot 2 would consist of the two existing 3-storey rental apartment buildings, an amenity building, a commercial unit, a bike storage building, landscaping and parking areas, for a total site area of 1.34 hectares. The new floor area proposed with the three new buildings is 570 m², for a total floor area of 12,163 m² for the site, and the number of apartment units would remain at 126.

Both the amenity building and the commercial unit require variances for the east setback and height, whereas the bike storage building is compliant with all regulations. Based on the proposed plan of subdivision, the southern lot line of proposed Lot 2 would become the front lot line. The table below indicates how the proposal fits in with the RM-5 zoning regulations.

Lot 2						
	Maximum		Proposed	Deviation		
F.A.R.	1.6		0.91			
Lot Coverage	45%		35%			
	Amenity building			Commercial building		
	Required	Proposed	Variance	Required	Proposed	Variance
Height	4.5 m	5.7 m	1.2 m	4.5 m	6.3 m	1.8 m
Front	6.0 m	> 6.0 m		6.0 m	> 6.0 m	
Rear	10.5 m	> 10.5 m		10.5 m	> 10.5 m	
Side (east)	6.0 m	0.9 m	5.1 m	6.0 m	0.6 m	5.4 m
Side (west)	6.0 m	> 6.0 m		6.0 m	> 6.0 m	

Although the requested setback variances are substantial when compared to the required setback, both buildings would function better with the setbacks as requested. The commercial unit would benefit from greater proximity to the street and result in a sense of security and active frontage at the streetscape. The buildings are small enough to not cause a negative impact and would complement commercial uses located further along Lochside Drive. The increase in height is expected to have little to no impact on the adjacent residential building or public uses located along Lochside Drive.

Parking

Including the existing and proposed buildings, with a total of 257 residential units and 184 m² of commercial space, the parking requirement for the site would total 420 stalls. This is based on the 1.5 stalls per residential unit (for 385.5 spaces total), 0.1 space per unit for visitor parking (for 25.7 spaces total) and the requirement for 1 space per 22 m² of commercial retail space (8.35 spaces). Staff note that the architectural plans and parking study include the previous visitor parking requirement of 0.25 per unit as these documents were submitted prior to the recent amendment to the zoning bylaw to reduce the visitor parking requirement to 0.1 space per apartment and attached unit. In addition, the parking study includes the previously proposed 12 townhouse units, which have since been removed from the proposal.

The project proposes 316 parking stalls in total whereas 420 stalls are required, resulting in a variance of 104 spaces. The proposal would see 160 spaces provided on proposed Lot 1 and 156 spaces provided on proposed Lot 2, resulting in a parking ratio of 1.12 for the proposed lot with the new building and 1.07 for the proposed lot with the existing buildings. These numbers exclude the 0.1 space per unit for visitor parking requirement, which is met on both proposed lots. The proposed parking ratios are consistent with other multi-unit projects approved in the last five years.

To assess the proposed parking ratios, the proponent has provided a parking study (Appendix C) that was carried out for the two existing buildings on the subject site as well as 10 representative multi-family sites

in the region. The average parking demand on site was determined at 1.00 space per unit, which is consistent with various other recent projects within the District. The overall parking demand was determined at 288 (excludes the 4 spaces for 0 existing 3-bedroom units noted in the parking study and spaces required for the now-removed townhouse units), whereas 316 are being proposed, resulting in a surplus of 28 spaces in excess of the expected parking demand for the site.

The accessible parking requirement would be exceeded with this project as one additional 'Type A' stall would be provided above the requirement of two 'Type A' stalls and 16 'Type B' stalls.

The on-street parking analysis determined that the available spaces are well utilized, especially during the morning period, so that there is little capacity for parking spillover. The surplus parking on site could therefore be allocated to additional visitor parking should the need arise. The proponent is proposing to utilize a third party to manage on-site parking. A QR-code would be available for visitors to reserve a stall where parking between 7 am and 5 pm would be free and unlimited, and paid parking outside of those hours.

Bicycle parking

Proposed Lot 1 includes 131 new units and requires a total of 197 long term stalls (1.5 per unit) and 21 short term stalls (1 per 10 required vehicular parking stalls). The project would provide 342 long term stalls in the new parkade, 145 more than required, and 62 short term stalls between the two proposed new lots, 20 more than required, resulting in an overall surplus of 165 spaces above the parking requirement. Proposed Lot 2 would see a bike storage building being added, which would provide 30 long-term stalls in addition to the 91 existing stalls, as well as a portion of the aforementioned short term stalls, mainly near the two new proposed buildings. The long-term bicycle parking requirement for Lot 2 would not be met on site with the 121 total stalls proposed and 189 required, however, as the buildings are existing, they are exempt from having to meet the requirement. In addition, Lot 1 would provide 145 stalls in excess of the requirement for that lot.

Transportation Demand Management (TDM) Measures

Although the Parking Study does not include recommendations for TDM measures due to the proposed number of parking stalls exceeding the expected parking demand, the proponent is proposing to contribute \$10,000 in Modo carshare memberships and another \$10,000 in BC Transit single-use bus tickets to be distributed amongst residents that would be using transit. These contributions would be secured through a covenant to be registered on title prior to bylaw adoption.

Development Permit Guidelines

The proposal is viewed in light of the development permit guidelines for Residential Multi-family and Commercial/ Mixed-use projects. The guidelines suggest that new development should "respond sensitively to existing or planned adjacent development and be well integrated within the neighbourhood and local context". The proposed six-storey building would be similar in height to recent adjacent developments to the north, consisting of the Marigold development, which now includes three six-storey and one five-storey buildings. The building would be located away from adjacent less intensive development and along the highway. Two smaller, single-storey buildings including a commercial unit would be located along Lochside Drive.

Entrances to the various buildings are clearly defined and would be improved upon with the additional landscaping that is proposed. The buildings along Lochside Drive would have direct at grade pedestrian access to the street and would be connected with open spaces on site. Every residential unit would include a balcony or patio and these would overlook walkways, parking areas and private communal spaces to ensure security. The facades include articulation, various colours and materials, and complement the

adjacent development at 2515 Hackett Crescent. The project includes a new kids' playing area and other amenity areas as well as a roof top open space.

Parking areas would be located away from the street and the two existing access points to the current lot would be shared between the two new proposed lots. Streetscapes would be improved due to the two new smaller buildings and the landscaping and walkways surrounding them, while maintaining the current grassy areas and trees where possible. The landscape plans show a lighting plan for the entire site, improving pedestrian comfort and security. A substantial amount of landscaping is proposed and this is discussed in the section below. Overall the project is in substantial compliance with the OCP.

Landscaping

Landscape plans have been provided and show a kids' amenity area, a renovated outdoor pool area, a dog run amenity area, a roof top amenity area and a community garden area. The site of the new building would be landscaped with all new plantings around the building and parking areas. The site with the existing building would see new plantings around the buildings and parking areas, multiple new improvements such as the aforementioned amenity areas and retention of the grassy areas and most of the trees fronting Lochside Drive. The landscape plans can be found in Appendix B and include planting plans, plant materials schedule, a lighting plan and a tree management plan.

Approximately 11 trees would be removed to facilitate the proposed development and 19 would be retained. In addition, the landscape plan indicates that approximately 62 trees would be planted including six varieties. The plans show a pathway across the subject site connecting to lands to the south as well as to the adjacent site to the north, which provides a pedestrian connection to the bus stop along the highway. This connection was secured by Council as part of the development of the site at 2515 Hackett Crescent.

Traffic Impact Assessment

The proponent has provided a Traffic Impact Assessment (TIA) as well as an update to the assessment based on review comments from the District (Appendix D). The TIA looked at wait times for traffic turning onto Lochside Drive from Ferguson and James Island roads, a proposed crosswalk across Lochside Drive, the speed limit and cycling infrastructure on Lochside Drive, and vehicle queuing along Mt. Newton related to site accesses.

The TIA concluded that wait times are well within acceptable limits for peak hour traffic. Recommendations for a crosswalk design and location were provided and these will be implemented as part of the overall development of the site. A reduction of the speed limit from 50 k/h to 40 k/h was recommended and the District is currently reviewing speed limits across the municipality. The TIA supported the District-requested right-in/right-out access restriction and concrete median for Mt. Newton Cross Road and suggested a potential addition of a westbound vehicle lane in the future. The District has considered adding a lane in the future and allowances are in place, however, in the meantime, the road dedication would be utilized for on-street parking and loading spaces.

The update to the TIA takes into account the removal of the 12 townhouses and the recent addition of the adjacent 235-unit Starlight development with respect to traffic impacts on the Highway 17/Mt Newton Cross Road intersection, and reviews travel times along Mt. Newton Cross Road.

The update indicates that the levels of service (LOS) for the Highway 17/Mt Newton intersection are acceptable for the Highway through movements but that a couple of movements show unacceptable levels due to the long traffic light cycle length. The delays (wait times) would still be less than 80 seconds "which are considered acceptable for a highway signal with high volumes". Overall, the increase in delays were a few seconds but that did result in some LOS dropping from "acceptable" to "unacceptable" (from

a traffic movement perspective). Queue lengths were found not to increase much due to the new and proposed developments, however, it was noted that the queue length for the westbound left turn (onto the highway) would exceed the available storage length of the turn lane. The current conditions pose challenges to increasing the storage length but changes to Mt. Newton Cross Road in that area are being considered by the District. The prognosis for 2036 indicated that multiple movements would operate poorly and more storage lengths would be exceeded, however, this would be the result of background conditions (e.g. 2% growth rate from 2021 traffic volumes plus Marigold Phase 1 traffic) and not due to the proposed development. Changes to the signal timing alone would not solve these delays and/or queueing issues.

A review of travel times demonstrated that the recent development and proposed development together would result in an increase in travel time but that it would be limited to less than 14 seconds after completion of both developments. The subject proposal itself would lead to an increase in travel time of less than 10 seconds. The increase is considered minor and is largely tied to the long cycle length at the signal rather than an increase in volume of traffic.

Recommendations and/or considerations that came out of the TIA were for the District to contact MoTT to reduce the signal cycle length, reconfigure the section of Mt Newton Cross Road between the highway and Lochside Drive and improving access to the nearby Rapid Bus stops. Staff have reached out to MoTT regarding the signal cycle length option but have not yet received a response. These efforts will be ongoing and are not impacted by the development proposal.

The District has reviewed the aforementioned section of Mt Newton Cross Road and improvements are currently underway and further improvements are envisioned in the near future. These would include installing a median on Mt Newton Cross Road, adding a westbound vehicle lane and improving the Lochside Regional Trail along that section of road. In addition, access to the bus stops and a new shelter have been and are required as part of development on adjacent properties, including the current site.

Frontage Improvements

As part of the overall development, improvements would be made in the area surrounding the site. These improvements would see road dedication along Mt. Newton Cross Road that would facilitate future road widening and intersection improvements. Road widening, new curbs and sidewalk improvements along Mt. Newton Cross Road, including relocation of hydro poles and distribution lines, would be required as well as two on-street parking stalls for loading, pick up/drop off and deliveries. The current Mt. Newton access would be reconfigured to right-in and right-out only.

Off-site Improvements

A concrete pad and transit shelter would be required at the bus stop and a crosswalk is to be installed at Ferguson Road. The crosswalk would be a signed and marked crosswalk across Lochside Drive and one with Rectangular Rapid Flashing Beacons (RRFBs) is recommended by the TIA. The crosswalk would include four signs, four RRFB's, pedestrian pushbuttons and curb extension. The District would work with the proponent on the design of the crosswalk and related improvement and the proponent would cover (most of) the costs. As part of the site servicing, a sanitary sewer main extension on Ferguson Road is required and electrical power, gas and telecommunications are to be relocated underground. Additional upgrades may be required once FUS values are determined.

IMPLICATIONS:

Strategic

The project aligns with Council's 2024-2027 Strategic Plan that includes as a priority "Expand Supply of Affordable, Attainable, and Rental Housing", with the following goals:

- Support and encourage development proposals that expand housing diversity, including purpose built rental and legal suites;

Legislative/Policy

As per Council's (extended) motion to '*waive all Community Amenity and Affordable Housing Amenity Fees from all affordable rental, affordable home ownership and purpose-built rental applications for a period of two years*', there is no requirement for amenity contributions for this proposal. However, the proponent is offering a \$262,000 contribution to the Affordable or Supportive Housing Amenity Fund, 13 affordable housing units, and a new crosswalk that is valued at approximately \$50,000.

Process

The next step, if supported by Council, would be for the Advisory Planning Commission (APC) to review the proposal and provide comments for Council's consideration. Staff would draft the bylaws and development permit, send notifications for first reading and the opportunity to be heard, and Council would be asked to consider first, second and third readings of the bylaw when the proposal is brought back. A public hearing is prohibited as the proposal is consistent with the OCP and involves residential development.

Council has the option of directing staff to work with the proponent to address concerns they may have with certain aspects of the proposal, such as requested variances or the site design being compliant with design guidelines, prior to bringing the application back to Council and subsequent referral to the APC.

First Nations

The District had met with Tsawout First Nation regarding the traffic situation around the Mt. Newton /Highway 17 and Mt. Newton/ Lochside Drive intersections. The terms of reference for the TIA were a coordinated effort between the developer, Tsawout and the District, and the final TIA has been shared with all parties.

OPTIONS:

Option 1 (recommended):

1. That the Rezoning and Development Permit with Variances applications for the project at 7840 Lochside Drive be referred to the Advisory Planning Commission.
2. That notice of First Reading be given and that, with regard to Development Permit Application 3060-20-23/23 (7840 Lochside Dr), staff schedule an Opportunity to be Heard on the following variances:
 - a. To increase the maximum height for a Residential Apartment building on proposed Lot 1 from 15.0 m to 21.7 m;
 - b. To reduce the rear yard setback for the residential building on Lot 1 from 10.5 m to 6.0 m;
 - c. To reduce the side (north) yard setback for the residential building on Lot 1 from 6.0 m to 3.6 m;
 - d. To reduce the side (south) yard setback for the residential building on Lot 1 from 6.0 m to 3.0 m;
 - e. To reduce the side (south) yard setback for the H+R building on Lot 1 from 6.0 m to 0.13 m;
 - f. To increase the maximum height for the amenity building on Lot 2 from 4.5 m to 5.7 m;
 - g. To increase the maximum height for the commercial unit on Lot 2 from 4.5 m to 6.3 m;
 - h. To reduce the side (east) yard setback for the amenity building on Lot 2 from 6.0 m to 0.9 m;
 - i. To reduce the side (east) yard setback for the commercial unit on Lot 2 from 6.0 m to 0.6 m;
 - j. To reduce the overall parking requirement from 420 to 316 parking stalls;

Option 2 (no APC):

1. That notice of First Reading be given and that, with regard to Development Permit Application 3060-20-23/23 (7840 Lochside Dr), which includes variances, staff schedule an Opportunity to be Heard on the following variances:
 - a. To increase the maximum height for a Residential Apartment building on proposed Lot 1 from 15.0 m to 21.7 m;
 - b. To reduce the rear yard setback for the residential building on Lot 1 from 10.5 m to 6.0 m;
 - c. To reduce the side (north) yard setback for the residential building on Lot 1 from 6.0 m to 3.6 m;
 - d. To reduce the side (south) yard setback for the residential building on Lot 1 from 6.0 m to 3.0 m;
 - e. To reduce the side (south) yard setback for the H+R building on Lot 1 from 6.0 m to 0.13 m;
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 - g. To increase the maximum height for the commercial unit on Lot 2 from 4.5 m to 6.3 m;
 - h. To reduce the side (east) yard setback for the amenity building on Lot 2 from 6.0 m to 0.9 m;
 - i. To reduce the side (east) yard setback for the commercial unit on Lot 2 from 6.0 m to 0.6 m;
 - j. To reduce the overall parking requirement from 420 to 316 parking stalls;

Option 3:

That alternative direction be provided.

CONCLUSION:

Applications have been received for a 6-storey rental apartment building with four smaller accessory buildings, including a commercial unit, to be constructed on the property at 7840 Lochside Drive. The existing buildings would be retained and the lot subdivided in a panhandle configuration. The proposal is generally consistent with OCP policies and guidelines, as well as development permit guidelines. Variances are requested for height, setbacks and parking. The proposal includes affordable housing units, a contribution to the affordable housing fund, crosswalk improvements, road dedication and frontage improvements.

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Respectfully submitted by:	Kerri Clark, Manager of Development Services
Concurrence by:	Jarret Matanowitsch, Director of Planning and Building Services
Concurrence by:	Christine Culham, Chief Administrative Officer

ATTACHMENTS:

Appendix A: Letter of Rationale
 Appendix B: Development Plans
 Appendix C: Parking Study
 Appendix D: TIA and TIA Update