

# Public Hearing Binder

The general purpose of proposed “**Colwood Official Community Plan No. 1700, 2018, Amendment No. 13 (3698 Metchosin Road – City Lands)**” and “**Colwood Land Use Bylaw No. 151, 1989, Amendment No. 215 (3698 Metchosin Road), Bylaw No. 2036, 2024**” is a joint OCP and Rezoning Amendment to expand the Latoria South Sub-Area Plan to include 3698 Metchosin Road and to increase the allowable density by 500 units, provide a mix of potential employment uses and provide additional land to expand Quarry Park.

Within the electronic binder, please find a copy of:

1. Staff Report to Planning and Land Use Committee (November 4, 2024)
2. Staff Presentation (November 4, 2024)
3. Proposed Bylaw No. 1700-13
4. Proposed Bylaw No. 2036
5. Notice of Amending Bylaw

Minutes and videos of Council are publicly available and can be accessed through the following link:

- [City of Colwood - Home \(civicweb.net\)](http://civicweb.net)

**To:** Planning and Land Use Committee  
**Date:** November 4, 2024  
**From:** Mairi Bosomworth, Senior Planner  
**RE:** Joint OCP Amendment/Rezoning for 3698 Metchosin Road

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### **RECOMMENDATION**

THAT the Planning and Land Use Committee recommend to Council:

THAT the appropriate amendments to Part E, Latoria South Sub Area Plan, of the Official Community Plan Bylaw be prepared to enable the addition of 500 units and include the subject site within the Sub-Area Plan area.

AND THAT the appropriate amendments to Section 10.33 of Colwood Land Use Bylaw No. 151, be prepared to enable the addition of 500 units in Latoria South and to rezone the subject property to CD28.

AND THAT the Colwood Land Use Bylaw No. 151, 1989, Amendment No. 215 (3698 Metchosin Road), Bylaw No. 2036, 2024 be considered for 1<sup>st</sup> and 2<sup>nd</sup> reading;

AND THAT the Official Community Plan Amendment Bylaw No. 1700-13be considered for 1<sup>st</sup> and 2<sup>nd</sup> reading;

AND FURTHER THAT prior to adoption of the amending bylaws, the following long-term conditions be registered with a Section 219 Covenant Development Agreement:

#### **PRIOR TO THE ISSUANCE OF A DEVELOPMENT PERMIT**

##### **PROPERTY REMEDIATION**

1. The Owner shall, at its own expense, and to the satisfaction of the Director of Engineering and Development Services conduct property remediation, including the removal of on-site materials.

#### **PRIOR TO THE ISSUANCE OF A BUILDING PERMIT**

##### **OFF-SITE WORKS**

2. The Owner agrees to either: 1) complete the frontage improvements on Metchosin Road as required by applicable City of Colwood bylaws and policies; 2) enter into a Servicing Agreement with the City of Colwood (and provide the required security as agreed to by the City) that will address the required frontage improvements; 3) provide a cash contribution to the City of Colwood in lieu of completing the required frontage improvements as determined and approved by the City; or 4) a combination of cash-in-lieu and frontage works completion as determined and approved by the City.
  3. The Owner agrees that they will be responsible for the installation of a new bus shelter and seating in accordance with BC Transit standards applicable at the time of Building Permit issuance.
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**SUMMARY AND PURPOSE**

The purpose of this report is to present to the Planning and Land Use Committee OCP Amendment No. OCP00004 and Rezoning Application No. RZ000017, which are City led amendments to the Latoria South Sub Area Plan and text amendments to the CD28 zone to expand the area of the Latoria South Sub Area Plan to include the property at 3698 Metchosin Road and increase the allowable density by 500 units. At the City's initiative, the proposal is to include these lands within Latoria South to further support the growth and diversity of the neighbourhood with a mix of potential residential, commercial and employment uses. This forms part of the negotiations titled "City Lands Swap Process", that identifies underutilized city-owned lands that can be exchanged to expand Quarry Park and Promenade Park, supporting the City to achieve its Parks and Recreation objectives.

At its in-camera meeting on August 26, September 23 and October 15, 2024, Council passed the following resolutions regarding Parks and Recreation Master Plan implementation in South Colwood:

IC-2023-004 THAT Council reaffirm the direction to explore the trading of land located at 3698 Metchosin Road to other landowners for land that provides increased ability to implement new parks and recreation amenities including an indoor recreation facility and athletic fields (Parks and Recreation Master Plan Recommendations C4, C11, C14, C15);

AND THAT Council direct staff to proceed with specific land trading discussion to enable Quarry Park expansion;

AND FURTHER THAT 499 Royal Bay Drive (PID 025-625-837) be considered in the land swap discussions.

IC-2024-42 THAT Council direct staff to return to Council with the necessary documentation required to execute the proposed agreement;

AND THAT Council direct staff to prepare the necessary bylaws to facilitate the conditions of the agreement.

IC-2024-54 THAT Council releases the In-Camera resolutions from June 24, 2024, and August 26, 2024, which are related to the Land Exchange Agreement for the Quarry Park Expansion Lands (Lots 4 & 5) currently owned by Latoria South Development LP (Latoria) and the "City Lands" property (3698 Metchosin Road) currently owned by the City of Colwood;

AND THAT Council directs staff to prepared and publish notices for the proposed property disposition of 3698 Metchosin Road, in accordance with the requirements of Public Notice Bylaw No. 1933, 2022.

IC-2024-69 THAT Council direct Administration to execute the Land Exchange Agreement for the Quarry Park Expansion Lands (Lots 4 & 5), as amended, currently owned by Latoria South Development LP (Latoria) and the "City Lands" property (3698 Metchosin Road) currently owned by the City of Colwood;

AND THAT Council direct Administration to execute the Purchase and Sale Agreement between Meadows Development Limited Partnership (Vendor) and the City of Colwood (Purchaser) for a portion of the 499 Royal Bay Drive property, which will be used by the City to expand Promenade Park, as amended;

AND FURTHER THAT Council direct staff to prepare and return to Council with the necessary bylaws and documentation to comply with the conditions of the agreements and close the deals.

## STRATEGIC PLAN AND RELATED POLICIES

The proposal to amend the Latoria South Sub Area Plan to enable additional density and facilitate the expansion of Quarry Park and Promenade Park is in alignment with several goals outlined in the City of Colwood's 2024-2027 Strategic Plan:



### Economy

Colwood is a thriving community – we make decisions that promote the prosperity of residents, businesses and the City as a whole.

- By increasing the developable area in Latoria South, this increases the potential for new light industrial, commercial and business uses that help attract business investment and diversify Colwood's taxbase, supporting long term financial sustainability for the City.



### Infrastructure

Colwood's natural and built assets – we enhance quality of life for Colwood residents, visitors and regional commuters by creating a connected network of streets, sidewalks, trails and cycling routes that allow people of all ages and abilities to move safely and conveniently throughout the City.

- Enhance transportation and mobility by facilitating the development of properties that are located near existing and planned transit routes, bike lanes, and trails, encouraging more active and sustainable modes of transportation and reducing greenhouse gas emissions.
- Support the development of potential additional amenities into the community such as a recreation facility, sports fields and more.



### Well-Being

Colwood supports residents well being – we work to enhance the health, well-being and quality of life for Colwood residents through advocacy, regulation and implementation of actions that support access to housing and health care and promote safety, accessibility, recreation options, opportunities for seniors and youth that support social connection and wellness, community groups and food security.

- By acquiring additional parkland as part of the agreement with Latoria South Development LP (Gablecraft), the City can preserve and restore natural habitats, enhance recreational opportunities for residents and visitors, and improve overall livability and resilience. This will allow the City to increase the amount of parkland to population ratio.
- Foster community well-being and social inclusion by contributing \$2,000,000 towards the construction of a new community centre. This will offer a variety of programs and activities for people of all ages and abilities, as well as creating opportunities for community partnerships and collaboration
- The acquisition of parkland would also align with the City's commitment to environmental stewardship, climate action, and community engagement.

Increasing the allowable density in Latoria South will improve the City's ability to meet its housing targets mandated by the provincial government. In addition, the City of Colwood's Housing Needs Assessment

identifies the continued need for rental housing, housing for seniors, and housing for families. By enabling more units, Latoria South will continue to contribute to the housing market in various forms and support these housing objectives.

**BACKGROUND**

**Applicant Information**

<u>Applicant:</u>	City of Colwood
<u>Owner:</u>	City of Colwood
<u>Address:</u>	3698 Metchosin Road
<u>Legal:</u>	LOT A PLAN VIP58414
<u>Current Zoning:</u>	AR1
<u>Proposed Zoning:</u>	CD28
<u>OCP Designation:</u>	Neighbourhood

**APPLICATION REVIEW**

**1. Proposal**

This is a City initiated joint OCP Amendment/Rezoning application for the property at 3698 Metchosin Road, which seeks to include the lands within the Latoria South Sub Area Plan and rezone the property to CD28 to enable an additional 500 units in Latoria South.

This request aligns with the negotiations titled “City Lands Swap Process” between the City and Gablecraft, allowing the City to achieve its various Parks and Recreation goals and objectives by acquiring additional park land to expand Quarry Park and Promenade Park. A summary of the City Lands Swap Process includes:

- Gablecraft services and sells the 4.7 acre Quarry Park expansion lands to Colwood for \$10M;
- The City of Colwood sells the City Lands (3698 Metchosin Road) to Gablecraft for \$12M, with clean up cost risk and road frontage construction costs assigned to Gablecraft;
- Gablecraft provides a contribution of \$2M cash to the City of Colwood for the Recreation/Community Centre;
- Colwood rezones the City Lands to enable an additional 500 residential units and a variety of commercial and light industrial uses as a condition of the sale agreement;
- 499 Royal Bay Drive is rezoned to allow for the development of 11 single family lots; and
- Gablecraft gifts Colwood the Promenade Park expansion totaling 2.2 acres.

The adoption of this joint rezoning/OCP amendment is a condition of the success of the land swap.

**2. Site Context**

The subject property, 3698 Metchosin Road, is bisected by Metchosin Road comprising of a west portion (subject property) of +/- 3.531 ha (8.725 acres) and an east portion of +/- 0.691 ha (1.707 acres). See **Figure 1**. The east portion will be subdivided off of the west portion, and will still be under the ownership of the City. The City will determine the best



**FIGURE 1. SUBJECT PROPERTY**

use of the east lands at a future date. This application is for the west side only. The lands are currently zoned AR1 and is designated as Neighbourhood in the OCP. Historically, the property has been used as a gravel stockpile, material laydown area and for vector dump storm drain cleaning. The property is composed of previously disturbed land and a smaller forested area on the southwest end. The property was never contemplated to be part of Latoria South, however, the City has no future plans for the property, presenting an opportunity to sell the land and increase the developable area of Latoria South.

The property is located at the south-eastern edge of Latoria South. Lands surrounding the property are within Area 10 Latoria South which permit low density housing such as single-family dwelling and two-family dwellings. To the northeast within Latoria South is the location of the new BC Museum and Archives building, with additional services and amenities closer to the central area of “The Commons”. See **Table 1**.

**TABLE 1 – EXISTING ZONING AND PROPOSED USES OF ADJACENT PARCELS**

Parcels	Current Zoning	Proposed Use of Land
North	CD28 – Area 10	Currently Vacant Zoned for Singly Family and Two Family
	CD28 – Area 9	BC Museum
East	AR1	Remainder Part of 3698 Metchosin Road
South	District of Metchosin	
West	CD28 – Area 10	Currently Vacant Zoned for Singly Family and Two Family

**3. Official Community Plan (OCP) Bylaw No. 1700**

In 2020, Council adopted an OCP and zoning amendment application that created the Latoria South Sub-Area Plan (SAP) which is appended to the OCP and includes the lands west of Metchosin Road and south of Latoria Road. The SAP is comprised of three neighbourhoods; The Quarry, The Commons and the Transition Area. Within each of the three neighbourhoods, the lands are split up into Areas (Areas 1-10) which include specific land use policies. The SAP also provides direction on trail connections, cycling facilities, transit, and road network.

This proposal seeks to include the subject property within the SAP, and designates it as a new area, “Area 11”. An updated Sub Area Plan can be found in **Appendix 1** and a redlined version can be found in **Appendix 2**. The intention of this area is to allow for flexibility in uses and maximize the best use of the land to enable development that is responsive to the market at the time. As such, the subject property, will be included in the existing neighbourhood “Transition Area”. The Transition Area ‘includes a range of housing types, limited commercial uses, and other institutional and non-residential uses’ that is consistent with the vision for Area 11. Area 11 will also continue to ‘provide connections with adjacent neighbourhoods through a wide variety of transportation networks and well-defined pedestrian and cycling connectivity’. The intent of this area is to be an extension of the Transition Area and focus density and a diversity of uses along Metchosin Road.

The SAP provides an approximate maximum of 2,100 units, however ‘at the sole discretion of the City of Colwood, the maximum number of units could be increased in the future based on periodic traffic studies’. The original density allocation was always intended to be flexible based on the road networks ability to carry additional capacity. The addition of 500 units is supported by updates to the traffic model (discussed further in the report).

In addition to ensuring all maps are updated to reflect the inclusion of this property within Latoria South, the following amendments are proposed:

- Increase the allowable units from 2,100 to 2,600 units
- Add Area 11:
  - Site area = approximately 3.5 hectares (8.7 acres) not including future major roads
  - This site is intended to act as an extension of the Transition Area, offering a broad range of potential residential, commercial and employment uses, called the Metchosin Transition Area
  - Access will be directly from Metchosin Road with the potential of one access point from Area 10, ensuring circulation can be accommodated within Area 11, while prioritizing pedestrian and cycling connectivity to other areas in Latoria South
  - Support healthcare and other institutional uses, providing a dynamic suite of uses that will further enhance the area
  - Heights up to 6 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

**4. Land Use Bylaw No. 151**

The property is currently zoned AR1 and is currently dedicated as parkland. The proposal is to rezone the subject property to CD28 and add a new Area in the Zone, Area 11. See **Appendix 3**. The zone enables a maximum number of dwelling units of 2,100 and a total amount of non-residential floor area of 40,000m<sup>2</sup>. The proposal is to enable an additional 500 units (increase total allowable units to 2,600) within Latoria South (not exclusive to Area 11), and enable other non-residential development on the subject property. If the unit allocation is used outside of Area 11, development is still subject to existing zoning in place and as such will be consistent with what is currently being built. The intention of this area is to create flexibility and opportunity in uses that are permitted, and contribute to the overall diversity in housing forms and commercial, industrial and institutional uses. Example of uses permitted include assembly and entertainment uses, bakery, brewhouse, civic use, colleges, universities and trade schools, hotel and more.

Existing and proposed zoning regulations are provided in **Table 2**. This area will be permitted up to 6 storeys and a maximum FAR of 3.0. Despite it being valuable to compare the existing and proposed zoning, what is even more valuable is comparing the proposed zoning for Area 11 with other areas within the “Transition Area”, Areas 7, 8 and 9. See **Appendix 4**. The intent is to show that proposed development regulations and built form are consistent with those already enabled within Latoria South, and is just an extension of the development area.

**TABLE 2. SUMMARY OF ZONING REGULATIONS**

Zoning Regulations	Existing Zone AR1	Proposed Zone CD28-11		
		General/Mixed Use	Apartments	Attached Housing
Minimum Lot Area	4,000m <sup>2</sup>	1,500m <sup>2</sup>	1,200m <sup>2</sup>	1,000m <sup>2</sup>
Minimum Lot Width	40m	20.0m	18.0m	17.0m
FAR		3.0	2.0	1.0
Maximum Lot Coverage	30%	50%	50%	50%
Minimum Open Site Space		10%	10%	10%
Maximum Building Height	10.5m	22m	22m	12.5m
Setbacks	Front	7.5m	2.0m	3.0m
	Side	3m	0m	3.0m

	Side	3m	3.0m	4.5m	3.0m
	Rear	10m	4.5m	4.5m	6.0m

Conceptual development options have been created that comply with the proposed zoning and policies in the SAP. A summary of each of the concepts are summarized below. It is important to note this is conceptual in nature, and may not be the exact development realized. See **Appendix 5** for conceptual drawings of each.

Potential Concept 1 Commercial Focus	Potential Concept 2 Townhouse Focus	Potential Concept 3 Apartment Focus
75,000 sq.ft. commercial 150 Apartment Units	30,000 sq.ft. commercial 150 Apartment Units 75 Townhome Units	30,000 sq.ft. commercial 370 Apartment Units

### 5. Parks and Recreation

The proposed expansion of Quarry Park would add 1.93 hectares (4.67 acres) to the existing area of 4.53 hectares (11.20 acres), resulting in a total park area of 6.46 hectares (15.96 acres). The expansion would become Phase 2 of Quarry Park, with Phase 1 currently under construction and anticipated to be completed by Spring, 2025. Development of a community park in Royal Bay is a recommendation from the City-wide Parks and Recreation Master Plan (2020/2021) (PRMP) and the Latoria South Parks Plan. Acquiring this additional land could potentially create significant opportunities for the community and improve the park and recreational uses.

#### Parks and Recreation Master Plan

The expansion of Quarry Park suggests the park will meet the criteria to be considered as a Community Park in the PRMP. A Community Park is typically a large destination space that benefits the broader community. These parks are most often centrally located and widely accessible to residents. Typical community parks appeal to the broad community as well as to visitors and include a diverse collection of features and facilities. A summary of actions identified in the PRMP that relate to a Community Park, and parks in Royal Bay are shown in **Table 3**, demonstrating this proposal satisfies many of these actions.

**TABLE 3. SUMMARY OF ACTIONS IN THE PRMP**

	Action	Staff Comment
C4.2	Pursue acquisition of land for Upland Community Parks. Primary considerations include: size +5 ha, predominantly open area suitable for site development, prominent street frontage and access. Consider location of new parkland with aim to protect environmentally sensitive areas. Preferred areas: Royal Bay, “Quarry” phase area, adjacent or near to confirmed future SD62 school site	With the acquisition of the Quarry Park expansion area through this application, Quarry Park will meet the size requirements for a Community Park
C4.3	Once new Community Park land is acquired, proceed to develop a park management plan for the site and implement park development	An update to the Latoria South Parks Plan will be done once final plans for Quarry Park are established
C5.3	For all future Community Parks, consider park washrooms in planning and budgeting	Park washrooms will be considered



C6.1	Target development of one community destination, inclusive playground in a central location. Location options could include Royal Bay future Community Park. Design considerations: 1,000 sq.m., accessible surfacing, nature play, seating, furnishings, plantings, parking, nearby washrooms	Inclusive play elements are proposed and accessibility was considered in the overall design of the park.
C9.2	Considered covered structures in planning and budgeting for all future Community Parks.	This will be incorporated
C11.1	Develop 4-6 new outdoor pickleball courts at 2 different locations in Colwood. Amenity considerations: high quality court surfacing, drainage, fencing, parking, lighting. Location considerations include Royal Bay.	Being considered
C11.2	Develop 2-4 new outdoor tennis courts in Colwood outside of the WSPR Juan de Fuca Rec Centre. Amenity considerations: high quality court surfacing, drainage, fencing, parking, lighting. Locations considerations include Royal Bay	
C14.2	Secure a site (through community park acquisition or partnership with WSPR/SD62) 1.2-1.6 Ha in size that could be suitable for a new Community Centre facility with combined culture and recreation functions. Desired locations is within Royal Bay. This facility could address community interests for indoor facilities to provide new/additional interest class space, performance space, fitness studio space, and weight room/workout space. If a suitable site is acquired but not needed for facility development, the land can be considered for future park space	As the land will be acquired via the land swap, a partnership with WSPR or SD62 will not be required. Gablecraft is also contributing \$2,000,000 towards the construction of a community centre.
C15.2	Consider acquisition of 5.0 hectares of land for potential development as athletic fields. Athletic fields could be incorporated as part of a new Community park. Preferred location is Royal Bay	Acquisition of land allows the City to advance this
P2.1	During rezoning applications, subdivision applications, and OCP amendments, seek to acquire, preserve, or dedicate significant portions of land as parkland in support of parkland targets and future needs. As a priority, continue to seek large areas of relatively flat lands that could support future community park and/or athletic field development.	This process directly advances this action.
P2.3	Through acquisition and dedication, work towards increasing Community Park supply from the current 1.73 ha/1000 residents to a target 2.20 ha/1000 residents. Review progress and track annually. Revisit the neighbourhood	This proposal allows the City to more closely meet this target

Latoria South Parks Plan

The Latoria South Parks Plan was developed to comply with the Latoria South Parks Terms of Reference. An update to the Parks Plan will be brought forward to Council for endorsement, once proposed programming for the expansion of Quarry Park is finalized. There are proposed amendments to trails, to

accommodate the development of City Lands, however, connectivity will be maintained particularly the Beach to Mountain Trail connection.

## **6. Off-site works**

The rezoning of the subject property will mean that off-site works will be performed earlier than anticipated along Metchosin Road. The off-site works must be provided through the development process in accordance with the City of Colwood's Subdivision Servicing Bylaw No. 285 and Transportation Master Plan. Both documents are amended from time to time to reflect current and future transportation needs of the community, including road expansion, transit, and active transportation considerations. Typically, off-site work improvements will include boulevard, sidewalk and bike lanes along Metchosin Road – continuing the off-site improvements that have already been constructed to the north along Metchosin Road.

## **7. Transportation Impact Assessment (TIA)**

As part of the OCP amendment, an update to the Latoria South traffic model was completed based on an assumed increase of 500 units and 7,000m<sup>2</sup> of commercial floor area. The update estimated future traffic generation and distribution throughout the City in response to the proposed development. The results of the update to the City model were then considered as part of a traffic review for Latoria South. The review suggested that all study intersections were found to operate at acceptable levels even with the additional traffic generated. No additional improvement measures beyond those already planned are required to accommodate the additional traffic in 2045. Other findings include the following:

- A traffic signal at Latoria Road and Quarry Street intersection is warranted by 2045
- The existing two-way stop control at the Ryder Hesjedal Way & Metchosin Road intersections was shown to be sufficient in 2045. However, traffic operations should be monitored as Latoria South site builds out to determine if and when a traffic signal is required.

At 3698 Metchosin Road, three accesses are proposed off of Metchosin Road into the subject site – the northern access is a proposed right-in/right-out and one access will be in line with Farhill Road. Traffic control for this intersection will be determined at a later date based on realized development.

## **8. Environmental Assessment**

An environmental assessment was conducted for the site, and provided recommendations to preserve the natural environment, as it develops into the future. The recommendations include:

- Vegetation – Retention of native vegetation is recommended wherever feasible. Tree protection fencing should be installed to protect the drip and root zones of any retained trees near active construction sites. It is recommended that areas disturbed by site preparation and project construction activities that are not part of a permanent road or residential footprint be replanted with native vegetation.
- Invasive removal – Any invasive species encountered on the site will require removal. Invasive species should be removed using the most appropriate methods, at the correct time of year, and plant material must be disposed of correctly to avoid re-establishment or spread. Species to be removed include Himalayan Blackberry, Spurge Laurel and Thistle.
- Wildlife Habitat – vegetation clearing should be completed outside of the migratory bird window; a raptor nest survey should be completed by a QEP prior to clearing.
- Erosion and Sediment Control – Schedule initial clearing work to avoid excessive rain periods that may result in high flow volumes and increased erosion and sedimentation. No soil should be left exposed for more than one growing season, and disturbed areas should be seeded with fast growing vegetation. If erosion or sediment movement is observed during site preparation

activities, silt fencing or straw wattles should be installed directly upslope of the drainage ditch that runs on Metchosin Road to direct sediment to a holding area or vegetated area to settle.

The site is partially located within the Natural Hazard Development Permit Area – Steep Slopes; a geotechnical report will be required at the time of subdivision or development permit. In addition, a Form & Character Development Permit will be required.

The applicant will also be responsible for a cash-in-lieu contribution via a Tree Management Permit before site alterations and will be subject to a 2:1 replacement ratio of \$250 per replacement tree. A final count of trees to be removed and the cash-in-lieu amount will be determined when an application is submitted, likely at the time of subdivision or Development Permit. This fee is not considered as part of the land exchange and is consistent with the tree removal process of any privately-owned lot.

**9. Site Servicing**

The site can be serviced by municipal water. Sewer is available on Metchosin Road. A civil, lighting, off-site landscape and irrigation, stormwater management plan and sewer and design drawings will be required prior to future subdivision or Building permit issuance. Sanitary sewer system will be required to be installed to service the lots.

**10. Building and Life Safety**

All upgrades necessary to serve the development are the responsibility of the developer. A FUS report will be required if the development proceeds to the Building Permit stage.

**11. Community Amenity Contributions**

The applicant is proposing to meet Council’s Community Amenity Contribution policy as identified in **Table 4**. As the exact development configuration is unknown at this time, the rates are provided below which would be applied to the number of units, or floor area for non-residential that are realized. **Appendix 6** summarizes Development Cost Charge rates that will be applied to the number of units or floor area built. It is important to note that Area 11 is not exempted from Sewer DCC’s and will be required to pay those fees.

**TABLE 4 – PRELIMINARY SUMMARY OF DEVELOPER CONTRIBUTIONS**

Contribution by Type		Rate per Unit	Bylaw/Policy Reference
Community Amenity Contribution Fund*	Detached, duplex and townhouse	\$7,500	Policy COM 003 as amended
	Apartment	\$4,500	Policy COM 003 as amended
Affordable Housing Reserve Fund*	Detached, duplex, townhouse and apartment	\$1,500	Policy COM 003 as amended
Fire Hall Fund*	Per unit	\$604	Council resolution

\*Subject to annual CPI increase.

**12. Legal Encumbrances**

The property has one encumbrance on title, that has since been discharged as part of this process. Its purpose was to provide the Province the first option to purchase if the property were to be sold.

If the staff recommendation is endorsed, a Section 219 covenant for the long-term Development Agreement conditions will be registered prior to adoption. The Development Agreement that was registered on the lands of Latoria South, will not be impacted by this application. A density covenant was registered on the lands of Latoria South, which will be amended to include the subject property and add the additional 500 dwelling units.

**13. Public Engagement**

Public engagement for this application was undertaken on October 23, 2024, by City staff in accordance with the Development Application Consultation Policy DEC 001. A summary of what we heard at this event can be found in **Appendix 7**. A project website was also posted, sharing materials and information regarding the land swap and its overall expected outcomes and impacts on the City’s recreational needs.

**OPTIONS / ALTERNATIVES**

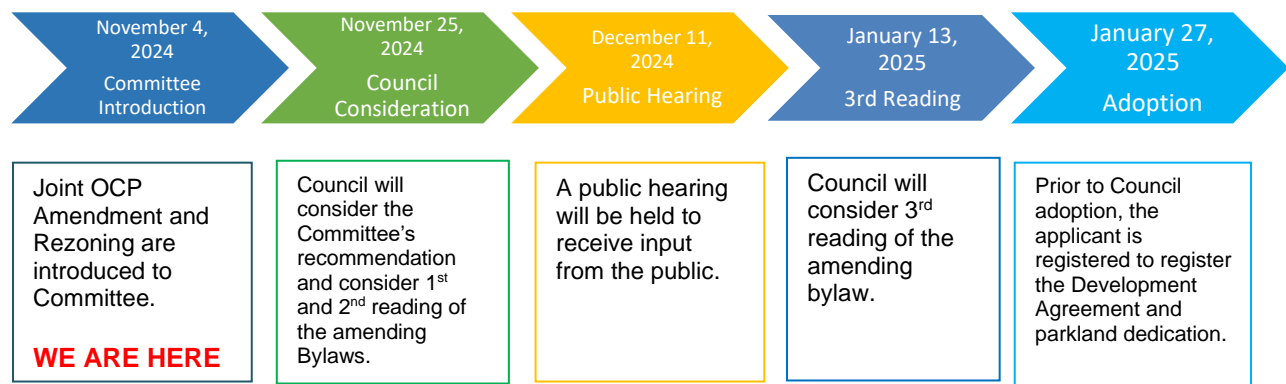
THAT the Planning and Land Use Committee consider recommending to Council one of the following options:

- Option 1:** The staff recommendation; OR
- Option 2:** That the application be deferred for further information; OR
- Option 3:** That the application be denied; OR
- Option 4:** Another option as selected by the Committee.

**COMMUNICATIONS**

A development notification sign was posted on the subject property as required under the Land Use Application Procedures Bylaw No. 427. The application and supporting documents will be available for public viewing on the City’s website. Prior to the Public Hearing, the City will mail postcard notices to owners and occupants within a 100-meter radius of the subject property and post notice on the City’s website and in 2 consecutive issues of a local newspaper.

**TIMELINES**



**CLIMATE CONSIDERATIONS**

Parks and open spaces can help mitigate greenhouse gas (GHG) emissions by sequestering carbon, reducing urban heat island effects, and encouraging active transportation modes. They can also enhance climate adaptation and resilience by providing flood protection, stormwater management, biodiversity conservation, and cooling and shading. In addition, parks and open spaces can support the well-being and quality of life of residents and visitors.

**FINANCIAL CONSIDERATION**


Enabling development on the lands to permit a higher density of development will increase the assessed value of the lands, thus increasing its taxable value. If the City no longer has access to the property, it will have to purchase gravel and store materials elsewhere.

**CONCLUSIONS**

The proposal meets multiple objectives in the City’s Strategic Plan, Official Community Plan and Parks and Recreation Master Plan. The original Latoria South Sub Area Plan included flexibility in the number of units, subject to appropriate traffic assessment being conducted. Moreso, the facilitation of development on the site improves the taxation benefit and achieves the conditions of the “City Lands Swap Process”, allowing for the expansion of Quarry Park and Promenade Park. Committee may wish to recommend to Council that they endorse the staff recommendation.


Respectfully submitted,

  
\_\_\_\_\_  
Mairi Bosomworth  
Senior Planner

  
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John Rosenberg, A.Sc.T  
Director of Engineering and Development Services

**ADMINISTRATORS COMMENTS:**

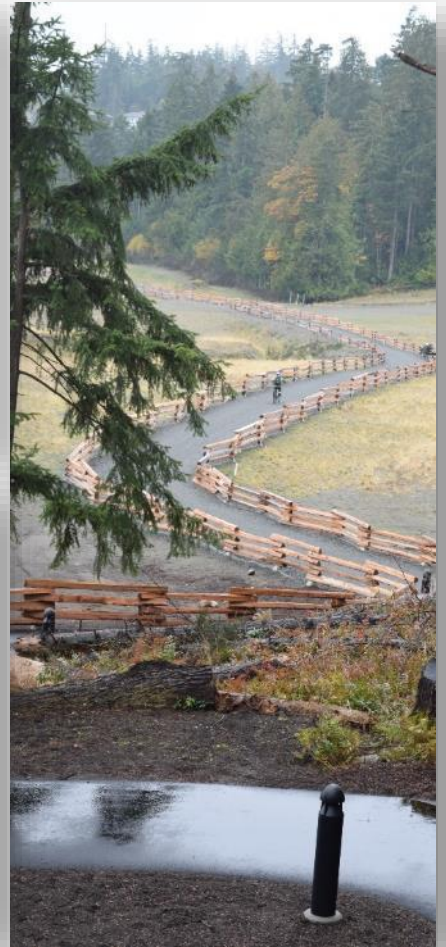
I have read the report and endorse the recommendation

  
\_\_\_\_\_  
Robert Earl  
Chief Administrative Officer

**Attachments:**

- APPENDIX 1: Updated Latoria South Sub Area Plan
- APPENDIX 2: Updated Latoria South Sub Area Plan – Redlined Version
- APPENDIX 3: Updated CD28 Zone
- APPENDIX 4: Summary of Transition Area Zoning Regulations
- APPENDIX 5: Conceptual Drawings
- APPENDIX 6: Summary of Development Cost Charges
- APPENDIX 7: Summary of Public Engagement





# Latoria South Sub-Area Plan

An Amendment to the Royal Bay Area Plan

OCP AMENDMENT AND REZONING SUBMISSION



# Latoria South Sub-Area Plan

An Amendment to the Royal Bay Area Plan

## OCP AMENDMENT AND REZONING SUBMISSION TO THE CITY OF COLWOOD

*Revision Date: January 2025*

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# 1.0 Introduction

Since 1999, the Royal Bay neighbourhood has been subject to a number of planning exercises in order to transform this 100-year old former gravel pit into a thriving mixed-used centre in the City of Colwood. The Royal Bay Area Plan has gone through a number of revisions and significant updates over the years (in 2001, 2014, 2017), with development proceeding in a number of areas including the Hatley, Delora, Pelican, and Meadow neighbourhoods. In 2018, a major update to the City's Official Community Plan (OCP) was adopted by Council, which reinforced the importance of the Seaside Village (the mixed-use component of Royal Bay) as one of Colwood's two primary centres. In addition, the updated OCP dramatically increased the development potential and density targets for these lands. At the same time, the Royal Bay lands were sold to two separate owners, and it became apparent that additional detailed planning should be undertaken for the lands east of Metchosin Road known as "Royal Beach", and the lands west of Metchosin Road and south of Latoria Blvd referred to as "Latoria South". This plan deals with the latter neighbourhood, and is hereafter referred to as the Latoria South Sub-Area Plan (SAP). See **Figure 1** for a map of the Subject Area.

## 1.1 Vision for Latoria South

The Official Community Plan identifies the Seaside Village as one of the two primary centres for cultural, civic, economic and public life within the City of Colwood. The guiding principles for the land use objectives for this area are as follows:

- a. A local, city-wide, and regional destination for shopping, recreating and gathering
- b. Defined by its ocean views and access, and resulting seaside character
- c. A major focus of future residential and commercial growth
- d. Comprised of a mix of activities that establish it as a complete neighbourhood
- e. Supportive of walking and cycling, including an outstanding public realm that creates street life and connects diverse activities to the waterfront
- f. Well-connected by and supportive of frequent transit
- g. Characterized by green infrastructure and green spaces

Now more than ever, communities need to be resilient in their design and adaptable in how they are built out over time. The vision for Latoria South reinforces this community vision as follows:

*Latoria South provides the centre for daily activity for the Royal Bay neighbourhood. The entire spectrum of residential home types (single detached, semi-detached, townhouse and apartment) are situated within a short walking or cycling distance of shops, services, schools, parks and open spaces. The heart of Latoria South is the Commons, which supports everyday commercial needs and services designed around urban parks and plazas and a pedestrian-oriented retail street. Support for innovative employment opportunities and job sectors create a resilient environment in order to foster innovation and weather the various economic cycles over time. Connections between neighbourhoods and to the waterfront are provided through a network of AAA (all ages and abilities) pedestrian and cycling facilities, with further connections to the rest of Colwood and the region being supported through a new transit exchange as part of the frequent transit network.*



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LAND STATUS

FIGURE 1.0

## 1.2 OCP Goals

The Latoria South Sub-Area Plan is developed based on the following design principles starting with the overall goals in the OCP:

### ***Colwood's waterfront is a world-class destination***

- Provide and protect views from the Quarry to and from the water.
- Promote accessibility and permeability throughout the neighbourhood for residents and visitors alike.
- Design the Commons as the commercial core and provide a seamless extension of the Seaside Village towards the water.



### ***People and nature are exceptionally well-connected in Colwood***

- Integrate pathways to parks and open spaces within Royal Bay and provide connections to external City-wide parks and trail networks.
- Apply a conservation-design approach to create a respectful, appropriate and sustainable interface with Latoria Creek Park.
- Provide connectivity to an expanded Latoria Creek Park and explore opportunities to improve accessibility to the trail network.



### ***Residents in Colwood have realistic transportation choices***

- Non-motorized connectivity is an essential framework of the concept, including a highly connected network of buffered and protected bike lanes and multi-use pathways.
- Enhance transit opportunities by providing a new transit exchange on both sides of Latoria Boulevard.
- Provide enhanced trail and greenway connections to support connectivity between natural and neighbourhood parks and open spaces.



### ***Vibrant public spaces in Colwood (including streets)***

- The Commons is a hub of community activity where residents and visitors can meet their daily needs to shop, work, live, and gather.
- An elementary school and adjacent playfields create a central activity node to the Quarry neighbourhood.
- Streets are designed to support multiple modes of transportation (walking, cycling and transit), whilst promoting pedestrian activity, social interaction, and a sense of ownership.



***Colwood is home to family-friendly neighbourhoods with housing choices***

- Latoria South provides a variety of housing choices to respond to changing demographics and economic situations of future residents.
- The Quarry neighbourhood supports a range of ground-oriented housing choices from front and rear-lane detached housing to townhouse units.
- The Commons neighbourhood provides additional density to further promote housing choice and affordability, as well as provide a critical mass of housing to support commercial and non-residential activity.



***Colwood is carbon neutral, energy positive and water smart***

- Support and promote the Energy Step Code in housing designs.
- Provide transportation alternatives to the single-occupancy vehicle travel (e.g. high frequency transit exchange in the Commons).
- Future proofing for electric vehicles.



***Colwood is prepared to adapt to a changing world***

- Incorporate resiliency in the design in order to be economically responsible, socially adaptable, and environmentally aware.
- Provide flexibility in housing types and other uses to be able to adapt to changing demographic and market conditions.
- Incorporate asset management principles in the design and construction process.



## 1.3 OCP Land Use Policies

The OCP provides direction on the anticipated future land uses within the Seaside Village (i.e. the Commons), as follows:

- a. Multi-unit residential and mixed-use
- b. Commercial
- c. Institutional
- d. Live/work and home occupations
- e. Customer service oriented industrial uses, there is an active ground floor and where uses are compatible with residential uses

The OCP also provides direction on the anticipated future land uses within the Neighbourhood Designation (i.e. the Quarry), as follows:

- a. Single-detached residential
- b. Secondary suites and coach houses
- c. Ground-oriented multi-unit residential, including duplexes and townhouses

- d. Live/work and home occupations
- e. Institutional
- f. Limited commercial and mixed-use, on a case-by-case basis during rezoning

The OCP future land uses have been incorporated into the Sub-Area Plan as well as the comprehensive development (CD) zoning anticipated for Latoria South, to ensure consistency with the City of Colwood OCP.



## 2.0 Background

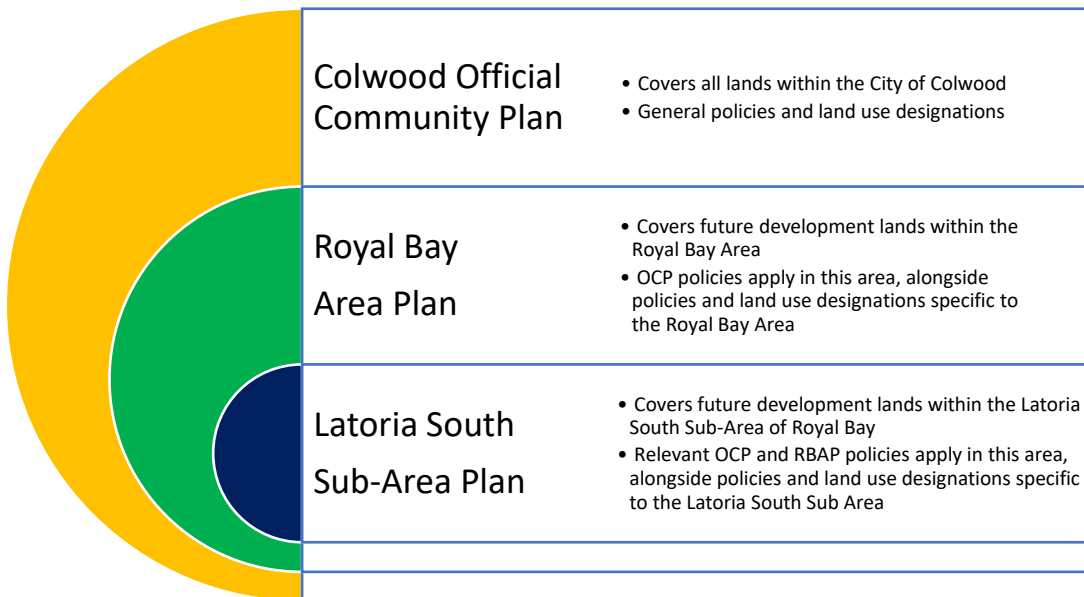
### 2.1 Plan Rationale

When the Royal Bay Area Plan was adopted in 2014, it anticipated that future amendments and more detailed planning would be required, including the need for additional planning for the Commons neighbourhood as follows:

*4.3.2 (w) Concurrently with development approvals for the Commons neighbourhood, the developer shall complete a Sub-Area Plan to address the unique mixed-use characteristics of the neighbourhood, including a site plan, a land use concept plan, and information related to density, building massing, architectural character, general building design and development statistics. Upon mutual agreement between the City and the developer, the Sub-Area Plan will be registered on title through a Section 219 Covenant.*

The Latoria South Sub-Area Plan represents an important revision to the Royal Bay Area Plan, based on the updated direction from the 2018 City of Colwood Official Community Plan. It replaces all of the policies in the Royal Bay Area Plan related to Latoria South (see **Figure 2** below). In addition, Development Permit Area Guidelines have been developed specifically for the Commons, which provide design guidance for multi-family, commercial, and other non-residential development. Finally, specific requirements with respect to infrastructure servicing, transportation, parks and trails, and community amenities are set out in a Development Agreement (DA) negotiated between parties and registered on title.

**Figure 2 – City of Colwood Land Use Policy Framework**



## 2.2 Plan Process

The Latoria South SAP process was launched in collaboration with the City of Colwood in late 2018, with a formal application for OCP Amendment and Rezoning submitted in April 2019. The Sub-Area Plan is the result of extensive research including but not limited to: detailed site analysis, legal and topographic survey, geotechnical engineering, infrastructure planning and design, transportation and traffic analysis, parks and trails planning, environmental planning, arborist study, commercial demand market research, and urban design.

A robust community engagement process was undertaken as part of the Latoria South SAP, building upon previous consultation exercises for the Royal Bay Area Plan and Latoria North development. In addition to individual stakeholder meetings, three (3) community Open Houses were held on March 13, 2019, May 22, 2019 and January 29, 2020, with a total of over 500 people in attendance. A summary of the feedback from this consultation is as follows:

- Most respondents felt the Sub-Area Plan reflects the goals and objectives outlined for this area in the Official Community Plan.
- The majority of comments were related to support for the overall concept, including mention of commercial and mixed uses. Many specific examples related to the elementary school and grocery store.
- Diversity of commercial uses (i.e. wanting “more than a grocery store”, e.g. coffee shops, pubs, etc.) and variety of housing types were mentioned.
- The second most favourable topic was access to greenspaces and expanded parkland.
- Several comments related to the support for the new transit exchange and frequent transit loop, walkability, connections to parkland and greenspace, and continued access to the beach.
- The two most notable concerns expressed are 1) the slow timelines, i.e. wanting progress and new amenities to occur faster, and 2) varying concerns related to increased traffic in the area once amenities are introduced, including parking for those visiting the new amenities, and transportation design to accommodate existing and increased traffic.
- There were a number of comments supportive of the diversity of housing, and curiosity about housing for seniors.



Finally, as part of the OCP Amendment and Rezoning application, Colwood Council received a number of presentations from staff and the applicant regarding specific topics, including:

- Land use and density ranges for residential and non-residential development
- Transportation impacts, including joint transportation memo for Royal Bay / Royal Beach
- Off-street parking standards for the Commons
- Latoria South Fire Hall
- Road standards
- Latoria South Parks Plan Terms of Reference

## 2.3 Plan Area & Context

As noted above, the Latoria South Sub-Area Plan comprises the previous Commons, Terrace and Quarry neighbourhoods in the Royal Bay Area Plan, now combined into two neighbourhoods – the Commons and the Quarry. It is bounded by Metchosin Road to the east and south, Latoria Boulevard to the north, and Latoria Creek Park to the west. The lands in the SAP are approximately 64 hectares of the total 189-hectare Royal Bay lands, or about 34% of the entire RBAP area. See **Figure 3** illustrating the regional context of the Sub-Area Plan.

The Latoria South Sub-Area Plan includes a portion of the Producer's Pit aggregate mine, dating back to the early 1900s, and the lands are classified as an active permitted mine site with requirements from the BC Ministry of Energy, Mines and Petroleum Resources that the mine be reclaimed. The implementation of the Latoria South Sub-Area Plan will see the reclamation of the former mine site, in concert with the City of Colwood's land use and development regulations.

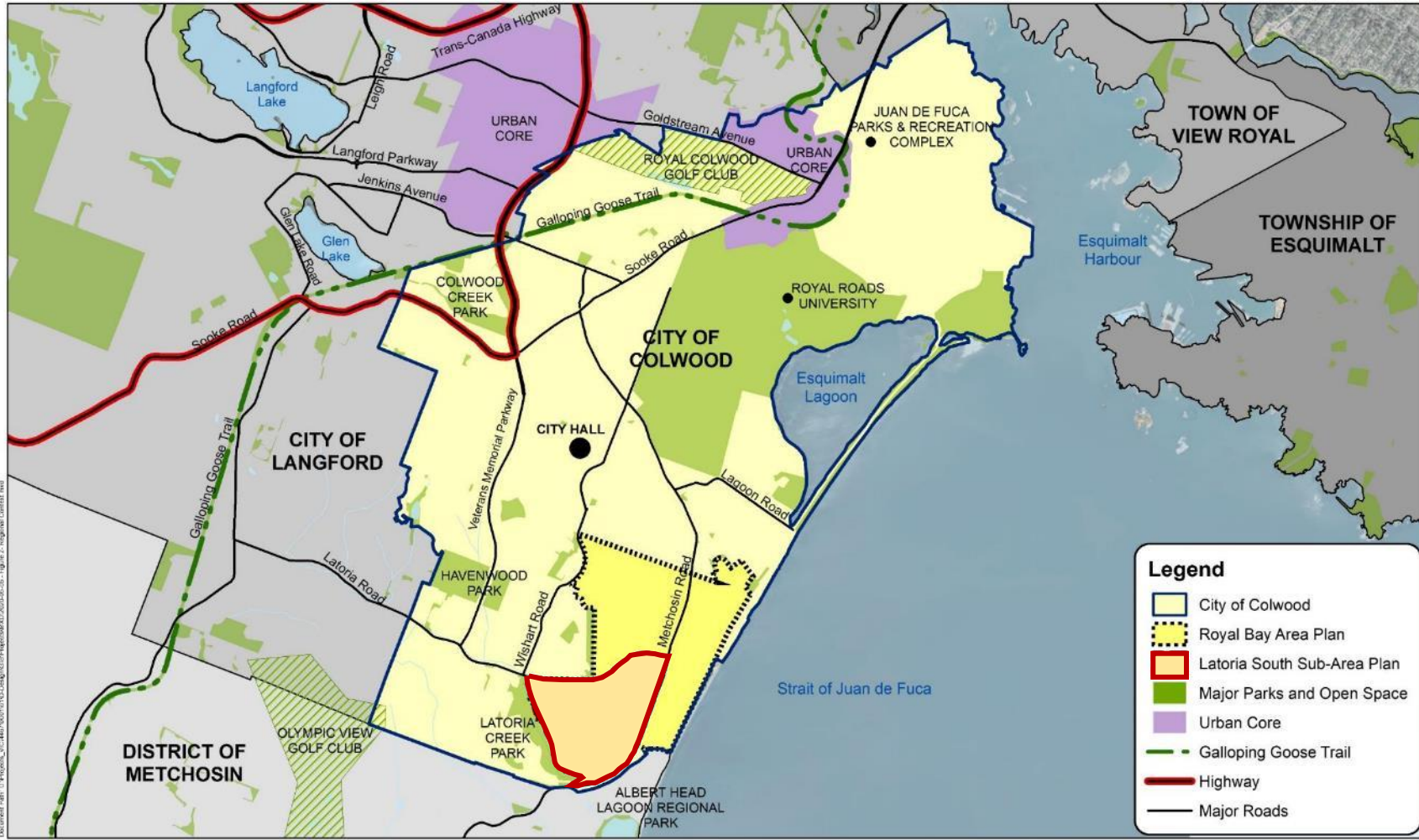
The lands are located in the south-east corner of the City of Colwood, adjacent to the District of Metchosin. As one of the City's two designated urban centres, it will attract demand for commercial and other non-residential services throughout the City of Colwood, District of Metchosin, and the rest of the West Shore (e.g. Langford, Sooke).



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REGIONAL CONTEXT

FIGURE 3.0



# 3.0 Neighbourhood Structure & Character

## 3.1 The Quarry

The Quarry Neighbourhood is a primarily residential area with a mix of front-drive and rear-lane detached homes and attached townhomes, and includes substantial parkland throughout the neighbourhood. Attached residential uses are concentrated along Latoria Boulevard to create a smooth height and density transition to adjacent neighbourhoods. A new elementary school and playfield park is centrally located in the Quarry, providing a node for the neighbourhood and a key amenity for the Royal Bay community.



## 3.2 The Commons

The Commons neighbourhood is at the confluence of a number of neighbourhoods and services as one of two urban centres within the City of Colwood. Forming the commercial, social and cultural heart of the community, it is a place where residents and neighbours can shop for their everyday needs, and supports a mixture of housing types including attached residential and apartment uses. Pedestrian and cycling connections are prioritized throughout the Commons, along with enhanced transit facilities which provide frequent transit service to the rest of Colwood and beyond.



### 3.3 The Transition Area

The Transition Area are the lands within the Commons that are directly adjacent to the Quarry. It includes a range of housing types, limited commercial uses, and other institutional and non-residential uses which support a gradual transition from the Commons mixed-use village to the ground-oriented residential uses in the Quarry neighbourhood. Development along the eastern frontage adjacent to Ryder Hesjedal Way reflects the greater height and density of the Commons, with design similarly responding to lower height and density in the Quarry. The Transition Area provides connections with adjacent neighbourhoods through a wide variety of transportation networks and well-defined pedestrian and cycling connectivity.



## 4.0 Land Use

The proposed land uses are shown in **Figure 4**, which divides the approximately 64 hectares (158 acres) of the Sub-Area Plan into two distinct neighbourhoods – the Commons and the Quarry. The Commons neighbourhood comprises an expanded Seaside Village OCP designation with two generalized land uses – “mixed use” and “transitional mixed use”. The Quarry neighbourhood comprises the Neighbourhood OCP designation with the generalized land use of “ground-oriented residential”, but also includes additional uses including a school, fire hall, and parks. These are described in more detailed throughout the Sub-Area Plan.

### 4.1 Land Use Summary

**Table 1** below provides a summary of the development areas in the Latoria South Sub-Area Plan by proposed land use type. It should be noted that the amount of proposed parkland and open space maintains the previous park land area provided within the overall Royal Bay Area Plan.

**Table 1 – Sub-Area Plan Land Use Summary**

Proposed Land Use	Area (hectares)	Area (acres)	% of Total
Quarry Ground-Oriented <sup>(1)</sup>	26.9	66.5	40%
Commons Mixed Use	16.8	41.5	25%
Parks and Trails <sup>(2)</sup>	7.0	17.2	10%
Elementary School	2.8	7.0	4%
Fire Hall	0.2	0.5	0%
Lift Station	0.1	0.1	0%
Roads / Lanes / Transit <sup>(3)</sup>	10.1	24.9	15%
Metchosin Transition Area (Area 11)	3.5	8.7	5%
<b>TOTALS</b>	<b>67.5</b>	<b>166.7</b>	<b>100%</b>

Notes:

(1) Single detached = 18.5ha (45.7ac), Attached/Townhouse = 8.4ha (20.7ac)

(2) Include 0.4ha (1.0 ac) of additional lands in the Commons for urban parks and plazas

(3) Excludes ROW dedication for future Latoria Road widening

Specific target development yields are as follows:

- A maximum of 2,600 residential units in Latoria South, based on transportation analysis, including a mixture of detached, semi-detached, townhouse and apartment units. At the sole discretion of the City of Colwood, this maximum could be increased in the future based on periodic traffic studies.
- Approximately 15,000 m<sup>2</sup> to 20,000 m<sup>2</sup> of commercial uses in the Commons with approximately 7,400 m<sup>2</sup> of that being retail.
- Approximately 10,000 m<sup>2</sup> to 20,000 m<sup>2</sup> of additional non-residential uses in the transition area of the Commons.
- Approximately 7.0 ha (17.2 acres) set aside for parks and trails.
- A 2.8 ha (7.0 acre) site set aside for a future elementary school.
- A 0.2 ha (0.5 acre) site identified for a future satellite fire hall in Latoria South.



LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

LAND USE CONCEPT



**LEGEND**

- Latoria South Sub-Area Plan Boundary
- Ground Oriented Residential
- Transitional Mixed Use
- Mixed Use
- Institutional Use
- Natural Park
- Neighbourhood Park
- Arterial Road
- Minor Collector Road
- Commons Road
- Commons Pedestrian Connectivity
- Neighbourhood Connector (Approximate)
- Park Trail (Existing)
- Park Trail (Proposed)
- Park Multi-Use Trail (Proposed - Location TBD)
- Park Multi-Use Trail (Existing)
- Local Road
- Urban Park
- Urban Plaza

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.



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## 4.2 Latoria South Land Use Policies

The following section outlines the various land use policies in order to ensure consistent application of the design principles across the Quarry and Commons neighbourhoods (including the transition area of the Commons).

### 4.2.1 GROUND ORIENTED RESIDENTIAL

- a. Support detached residential densities in the range of 12 uph (5upa) to 30 uph (12 upa).
- b. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR.
- c. Provide a mix of housing types including single-detached, duplexes, triplexes, rowhouses, and townhouses, and provide flexibility in land use regulations to consider various live/work scenarios.
- d. Encourage compact housing forms as a means to reduce construction materials and energy use.
- e. Support secondary suites, including coach houses, in lots of sufficient size to accommodate off-street parking without compromising onsite landscaping and the overall aesthetic of streetscapes.
- f. Promote housing for individuals and families of different income levels, including providing options for housing tenure.
- g. Encourage attached residential development along Latoria Boulevard and other major roads.
- h. Encourage the use of rear lane access to residential uses along major roads.
- i. Encourage the use of green building technologies as well as building orientation to benefit from passive climate control as a means to reduce energy use.

### 4.2.2 MIXED USE

- a. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR.
- b. Support apartment residential densities in the range of 100 uph (40 upa) to 250 uph (100 upa), with a Floor Area Ratio up to 3.5 FAR.
- c. Support mixed use and/or non-residential densities up to 3.0 FAR with potential to increase the density to 3.5 FAR in specific “gateway” locations.
- d. Focus higher density residential uses in the Commons and provide multi-family residential housing in close proximity to services.
- e. Establish a pedestrian-oriented retail street within the Commons to support a range of neighbourhood retail, commercial services and amenity space.
- f. Encourage buildings to address the streetscape and plaza spaces as a means of creating a well-defined public realm.
- g. Plan for the provision of pedestrian amenities within the public realm, such as benches, human scale lighting, street trees, garbage receptacles and bicycle racks.
- h. Accentuate pedestrian connections to the Commons and to the waterfront through design features such as accessible trails and walkways, lighting, and wayfinding signage.
- i. Locate parking behind buildings where possible or screened through landscape design in order to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- j. Incorporate a transit exchange adjacent to the Commons along both sides of Latoria Road, whereby the commercial and higher density residential uses can support a frequent transit network and thereby reduce automobile dependency.

### 4.2.3 TRANSITIONAL MIXED USE

- a. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR (with potential to increase FAR if it meets other City objectives).
- b. Support apartment residential densities in the range of 75 uph (30 upa) to 150 uph (60 upa), with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).
- c. Support mixed use and/or non-residential densities up to 3.0 FAR.
- d. Encourage the provision of a variety of housing forms, lot sizes and tenures, including purpose built rental housing, to provide a diversity of residences that can support a range of lifestyles and life stages.
- e. Minimize potential conflicts arising from adjacent land uses, housing types and/or tenures in the planning, design and construction of residential neighbourhoods through consideration of appropriate buffers, transition areas and/or other mitigating program elements.
- f. Establish landscape buffers that create a transition between residential areas and adjacent commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.

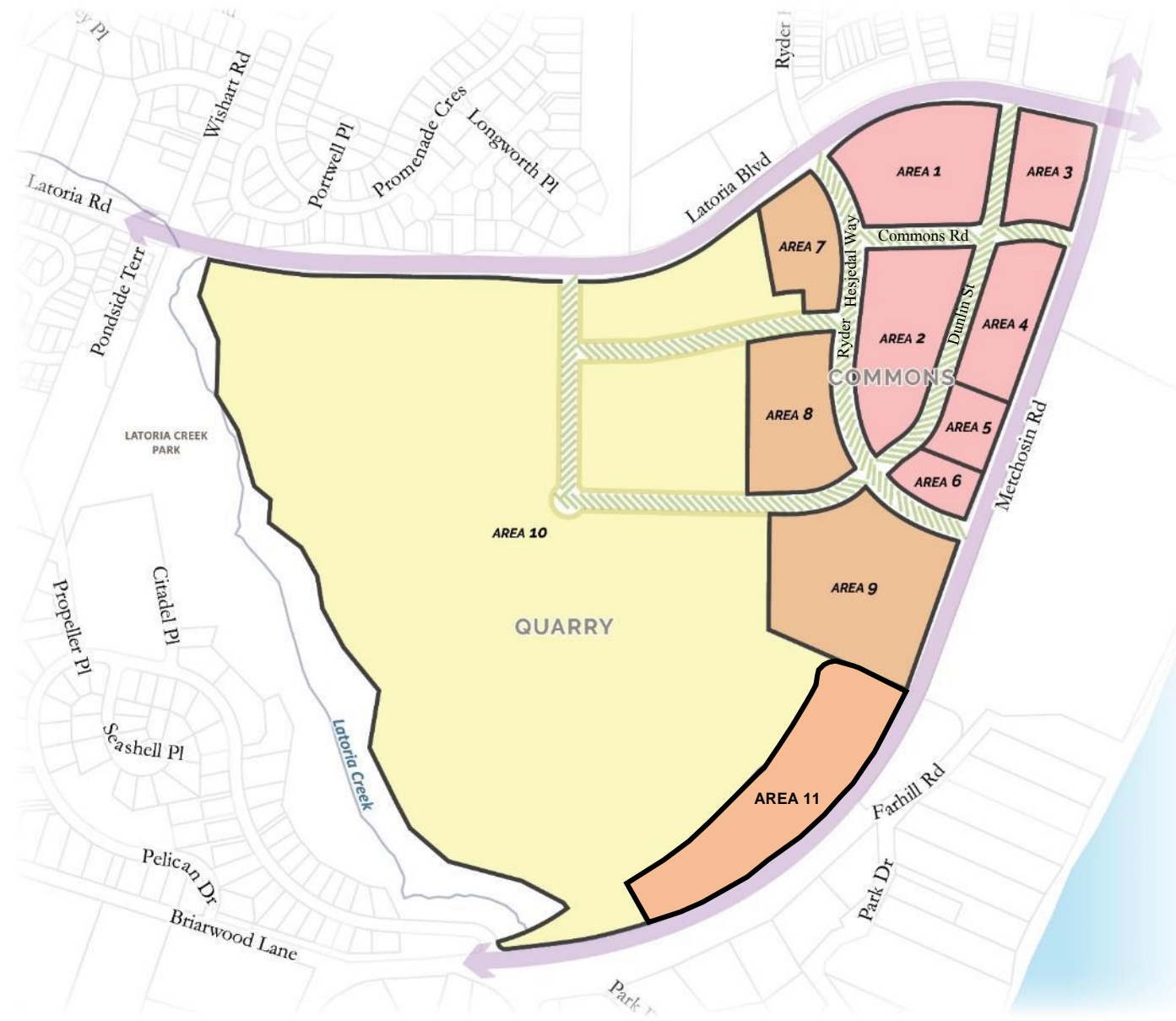
### 4.2.4 INSTITUTIONAL USE

- a. Designate a site within the Quarry for a future elementary school with associated playing fields.
- b. Encourage a joint use agreement between School District 62 and the City of Colwood for community use of playing fields and other facilities.
- c. Work with the City of Colwood to identify a site for a future fire hall.
- d. Encourage civic and institutional uses within the Commons to support a complete community such as a library, community centre, municipal hall, post-secondary institution, or health care facility.

## 4.3 Latoria South Sub-Area Objectives

This Sub-Area Plan provides the overall land use principles and policies to guide future development in the Commons and the Quarry neighbourhoods. It also provides the framework to support the rezoning of the lands based on a comprehensive approach to land use and density. In order to provide additional guidance to the rezoning process, the following section and associated map (see **Figure 5**) further delineates the sub-area into future development blocks, and outlines the broad land use objectives for each of the development cells. There are 9 proposed development blocks within the Commons (including 3 within the transition area of the Commons) and 1 proposed development block within the Quarry.

**FIGURE 5**  
**LAND USE SUB-AREA MAP**



*Note: road names within Latoria South are provided for reference purposes only. The actual road names may change at time of subdivision and development.*

### 4.3.1 AREA 1

- Site area = approximately 2.7 hectares (6.7 acres) not including future major roads.
- This is the core commercial site for Latoria South which provides the everyday retail needs for Royal Bay and south Colwood as well as neighbouring communities.
- Includes a proposed grocery store (approximately 2,800 to 3,700 sq.m in size) and accompanying shops and services within the initial phases of development.
- Incorporates a number of urban plazas within the site design to provide meeting and gathering places for the community.
- The southern boundary of Area 1 provides the initial framing for “Commons Road”, a pedestrian-oriented retail street with the potential to be partially closed off for community events (e.g. street festival, farmers market).
- Provides an opportunity for future residential development (e.g. apartment) on the north-east portion of the site.
- Heights ranging from 2 to 4 storeys, with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

### 4.3.2 AREA 2

- Site area = approximately 2.7 hectares (6.7 acres) not including future major roads.
- The northern boundary of Area 2 completes the framing for “Commons Road”, providing the pedestrian-oriented street enclosure with an appropriate mixture of land uses (e.g. ground floor retail with commercial and/or residential above).
- The remainder of the site is a mixture of commercial and residential uses to complement the adjacent retail core and provide a critical population mass to support the commercial viability of the area.
- Institutional uses (including support and accommodation for seniors) are supported, given the proximity to local shops and services.
- Heights up to 4 storeys along the northern edge, with heights up to 6 storeys for the remainder of the site, and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

### 4.3.3 AREA 3

- Site area = approximately 1.4 hectares (3.4 acres) not including future major roads.
- This is a key gateway site which provides the eastern entry point to Latoria South and Royal Bay.
- An urban park of approximately 100 sq.m. to 200 sq.m. in size is designed for the north-east corner of the site, in association with required stormwater infrastructure.
- Pedestrian connectivity and permeability are incorporated into the site to promote linkages to the Latoria/Metchosin intersection and across the street to the waterfront.
- Uses are primarily residential in nature (e.g. apartment, mixed townhouse/apartment), with potential supporting office and personal services to complement the residential uses.
- The site incorporates a gradation of heights from north to south, from 4 storeys at the north-east corner (to protect views along the Latoria Blvd corridor), increasing up to 12 storeys as provided for in the Official Community Plan, and with a Floor Area Ratio of approximately 3.5 FAR.

#### 4.3.4 AREA 4

- Site area = approximately 1.6 hectares (4.0 acres) not including future major roads.
- This site starts to transition away from the core retail area of the Commons towards providing supporting residential, institutional and employment opportunities.
- The site incorporates the existing sewage lift station at the north-east corner as well as a potential transit stop in conjunction with the future transit exchange on both sides of Latoria Blvd.
- Heights up to 6 storeys, and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.5 AREA 5

- Site area = approximately 0.9 hectares (2.2 acres) not including future major roads.
- Continues the transition away from the core retail area towards opportunities for employment, service commercial, and institutional uses.
- Unless the entire site is residential/mixed use, there will be no residential uses on the site except for potential live/work opportunities.
- Retail uses are limited to supporting the service commercial nature of the site (e.g. tasting room associated with a micro-brewery).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.6 AREA 6

- Site area = approximately 0.5 hectares (1.2 acres) not including future major roads.
- This has similar uses to Area 5 and could be combined together to form a larger employment / service commercial site, depending on market demand.
- The site can accommodate the current market demand for a potential service station (e.g. gasoline and electric vehicle quick charge) and associated retail uses including a car wash, although a drive-thru is not permitted.
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 1.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.7 AREA 7

- Site area = approximately 1.4 hectares (3.4 acres) not including future major roads.
- This site is adjacent to the commercial retail centre (Area 1) and as such frames the entrance to the Commons on the western edge.
- Similar to Area 1, incorporates an urban plaza on the north-east corner of the site to provide a meeting and gathering place for the community.
- A variety of uses are potentially envisioned for the site, including key institutional buildings (e.g. library, City Hall, health centre), professional offices, personal services and supporting ground floor retail.
- Residential uses including townhouses and apartments support the other uses on the site and provide a transition to the Quarry.

- Heights up to 4 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.8 AREA 8

- Site area = approximately 2.3 hectares (5.6 acres) not including future major roads.
- This site is across from Area 2 and provides a transition in uses and heights between the Commons and the Quarry
- Transitional mixed uses envisioned for the site include residential (townhouse and apartment), office, personal service, and supporting institutional uses (including support and accommodation for seniors).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.9 AREA 9

- Site area = approximately 3.8 hectares (9.5 acres) not including future major roads.
- The majority of the site – approximately 3.2 hectares (8.0 acres) – could support potential employment opportunities including institutional, museum and scientific research.
- Supporting uses could include residential (townhouse and apartment) and other complementary non-residential uses such as offices or personal service (no retail).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.10 AREA 10

- Site area = approximately 41.8 hectares (103.3 acres) not including future major roads.
- This is the largest site area within Latoria South, providing ground-oriented residential uses including detached housing (front drive and rear lane access), semi-detached housing and townhouses.
- A significant portion of the site has been earmarked for community amenities including an elementary school, fire hall, active and passive park areas, trails and multi-use pathways, and pedestrian connectivity throughout the neighbourhood.
- Working with environmental specialists and arborists, incorporate approximately 1.2ha of additional park land into Latoria Creek Park with associated trails and pathways.
- Heights ranging from 2 to 3 storeys.

#### 4.3.11 AREA 11

- Site area = approximately 3.5 hectares (8.7 acres) not including future major roads
- This site is intended to act as an extension of the Transition Area, offering a broad range of potential residential, commercial and employment uses, called the Metchosin Transition Area
- Access will be directly from Metchosin Road with the potential of one access point from Area 10, ensuring circulation can be accommodated within Area 11, while prioritizing pedestrian and cycling connectivity to other areas in Latoria South

- Support healthcare and other institutional uses, providing a dynamic suite of uses that will further enhance the area
- Heights up to 6 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).



## 5.0 Community Amenities

As part of the Sub-Area Plan process, a number of potential community amenities have been identified, including their potential location where applicable. In order to achieve this, a comprehensive development zone for Latoria South includes potential per-unit contributions towards community amenities, for affordable housing, future fire hall, and general amenities. Additional details regarding community amenities have been negotiated as part of the Latoria South Development Agreement, based on the goals and objectives outlined in the OCP and this Sub-Area Plan.

### 5.1 Community Amenity Policies

- a. Support contributions to a community amenity fund in order to enhance Latoria South with potential amenities that serve a diverse population, including but not limited to: affordable housing, fire hall, park facilities, public art and general community amenities.
- b. Utilizing Community Amenity Contributions, work with the Colwood Fire Department to develop a satellite fire hall on land identified in the Quarry, based on the terms and conditions in the Development Agreement.
- c. Work with the City of Colwood to develop a comprehensive Community Amenity Contribution strategy which identifies priorities for community amenities, specific neighbourhood amenity needs, location and cost estimates, and mechanisms for funding improvements in Latoria South.

## 6.0 Parks & Open Space

Royal Bay is characterized by an abundance of public parks and open spaces, connected by accessible trails and pathways. The original Royal Bay Area Plan identified a number of targets in Latoria South for parkland dedication as Natural and/or Neighbourhood Parks, and the Sub-Area Plan preserves this commitment. Parks in Latoria South support a wide range of outdoor activities such as active playing fields, playgrounds, passive park areas, urban parks and plazas, and a connected pedestrian and trail network. Along with recreational amenities, park spaces also provide habitat protection and natural amenities. Specific focus is placed on enhancing the protection of valuable environmental features such as Latoria Creek, as well as overall ecosystem restoration in areas of the former mine site.



The overall Parks Master Plan for Latoria South is provided in **Figure 6**. The provision and timing of specific park amenities within the Latoria South Sub-Area Plan is detailed within the Latoria South Parks Terms of Reference.

### 6.1 Parks and Open Space Policies

- a. Provide open space and parkland for the recreational use and enjoyment of residents and visitors. Where applicable, parkland will be dedicated to the City of Colwood.
- b. Preserve future opportunities to establish, maintain and improve appropriate active park programs (i.e. playgrounds, community gardens, off-leash dog parks, skateboards parks, etc.) based on identified community need.
- c. Provide an interconnected network of pathways – including walking paths, trails, sidewalks and multi-use pathways – that connect the neighbourhoods within Latoria South, as well as provide connections to Latoria North and the waterfront.
- d. Encourage a joint use agreement between School District 62 and the City of Colwood for community use of playing fields and other facilities. The City will establish a mechanism for the utilization of the revenue from the sale of the amenity lands in Latoria North to fund playfield facilities adjacent to the proposed elementary school in Latoria South.
- e. Create positive, well detailed public realm spaces through the design of public squares and plazas in conjunction with the development of parks, sidewalks, multi-use pathways and recreational trails.

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

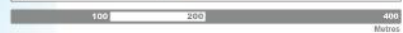
PARKS MASTER PLAN



**LEGEND**

- Latoria South Sub-Area Plan Boundary
- The Commons
- The Quarry
- Natural Park (Existing)
- Natural Park (Proposed)
- Neighbourhood Park (Existing)
- Neighbourhood Park (Proposed)
- S School
- Park Trail (Existing)
- Park Trail (Proposed)
- Park Multi-Use Trail (Existing)
- Park Multi-Use Trail (Proposed - Location TBD)
- + Neighbourhood Connector (Approximate)
- One Way Protected Cycling Facility
- Two Way Off Road Cycling Facility
- Pedestrian Sidewalk Connectivity
- Urban Park
- Urban Plaza
- X Pedestrian Activated Crosswalk (Existing)
- T Traffic Signal (Existing)
- T Future Controlled Intersection
- T Future Transit Exchange
- T Future Transit Stop

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.



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Checked	DM
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## 7.0 Environmental

Latoria South has a number of unique environmental conditions that are woven into the site's history. Currently, the vast majority of the Sub-Area Plan area has been cleared through over a century of sand and gravel mining and related industrial uses. Large portions of the plan area (including the adjacent City-owned lands) contain both native and imported fill soils and other materials, with significant piles of these materials forming prominent high points on the landscape. In the west-central portion of the Quarry neighbourhood, the existing quarry pit floor can be observed as the lowest point on the site. This pit area retains water, is surrounded by cliff walls exposed by rock blasting. Generally, the land slopes from a higher ridge along Latoria Creek Park down to the intersection of Latoria Boulevard and Metchosin Road. Horizon views to the Straight of Juan de Fuca and the Olympic Mountains beyond are afforded by this ridge feature, particularly in the northwest portion of the SAP area.



As part of the Latoria South Sub-Area Plan, a number of technical reports have been completed including geotechnical, environmental and arboricultural. These technical reports provide the foundation for understanding the unique environmental qualities of Latoria South. The information will guide the technical remediation of the site, in conjunction with the overall regulatory framework around the mine reclamation process. These measures ensure that development remains true to the overall principles of Royal Bay, by striving to be resilient to climate change, promoting low-impact development, protecting local ecosystems, and encouraging innovative, environmentally-friendly design.

### 7.1 Environmental Policies

- a. Work with the City and qualified professionals to reclaim the former mine site in accordance with provincial regulations, whilst preparing and preserving the lands in accordance with the goals and objectives of the OCP and Latoria South Sub-Area Plan.
- b. Encourage use of trees and native plantings as means to aid carbon sequestration.
- c. Protect riparian areas by integrating stormwater management infrastructure that mimics natural flow patterns and rates, where feasible.
- d. Preserve habitat and stormwater function within the Natural Park areas in conjunction with recreational use, where feasible.
- e. Retain natural vegetation where possible and encourage the use of native and drought resistant vegetation for new development.

- f. Ensure invasive weeds are controlled during development, and on a reasonable frequency keep the City informed of progress and plans.
- g. Lay out site plans in patterns that complement natural site topography, while also ensuring a high degree of connectivity for pedestrians and cyclists.
- h. Encourage the development of integrated rainwater management including stormwater infiltration, where geotechnically feasible.
- i. Encourage building orientation to benefit from passive climate control as means to reduce energy use, and promote energy efficiency in all buildings.
- j. Provide electrical rough-ins for EV charging stations for all multi-family buildings to ensure that they are “EV ready”.
- k. Work with the City to provide EV charging stations at strategic locations within the Commons, including major shopping areas and on key public streets.

## 8.0 Transportation and Transit

### 8.1 Road Network and Transportation Connectivity

Throughout the development of the Latoria South Sub-Area Plan (and previous planning exercises before that), the importance of providing an effective transportation network, connected pedestrian and cycling facilities, and frequent transit facilities could not be understated. The ultimate buildout within Royal Bay will undoubtedly create pressures on the existing road and transportation system in the City of Colwood, but the overall objective to create a complete community in Latoria South will help to reduce (and potentially reverse) traffic patterns. With the addition of AAA (all ages and abilities) cycling and pedestrian facilities throughout Latoria South, the potential transportation impacts should be balanced with the overall amenities and community enhancements that development in Latoria South will bring.



As part of the 2014 Royal Bay Area Plan, a detailed Transportation Impact Study was prepared based on the previously assumed development yield. Based on the proposed land uses and updated development targets outlined in Section 4 of this Sub-Area Plan, a new Transportation Impact Study was prepared which reviewed the proposed transportation network and identified future upgrades required at various trigger points in the development buildout cycle. These transportation requirements are incorporated into the Development Agreement, which binds existing and future owners to the required upgrades.

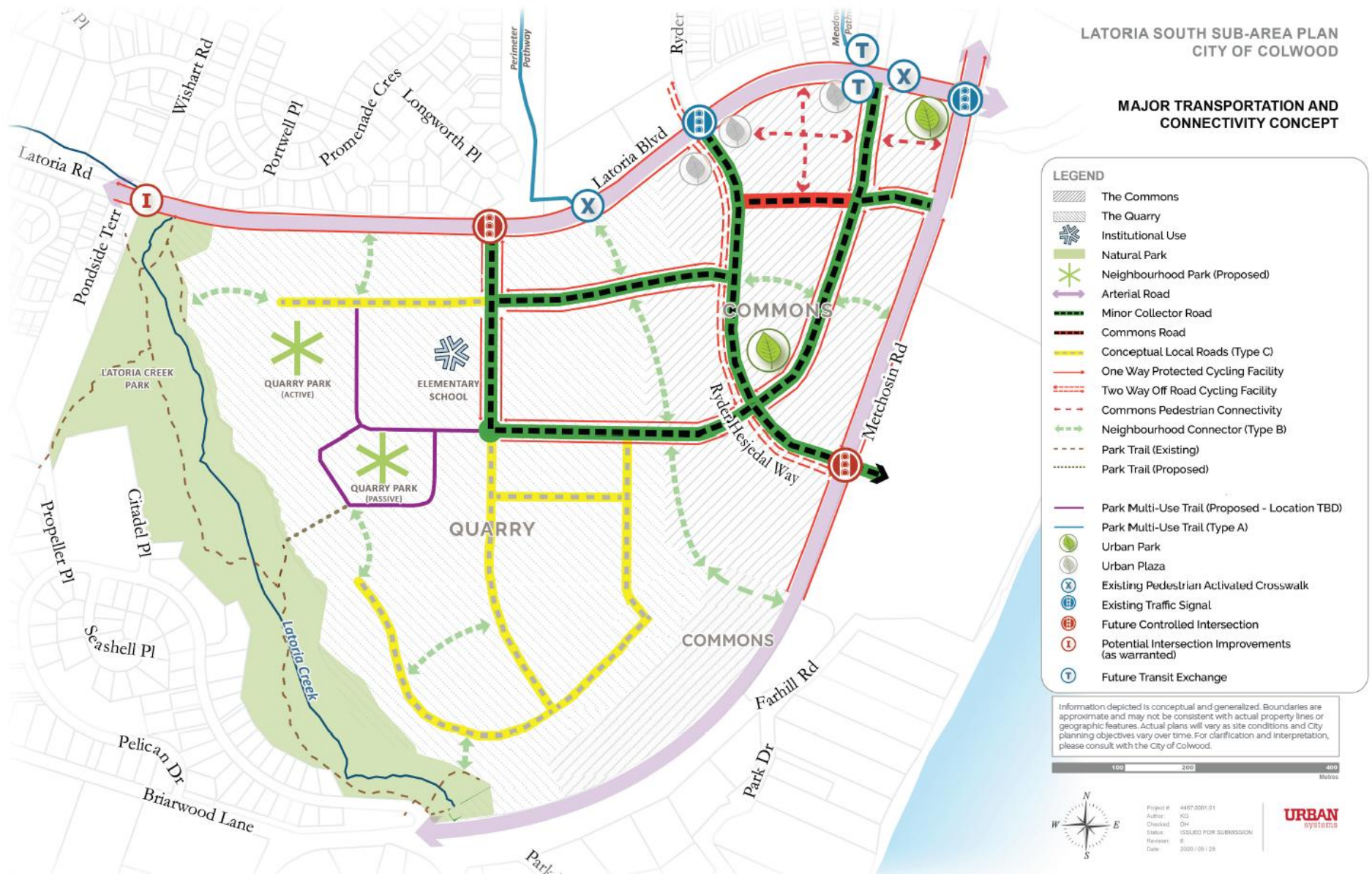
In addition, a joint Transportation Impact Memo was reviewed and approved by Council, which reviewed the overall transportation impact from the Royal Bay (Latoria North and Latoria South), Royal Beach (lands east of Metchosin Road) and Olympic View developments (plus allowances for surrounding neighbourhood developments). As Latoria Blvd / Latoria Road will serve as the major arterial road for future traffic to and from all of these neighbourhoods, this study identified the ultimate right-of-way (ROW) requirement for Latoria Road, and was incorporated into the land use plan for the Latoria South SAP.

Finally, as part of the anticipated mixed use and compact development in the Commons, a review of the current City of Colwood parking standards was undertaken, along with sample site investigations, in order to update the regulations as part of the comprehensive development (CD) zone. The report and findings were reviewed and approved by City of Colwood Council, and as such form the basis for the off-street parking regulations provided in the CD zone for the Commons.

**Figure 7** provides the Major Transportation and Connectivity Concept, based on the detailed transportation review and analysis, discussion with City staff, and input from Council and the community. Rather than create separate maps for roads, cycling, and pedestrians as per the previous Royal Bay Area Plan, the concept combines all transportation modes and facilities to show the overall network and the connections between the neighbourhoods within Latoria South as well as points beyond (e.g. Latoria North, across Metchosin Road to the waterfront, and to neighbouring municipalities in the West Shore).

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

MAJOR TRANSPORTATION AND  
CONNECTIVITY CONCEPT



### *8.1.1 TRANSPORTATION AND CONNECTIVITY POLICIES*

- a) Create a positive pedestrian realm within Latoria South through the provision of pathways, street trees, landscaping, pedestrian scale lighting, street furniture and permeable surface treatment where possible.
- b) Ensure safe and secure pedestrian connections through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings at Latoria Boulevard and Metchosin Road, in order to provide connections to the waterfront.
- c) Provide an interconnected network to accommodate walking and cycling, including trails network, sidewalks, cycle tracks and multi-use pathways.
- d) Seek to design neighbourhoods where every home is within a five-minute walk to parks and open space.
- e) Incorporate a range of trail and pathway types to provide for a range of recreational uses and to maximize accessibility.
- f) Minimize the impact of arterial and collector streets within residential neighbourhoods through site sensitive, pedestrian oriented design, including landscape buffering and traffic calming.
- g) Require that sidewalks and parking areas be designed according to barrier free access standards.
- h) Encourage use of energy efficient streetlights and consider use of adaptive lighting controls during night time hours, wherever possible.
- i) Investigate opportunities to reduce parking requirements for residential and commercial developments that promote and/or accommodate Low Speed Vehicles (LSVs), car-sharing and/or other forms of alternative transportation.
- j) Where appropriate, Roads Development Cost Charges will be contributed by the developer as outlined in the City of Colwood Development Cost Charge Bylaw.



## 8.2 Transit

Through the development of the Latoria South Sub-Area Plan, BC Transit has been involved in planning for transit improvement in order to support the regional Frequent Transit Network (FTN) for the City of Colwood, West Shore, and the region. **Figure 8** shows the future transit facilities that will be supported through the development of Latoria South, including:

- New 3-bay Transit Exchanges on both sides of Latoria Boulevard, adjacent to the Commons.
- New bus stops on both sides of Ryder Hesjedal Way.
- New bus stop on Metchosin Road

### 8.2.1 TRANSIT POLICIES

- a) Design and construct future transit improvements (including transit exchanges and bus stops) as identified in the Latoria South Sub-Area Plan, based on the timing and requirements negotiated in the Development Agreement.
- b) Collaborate with BC Transit to connect Latoria South to the regional Frequent Transit Network (FTN).

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

TRANSIT CONCEPT



**LEGEND**

- The Commons
- The Quarry
- Natural Park
- Existing Bus Routes
- Existing Bus Stop
- Bus Route Numbers
- Future Transit Exchange
- Future Transit Stop
- Future Potential Transit Routing

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.



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## 9.0 Utility Infrastructure

The provision of infrastructure at the level of urban servicing is essential to meet the needs of Latoria South for buildout as a designated urban growth area. Infrastructure will aim to be cost-effective, respect the environment, and conserve water and energy resources.

Similar to transportation, a detailed infrastructure study was undertaken as part of the 2014 Royal Bay Area Plan. The result was a series of utility main infrastructure (e.g. water, sewer) and stormwater facilities which potentially service neighbourhoods beyond Royal Bay. Other facilities, such as the sewage lift station on Metchosin Road, were sized to accommodate present and future expansion opportunities.

Significant investment has been made in studying the utility infrastructure and as part of the Latoria South Sub-Area Plan. Updated Master Plans providing additional detailed descriptions of utility infrastructure servicing have been completed for water, sewer and stormwater infrastructure. These studies update the detailed infrastructure study in the Royal Bay Area Plan, including identifying potential infrastructure upgrades and amendments to City of Colwood infrastructure master plans.



**Figure 9** provides a high-level synopsis of future utility servicing in the Latoria South Sub-Area, to be further refined at time of subdivision and detailed design.

### 9.1 Utility Infrastructure Policies

- a) Water, Sanitary Sewer and Stormwater Drainage systems shall be designed in accordance with City of Colwood and CRD bylaws and regulations, as well as industry Best Management Practices.
- b) Water supply shall be provided in a phased manner in coordination with the Capital Regional District Water Services.
- a) Sanitary Sewage capacity shall be confirmed at the time of subdivision.
- b) Encourage the use of best practices in green landscape management including efficient irrigation systems and drought tolerant or native plantings.
- c) Water quality treatment will be provided through the use of bio-swales (where practical), mechanical oil/grit separators and sediment ponds.
- d) Employ localized flow attenuation to reduce erosion and limit infiltration to incidental infiltration from bioswales, waterways and green spaces.
- e) Encourage residents to employ water conservation measures for indoor and outdoor conservation practices, including use of reduced flow fixtures and appliances.
- f) Identify infrastructure in Latoria South susceptible to the impacts of climate change.
- g) Update Development Cost Charges (DCCs) as required for infrastructure cost recovery.

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

**FIGURE 9**  
**UTILITY CONCEPT**



# 10.0 Implementation

The Latoria South Sub-Area Plan and the Commons Development Permit Guidelines represent policy and design amendments to the City of Colwood Official Community Plan. In addition, the following regulations and agreements are part of the development application process (e.g. Zoning, Development Agreement) or action undertaken by the City of Colwood to amend other City regulations and policies.

## 10.1 Zoning

Separate to the OCP Amendment application is the rezoning of the lands within the Latoria South Sub-Area Plan into a single comprehensive development (CD) zone. The CD zone contains specific land use regulations including permitted uses, setbacks, height, and density based on a number of zoning sub-areas for the Commons and the Quarry.

## 10.2 Development Agreement

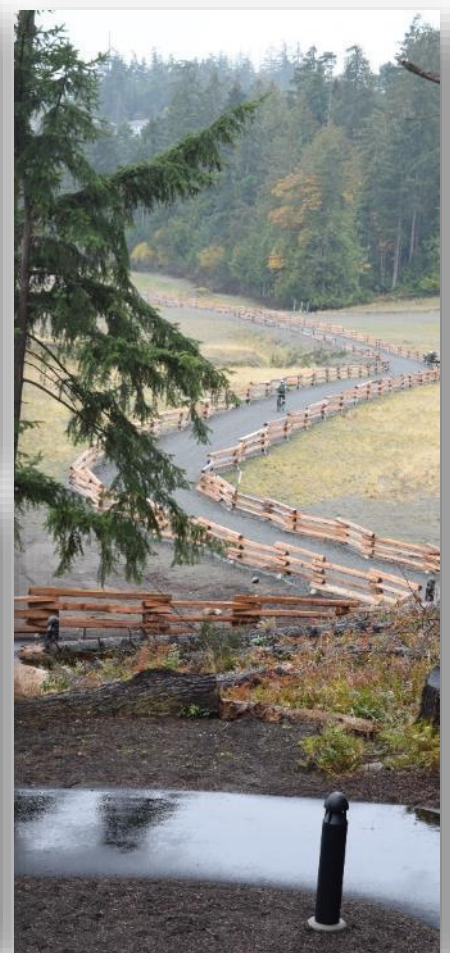
A Development Agreement has been registered on title that includes detailed information regarding the timing and construction of a number of components including: onsite and offsite utility infrastructure, parks and trails, transportation and transit improvements, and other community amenities.

## 10.3 Other City of Colwood Regulations and Processes

- 10.3.1 *DEVELOPMENT COST CHARGES (DCC)BYLAW*
- 10.3.2 *SUBDIVISION AND DEVELOPMENT BYLAW*
- 10.3.3 *COMMUNITY AMENITY CONTRIBUTION POLICY*
- 10.3.4 *PUBLIC ART POLICY*
- 10.3.5 *CITY BUDGETING PROCESS (CAPITAL AND OPERATING)*

# **Appendix A**

## The Commons Design Guidelines



# Latoria South Sub-Area Plan

An Amendment to the Royal Bay Area Plan

OCP AMENDMENT AND REZONING SUBMISSION



# Latoria South Sub-Area Plan

An Amendment to the Royal Bay Area Plan

OCP AMENDMENT AND REZONING SUBMISSION

TO THE CITY OF COLWOOD

*Revision Date: January 2025*

*Prepared for:*

**GABLEcraft HOMES**

*Prepared by:*

**URBAN**  
systems

*With the assistance of:*





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Figure 7 – Major Transportation and Connectivity Concept

Figure 8 – Transit Concept

Figure 9 – Utility Concept

# 1.0 Introduction

Since 1999, the Royal Bay neighbourhood has been subject to a number of planning exercises in order to transform this 100-year old former gravel pit into a thriving mixed-used centre in the City of Colwood. The Royal Bay Area Plan has gone through a number of revisions and significant updates over the years (in 2001, 2014, 2017), with development proceeding in a number of areas including the Hatley, Delora, Pelican, and Meadow neighbourhoods. In 2018, a major update to the City's Official Community Plan (OCP) was adopted by Council, which reinforced the importance of the Seaside Village (the mixed-use component of Royal Bay) as one of Colwood's two primary centres. In addition, the updated OCP dramatically increased the development potential and density targets for these lands. At the same time, the Royal Bay lands were sold to two separate owners, and it became apparent that additional detailed planning should be undertaken for the lands east of Metchosin Road known as "Royal Beach", and the lands west of Metchosin Road and south of Latoria Blvd referred to as "Latoria South". This plan deals with the latter neighbourhood, and is hereafter referred to as the Latoria South Sub-Area Plan (SAP). See **Figure 1** for a map of the Subject Area.

## 1.1 Vision for Latoria South

The Official Community Plan identifies the Seaside Village as one of the two primary centres for cultural, civic, economic and public life within the City of Colwood. The guiding principles for the land use objectives for this area are as follows:

- a. A local, city-wide, and regional destination for shopping, recreating and gathering
- b. Defined by its ocean views and access, and resulting seaside character
- c. A major focus of future residential and commercial growth
- d. Comprised of a mix of activities that establish it as a complete neighbourhood
- e. Supportive of walking and cycling, including an outstanding public realm that creates street life and connects diverse activities to the waterfront
- f. Well-connected by and supportive of frequent transit
- g. Characterized by green infrastructure and green spaces

Now more than ever, communities need to be resilient in their design and adaptable in how they are built out over time. The vision for Latoria South reinforces this community vision as follows:

*Latoria South provides the centre for daily activity for the Royal Bay neighbourhood. The entire spectrum of residential home types (single detached, semi-detached, townhouse and apartment) are situated within a short walking or cycling distance of shops, services, schools, parks and open spaces. The heart of Latoria South is the Commons, which supports everyday commercial needs and services designed around urban parks and plazas and a pedestrian-oriented retail street. Support for innovative employment opportunities and job sectors create a resilient environment in order to foster innovation and weather the various economic cycles over time. Connections between neighbourhoods and to the waterfront are provided through a network of AAA (all ages and abilities) pedestrian and cycling facilities, with further connections to the rest of Colwood and the region being supported through a new transit exchange as part of the frequent transit network.*



DATE: MAY 11TH, 2020

GABLECRAFT HOMES

17.600



LAND STATUS

FIGURE 1.0

## 1.2 OCP Goals

The Latoria South Sub-Area Plan is developed based on the following design principles starting with the overall goals in the OCP:

### ***Colwood's waterfront is a world-class destination***

- Provide and protect views from the Quarry to and from the water.
- Promote accessibility and permeability throughout the neighbourhood for residents and visitors alike.
- Design the Commons as the commercial core and provide a seamless extension of the Seaside Village towards the water.



### ***People and nature are exceptionally well-connected in Colwood***

- Integrate pathways to parks and open spaces within Royal Bay and provide connections to external City-wide parks and trail networks.
- Apply a conservation-design approach to create a respectful, appropriate and sustainable interface with Latoria Creek Park.
- Provide connectivity to an expanded Latoria Creek Park and explore opportunities to improve accessibility to the trail network.



### ***Residents in Colwood have realistic transportation choices***

- Non-motorized connectivity is an essential framework of the concept, including a highly connected network of buffered and protected bike lanes and multi-use pathways.
- Enhance transit opportunities by providing a new transit exchange on both sides of Latoria Boulevard.
- Provide enhanced trail and greenway connections to support connectivity between natural and neighbourhood parks and open spaces.



### ***Vibrant public spaces in Colwood (including streets)***

- The Commons is a hub of community activity where residents and visitors can meet their daily needs to shop, work, live, and gather.
- An elementary school and adjacent playfields create a central activity node to the Quarry neighbourhood.
- Streets are designed to support multiple modes of transportation (walking, cycling and transit), whilst promoting pedestrian activity, social interaction, and a sense of ownership.



***Colwood is home to family-friendly neighbourhoods with housing choices***

- Latoria South provides a variety of housing choices to respond to changing demographics and economic situations of future residents.
- The Quarry neighbourhood supports a range of ground-oriented housing choices from front and rear-lane detached housing to townhouse units.
- The Commons neighbourhood provides additional density to further promote housing choice and affordability, as well as provide a critical mass of housing to support commercial and non-residential activity.



***Colwood is carbon neutral, energy positive and water smart***

- Support and promote the Energy Step Code in housing designs.
- Provide transportation alternatives to the single-occupancy vehicle travel (e.g. high frequency transit exchange in the Commons).
- Future proofing for electric vehicles.



***Colwood is prepared to adapt to a changing world***

- Incorporate resiliency in the design in order to be economically responsible, socially adaptable, and environmentally aware.
- Provide flexibility in housing types and other uses to be able to adapt to changing demographic and market conditions.
- Incorporate asset management principles in the design and construction process.



## 1.3 OCP Land Use Policies

The OCP provides direction on the anticipated future land uses within the Seaside Village (i.e. the Commons), as follows:

- a. Multi-unit residential and mixed-use
- b. Commercial
- c. Institutional
- d. Live/work and home occupations
- e. Customer service oriented industrial uses, there is an active ground floor and where uses are compatible with residential uses

The OCP also provides direction on the anticipated future land uses within the Neighbourhood Designation (i.e. the Quarry), as follows:

- a. Single-detached residential
- b. Secondary suites and coach houses
- c. Ground-oriented multi-unit residential, including duplexes and townhouses

- d. Live/work and home occupations
- e. Institutional
- f. Limited commercial and mixed-use, on a case-by-case basis during rezoning

The OCP future land uses have been incorporated into the Sub-Area Plan as well as the comprehensive development (CD) zoning anticipated for Latoria South, to ensure consistency with the City of Colwood OCP.



## 2.0 Background

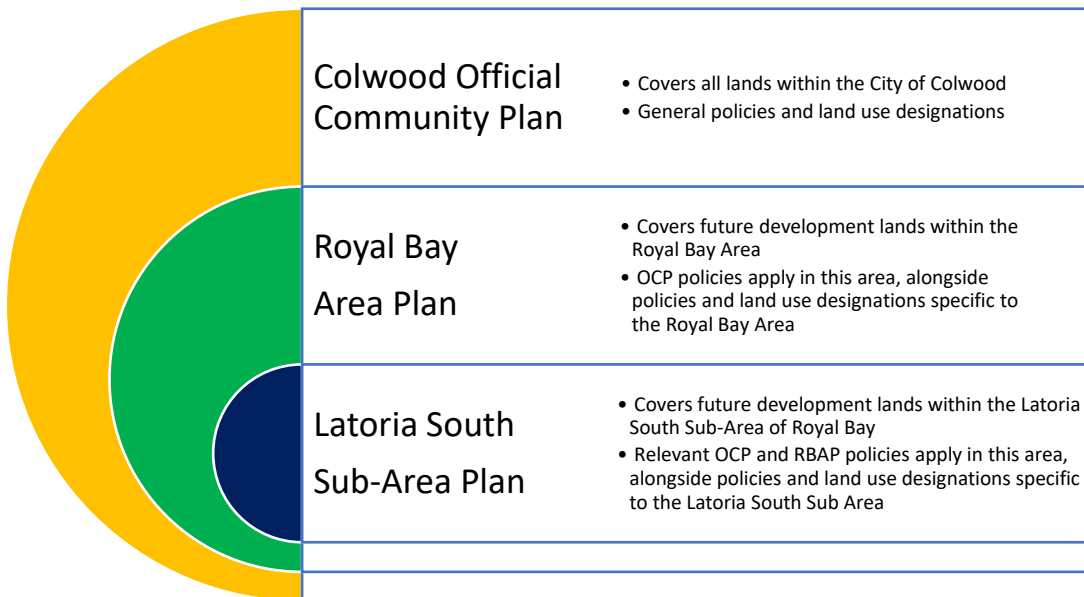
### 2.1 Plan Rationale

When the Royal Bay Area Plan was adopted in 2014, it anticipated that future amendments and more detailed planning would be required, including the need for additional planning for the Commons neighbourhood as follows:

*4.3.2 (w) Concurrently with development approvals for the Commons neighbourhood, the developer shall complete a Sub-Area Plan to address the unique mixed-use characteristics of the neighbourhood, including a site plan, a land use concept plan, and information related to density, building massing, architectural character, general building design and development statistics. Upon mutual agreement between the City and the developer, the Sub-Area Plan will be registered on title through a Section 219 Covenant.*

The Latoria South Sub-Area Plan represents an important revision to the Royal Bay Area Plan, based on the updated direction from the 2018 City of Colwood Official Community Plan. It replaces all of the policies in the Royal Bay Area Plan related to Latoria South (see **Figure 2** below). In addition, Development Permit Area Guidelines have been developed specifically for the Commons, which provide design guidance for multi-family, commercial, and other non-residential development. Finally, specific requirements with respect to infrastructure servicing, transportation, parks and trails, and community amenities are set out in a Development Agreement (DA) negotiated between parties and registered on title.

**Figure 2 – City of Colwood Land Use Policy Framework**



## 2.2 Plan Process

The Latoria South SAP process was launched in collaboration with the City of Colwood in late 2018, with a formal application for OCP Amendment and Rezoning submitted in April 2019. The Sub-Area Plan is the result of extensive research including but not limited to: detailed site analysis, legal and topographic survey, geotechnical engineering, infrastructure planning and design, transportation and traffic analysis, parks and trails planning, environmental planning, arborist study, commercial demand market research, and urban design.

A robust community engagement process was undertaken as part of the Latoria South SAP, building upon previous consultation exercises for the Royal Bay Area Plan and Latoria North development. In addition to individual stakeholder meetings, three (3) community Open Houses were held on March 13, 2019, May 22, 2019 and January 29, 2020, with a total of over 500 people in attendance. A summary of the feedback from this consultation is as follows:

- Most respondents felt the Sub-Area Plan reflects the goals and objectives outlined for this area in the Official Community Plan.
- The majority of comments were related to support for the overall concept, including mention of commercial and mixed uses. Many specific examples related to the elementary school and grocery store.
- Diversity of commercial uses (i.e. wanting “more than a grocery store”, e.g. coffee shops, pubs, etc.) and variety of housing types were mentioned.
- The second most favourable topic was access to greenspaces and expanded parkland.
- Several comments related to the support for the new transit exchange and frequent transit loop, walkability, connections to parkland and greenspace, and continued access to the beach.
- The two most notable concerns expressed are 1) the slow timelines, i.e. wanting progress and new amenities to occur faster, and 2) varying concerns related to increased traffic in the area once amenities are introduced, including parking for those visiting the new amenities, and transportation design to accommodate existing and increased traffic.
- There were a number of comments supportive of the diversity of housing, and curiosity about housing for seniors.



Finally, as part of the OCP Amendment and Rezoning application, Colwood Council received a number of presentations from staff and the applicant regarding specific topics, including:

- Land use and density ranges for residential and non-residential development
- Transportation impacts, including joint transportation memo for Royal Bay / Royal Beach
- Off-street parking standards for the Commons
- Latoria South Fire Hall
- Road standards
- Latoria South Parks Plan Terms of Reference

## 2.3 Plan Area & Context

As noted above, the Latoria South Sub-Area Plan comprises the previous Commons, Terrace and Quarry neighbourhoods in the Royal Bay Area Plan, now combined into two neighbourhoods – the Commons and the Quarry. It is bounded by Metchosin Road to the east and south, Latoria Boulevard to the north, and Latoria Creek Park to the west. The lands in the SAP are approximately 64 hectares of the total 189-hectare Royal Bay lands, or about 34% of the entire RBAP area. See **Figure 3** illustrating the regional context of the Sub-Area Plan.

The Latoria South Sub-Area Plan includes a portion of the Producer's Pit aggregate mine, dating back to the early 1900s, and the lands are classified as an active permitted mine site with requirements from the BC Ministry of Energy, Mines and Petroleum Resources that the mine be reclaimed. The implementation of the Latoria South Sub-Area Plan will see the reclamation of the former mine site, in concert with the City of Colwood's land use and development regulations.

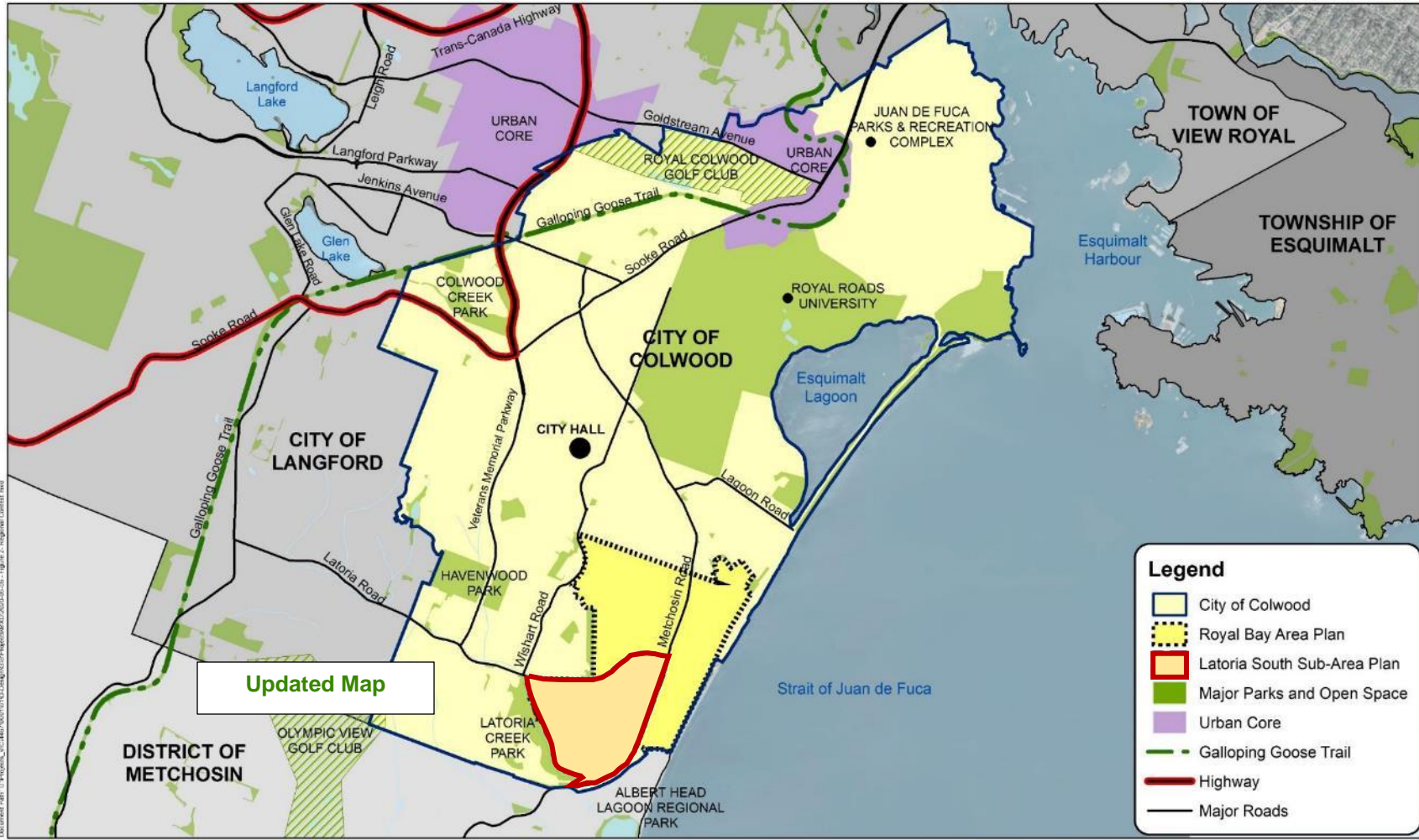
The lands are located in the south-east corner of the City of Colwood, adjacent to the District of Metchosin. As one of the City's two designated urban centres, it will attract demand for commercial and other non-residential services throughout the City of Colwood, District of Metchosin, and the rest of the West Shore (e.g. Langford, Sooke).



DATE: MAY 11TH, 2020

GABLECRAFT HOMES

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REGIONAL CONTEXT

FIGURE 3.0

# 3.0 Neighbourhood Structure & Character

## 3.1 The Quarry

The Quarry Neighbourhood is a primarily residential area with a mix of front-drive and rear-lane detached homes and attached townhomes, and includes substantial parkland throughout the neighbourhood. Attached residential uses are concentrated along Latoria Boulevard to create a smooth height and density transition to adjacent neighbourhoods. A new elementary school and playfield park is centrally located in the Quarry, providing a node for the neighbourhood and a key amenity for the Royal Bay community.



## 3.2 The Commons

The Commons neighbourhood is at the confluence of a number of neighbourhoods and services as one of two urban centres within the City of Colwood. Forming the commercial, social and cultural heart of the community, it is a place where residents and neighbours can shop for their everyday needs, and supports a mixture of housing types including attached residential and apartment uses. Pedestrian and cycling connections are prioritized throughout the Commons, along with enhanced transit facilities which provide frequent transit service to the rest of Colwood and beyond.



### 3.3 The Transition Area

The Transition Area are the lands within the Commons that are directly adjacent to the Quarry. It includes a range of housing types, limited commercial uses, and other institutional and non-residential uses which support a gradual transition from the Commons mixed-use village to the ground-oriented residential uses in the Quarry neighbourhood. Development along the eastern frontage adjacent to Ryder Hesjedal Way reflects the greater height and density of the Commons, with design similarly responding to lower height and density in the Quarry. The Transition Area provides connections with adjacent neighbourhoods through a wide variety of transportation networks and well-defined pedestrian and cycling connectivity.



## 4.0 Land Use

The proposed land uses are shown in **Figure 4**, which divides the approximately 64 hectares (158 acres) of the Sub-Area Plan into two distinct neighbourhoods – the Commons and the Quarry. The Commons neighbourhood comprises an expanded Seaside Village OCP designation with two generalized land uses – “mixed use” and “transitional mixed use”. The Quarry neighbourhood comprises the Neighbourhood OCP designation with the generalized land use of “ground-oriented residential”, but also includes additional uses including a school, fire hall, and parks. These are described in more detailed throughout the Sub-Area Plan.

### 4.1 Land Use Summary

**Table 1** below provides a summary of the development areas in the Latoria South Sub-Area Plan by proposed land use type. It should be noted that the amount of proposed parkland and open space maintains the previous park land area provided within the overall Royal Bay Area Plan.

**Table 1 – Sub-Area Plan Land Use Summary**

Proposed Land Use	Area (hectares)	Area (acres)	% of Total
Quarry Ground-Oriented <sup>(1)</sup>	26.9	66.5	<del>42</del> <b>40%</b>
Commons Mixed Use	16.8	41.5	<del>27</del> <b>25%</b>
Parks and Trails <sup>(2)</sup>	7.0	17.2	<del>11</del> <b>10%</b>
Elementary School	2.8	7.0	4%
Fire Hall	0.2	0.5	0%
Lift Station	0.1	0.1	0%
Roads / Lanes / Transit <sup>(3)</sup>	10.1	24.9	<del>16</del> <b>15%</b>
<b>Metchosin Transition Area (Area 11)</b>	3.5	8.7	5%
<b>TOTALS</b>	<b>67.564</b>	<b>166.7158</b>	<b>100%</b>

Notes:

(1) Single detached = 18.5ha (45.7ac), Attached/Townhouse = 8.4ha (20.7ac)

(2) Include 0.4ha (1.0 ac) of additional lands in the Commons for urban parks and plazas

(3) Excludes ROW dedication for future Latoria Road widening

Specific target development yields are as follows:

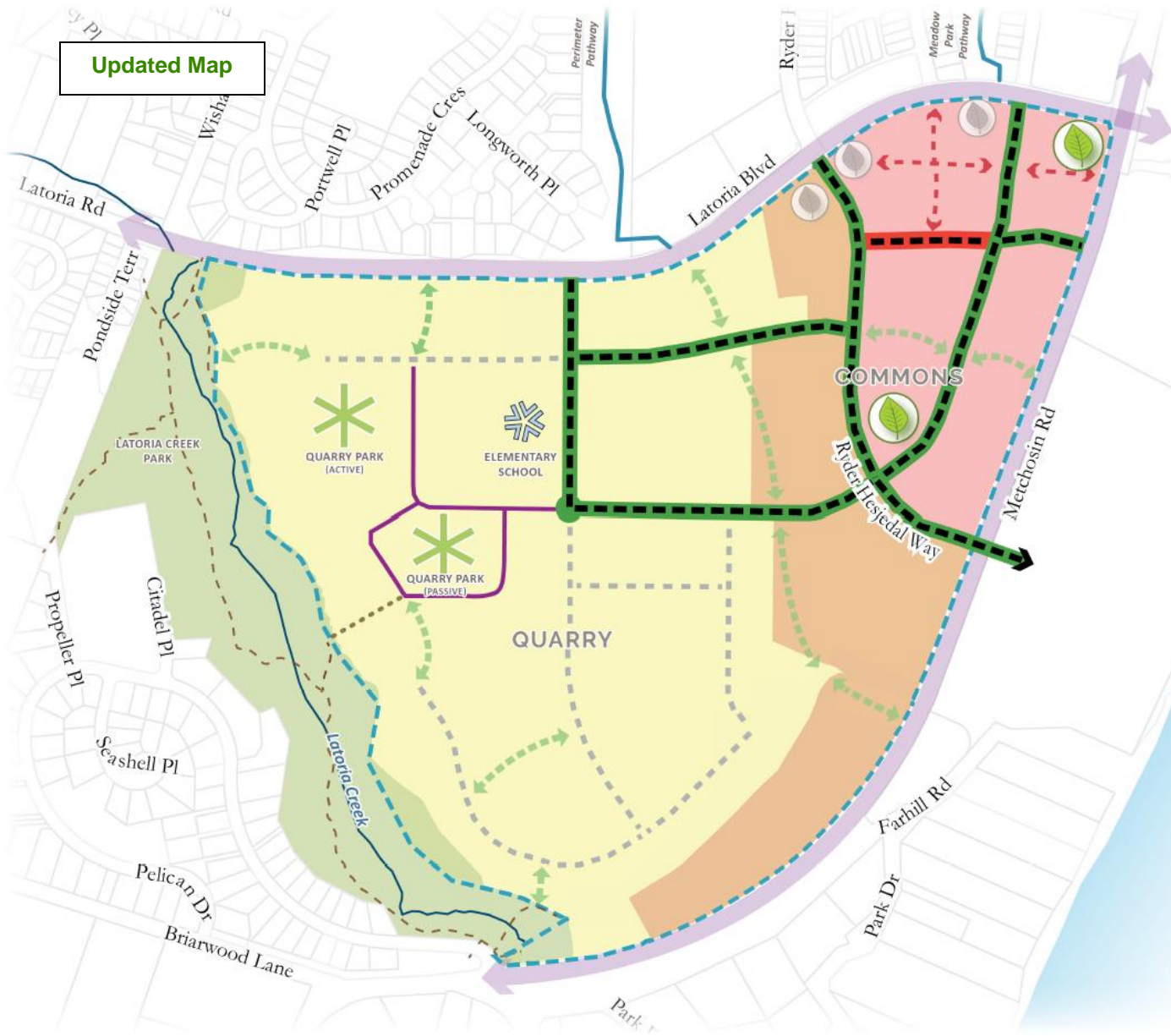
- A maximum of 2,640 residential units in Latoria South, based on transportation analysis, including a mixture of detached, semi-detached, townhouse and apartment units. At the sole discretion of the City of Colwood, this maximum could be increased in the future based on periodic traffic studies.
- Approximately 15,000 m<sup>2</sup> to 20,000 m<sup>2</sup> of commercial uses in the Commons with approximately 7,400 m<sup>2</sup> of that being retail.
- Approximately 10,000 m<sup>2</sup> to 20,000 m<sup>2</sup> of additional non-residential uses in the transition area of the Commons.
- Approximately 7.0 ha (17.2 acres) set aside for parks and trails.
- A 2.8 ha (7.0 acre) site set aside for a future elementary school.
- A 0.2 ha (0.5 acre) site identified for a future satellite fire hall in Latoria South.



**Updated Map**

**LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD**

**LAND USE CONCEPT**



**LEGEND**

- Latoria South Sub-Area Plan Boundary
- Ground Oriented Residential
- Transitional Mixed Use
- Mixed Use
- Institutional Use
- Natural Park
- Neighbourhood Park
- Arterial Road
- Minor Collector Road
- Commons Road
- Commons Pedestrian Connectivity
- Neighbourhood Connector (Approximate)
- Park Trail (Existing)
- Park Trail (Proposed)
- Park Multi-Use Trail (Proposed - Location TBD)
- Park Multi-Use Trail (Existing)
- Local Road
- Urban Park
- Urban Plaza

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and city planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.

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## 4.2 Latoria South Land Use Policies

The following section outlines the various land use policies in order to ensure consistent application of the design principles across the Quarry and Commons neighbourhoods (including the transition area of the Commons).

### 4.2.1 GROUND ORIENTED RESIDENTIAL

- a. Support detached residential densities in the range of 12 uph (5upa) to 30 uph (12 upa).
- b. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR.
- c. Provide a mix of housing types including single-detached, duplexes, triplexes, rowhouses, and townhouses, and provide flexibility in land use regulations to consider various live/work scenarios.
- d. Encourage compact housing forms as a means to reduce construction materials and energy use.
- e. Support secondary suites, including coach houses, in lots of sufficient size to accommodate off-street parking without compromising onsite landscaping and the overall aesthetic of streetscapes.
- f. Promote housing for individuals and families of different income levels, including providing options for housing tenure.
- g. Encourage attached residential development along Latoria Boulevard and other major roads.
- h. Encourage the use of rear lane access to residential uses along major roads.
- i. Encourage the use of green building technologies as well as building orientation to benefit from passive climate control as a means to reduce energy use.

### 4.2.2 MIXED USE

- a. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR.
- b. Support apartment residential densities in the range of 100 uph (40 upa) to 250 uph (100 upa), with a Floor Area Ratio up to 3.5 FAR.
- c. Support mixed use and/or non-residential densities up to 3.0 FAR with potential to increase the density to 3.5 FAR in specific “gateway” locations.
- d. Focus higher density residential uses in the Commons and provide multi-family residential housing in close proximity to services.
- e. Establish a pedestrian-oriented retail street within the Commons to support a range of neighbourhood retail, commercial services and amenity space.
- f. Encourage buildings to address the streetscape and plaza spaces as a means of creating a well-defined public realm.
- g. Plan for the provision of pedestrian amenities within the public realm, such as benches, human scale lighting, street trees, garbage receptacles and bicycle racks.
- h. Accentuate pedestrian connections to the Commons and to the waterfront through design features such as accessible trails and walkways, lighting, and wayfinding signage.
- i. Locate parking behind buildings where possible or screened through landscape design in order to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- j. Incorporate a transit exchange adjacent to the Commons along both sides of Latoria Road, whereby the commercial and higher density residential uses can support a frequent transit network and thereby reduce automobile dependency.

### *4.2.3 TRANSITIONAL MIXED USE*

- a. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR (with potential to increase FAR if it meets other City objectives).
- b. Support apartment residential densities in the range of 75 uph (30 upa) to 150 uph (60 upa), with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).
- c. Support mixed use and/or non-residential densities up to 3.0 FAR.
- d. Encourage the provision of a variety of housing forms, lot sizes and tenures, including purpose built rental housing, to provide a diversity of residences that can support a range of lifestyles and life stages.
- e. Minimize potential conflicts arising from adjacent land uses, housing types and/or tenures in the planning, design and construction of residential neighbourhoods through consideration of appropriate buffers, transition areas and/or other mitigating program elements.
- f. Establish landscape buffers that create a transition between residential areas and adjacent commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.

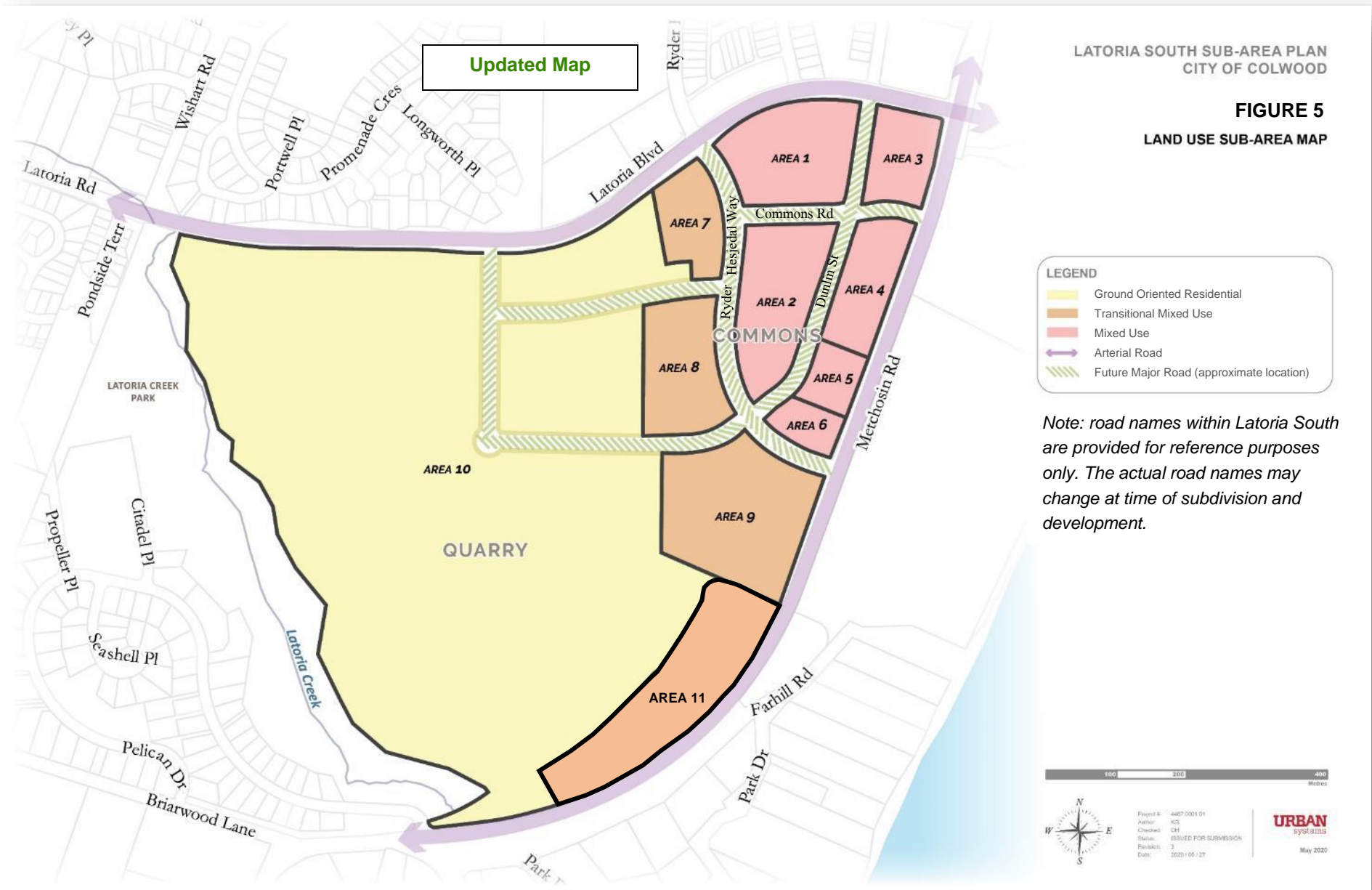
### *4.2.4 INSTITUTIONAL USE*

- a. Designate a site within the Quarry for a future elementary school with associated playing fields.
- b. Encourage a joint use agreement between School District 62 and the City of Colwood for community use of playing fields and other facilities.
- c. Work with the City of Colwood to identify a site for a future fire hall.
- d. Encourage civic and institutional uses within the Commons to support a complete community such as a library, community centre, municipal hall, post-secondary institution, or health care facility.

## **4.3 Latoria South Sub-Area Objectives**

This Sub-Area Plan provides the overall land use principles and policies to guide future development in the Commons and the Quarry neighbourhoods. It also provides the framework to support the rezoning of the lands based on a comprehensive approach to land use and density. In order to provide additional guidance to the rezoning process, the following section and associated map (see **Figure 5**) further delineates the sub-area into future development blocks, and outlines the broad land use objectives for each of the development cells. There are 9 proposed development blocks within the Commons (including 3 within the transition area of the Commons) and 1 proposed development block within the Quarry.

**FIGURE 5**  
**LAND USE SUB-AREA MAP**



### 4.3.1 AREA 1

- Site area = approximately 2.7 hectares (6.7 acres) not including future major roads.
- This is the core commercial site for Latoria South which provides the everyday retail needs for Royal Bay and south Colwood as well as neighbouring communities.
- Includes a proposed grocery store (approximately 2,800 to 3,700 sq.m in size) and accompanying shops and services within the initial phases of development.
- Incorporates a number of urban plazas within the site design to provide meeting and gathering places for the community.
- The southern boundary of Area 1 provides the initial framing for “Commons Road”, a pedestrian-oriented retail street with the potential to be partially closed off for community events (e.g. street festival, farmers market).
- Provides an opportunity for future residential development (e.g. apartment) on the north-east portion of the site.
- Heights ranging from 2 to 4 storeys, with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

### 4.3.2 AREA 2

- Site area = approximately 2.7 hectares (6.7 acres) not including future major roads.
- The northern boundary of Area 2 completes the framing for “Commons Road”, providing the pedestrian-oriented street enclosure with an appropriate mixture of land uses (e.g. ground floor retail with commercial and/or residential above).
- The remainder of the site is a mixture of commercial and residential uses to complement the adjacent retail core and provide a critical population mass to support the commercial viability of the area.
- Institutional uses (including support and accommodation for seniors) are supported, given the proximity to local shops and services.
- Heights up to 4 storeys along the northern edge, with heights up to 6 storeys for the remainder of the site, and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

### 4.3.3 AREA 3

- Site area = approximately 1.4 hectares (3.4 acres) not including future major roads.
- This is a key gateway site which provides the eastern entry point to Latoria South and Royal Bay.
- An urban park of approximately 100 sq.m. to 200 sq.m. in size is designed for the north-east corner of the site, in association with required stormwater infrastructure.
- Pedestrian connectivity and permeability are incorporated into the site to promote linkages to the Latoria/Metchosin intersection and across the street to the waterfront.
- Uses are primarily residential in nature (e.g. apartment, mixed townhouse/apartment), with potential supporting office and personal services to complement the residential uses.
- The site incorporates a gradation of heights from north to south, from 4 storeys at the north-east corner (to protect views along the Latoria Blvd corridor), increasing up to 12 storeys as provided for in the Official Community Plan, and with a Floor Area Ratio of approximately 3.5 FAR.

#### 4.3.4 AREA 4

- Site area = approximately 1.6 hectares (4.0 acres) not including future major roads.
- This site starts to transition away from the core retail area of the Commons towards providing supporting residential, institutional and employment opportunities.
- The site incorporates the existing sewage lift station at the north-east corner as well as a potential transit stop in conjunction with the future transit exchange on both sides of Latoria Blvd.
- Heights up to 6 storeys, and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.5 AREA 5

- Site area = approximately 0.9 hectares (2.2 acres) not including future major roads.
- Continues the transition away from the core retail area towards opportunities for employment, service commercial, and institutional uses.
- Unless the entire site is residential/mixed use, there will be no residential uses on the site except for potential live/work opportunities.
- Retail uses are limited to supporting the service commercial nature of the site (e.g. tasting room associated with a micro-brewery).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.6 AREA 6

- Site area = approximately 0.5 hectares (1.2 acres) not including future major roads.
- This has similar uses to Area 5 and could be combined together to form a larger employment / service commercial site, depending on market demand.
- The site can accommodate the current market demand for a potential service station (e.g. gasoline and electric vehicle quick charge) and associated retail uses including a car wash, although a drive-thru is not permitted.
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 1.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.7 AREA 7

- Site area = approximately 1.4 hectares (3.4 acres) not including future major roads.
- This site is adjacent to the commercial retail centre (Area 1) and as such frames the entrance to the Commons on the western edge.
- Similar to Area 1, incorporates an urban plaza on the north-east corner of the site to provide a meeting and gathering place for the community.
- A variety of uses are potentially envisioned for the site, including key institutional buildings (e.g. library, City Hall, health centre), professional offices, personal services and supporting ground floor retail.
- Residential uses including townhouses and apartments support the other uses on the site and provide a transition to the Quarry.

- Heights up to 4 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.8 AREA 8

- Site area = approximately 2.3 hectares (5.6 acres) not including future major roads.
- This site is across from Area 2 and provides a transition in uses and heights between the Commons and the Quarry
- Transitional mixed uses envisioned for the site include residential (townhouse and apartment), office, personal service, and supporting institutional uses (including support and accommodation for seniors).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.9 AREA 9

- Site area = approximately 3.8 hectares (9.5 acres) not including future major roads.
- The majority of the site – approximately 3.2 hectares (8.0 acres) – could support potential employment opportunities including institutional, museum and scientific research.
- Supporting uses could include residential (townhouse and apartment) and other complementary non-residential uses such as offices or personal service (no retail).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.10 AREA 10

- Site area = approximately 41.8 hectares (103.3 acres) not including future major roads.
- This is the largest site area within Latoria South, providing ground-oriented residential uses including detached housing (front drive and rear lane access), semi-detached housing and townhouses.
- A significant portion of the site has been earmarked for community amenities including an elementary school, fire hall, active and passive park areas, trails and multi-use pathways, and pedestrian connectivity throughout the neighbourhood.
- Working with environmental specialists and arborists, incorporate approximately 1.2ha of additional park land into Latoria Creek Park with associated trails and pathways.
- Heights ranging from 2 to 3 storeys.

#### 4.3.11 AREA 11

- **Site area = approximately 3.5 hectares (8.7 acres) not including future major roads**
- **This site is intended to act as an extension of the Transition Area, offering a broad range of potential residential, commercial and employment uses, called the Metchosin Transition Area**
- **Access will be directly from Metchosin Road with the potential of one access point from Area 10, ensuring circulation can be accommodated within Area 11, while prioritizing pedestrian and cycling connectivity to other areas in Latoria South**

- **Support healthcare and other institutional uses, providing a dynamic suite of uses that will further enhance the area**
- **Heights up to 6 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).**



## 5.0 Community Amenities

As part of the Sub-Area Plan process, a number of potential community amenities have been identified, including their potential location where applicable. In order to achieve this, a comprehensive development zone for Latoria South includes potential per-unit contributions towards community amenities, for affordable housing, future fire hall, and general amenities. Additional details regarding community amenities have been negotiated as part of the Latoria South Development Agreement, based on the goals and objectives outlined in the OCP and this Sub-Area Plan.

### 5.1 Community Amenity Policies

- a. Support contributions to a community amenity fund in order to enhance Latoria South with potential amenities that serve a diverse population, including but not limited to: affordable housing, fire hall, park facilities, public art and general community amenities.
- b. Utilizing Community Amenity Contributions, work with the Colwood Fire Department to develop a satellite fire hall on land identified in the Quarry, based on the terms and conditions in the Development Agreement.
- c. Work with the City of Colwood to develop a comprehensive Community Amenity Contribution strategy which identifies priorities for community amenities, specific neighbourhood amenity needs, location and cost estimates, and mechanisms for funding improvements in Latoria South.

## 6.0 Parks & Open Space

Royal Bay is characterized by an abundance of public parks and open spaces, connected by accessible trails and pathways. The original Royal Bay Area Plan identified a number of targets in Latoria South for parkland dedication as Natural and/or Neighbourhood Parks, and the Sub-Area Plan preserves this commitment. Parks in Latoria South support a wide range of outdoor activities such as active playing fields, playgrounds, passive park areas, urban parks and plazas, and a connected pedestrian and trail network. Along with recreational amenities, park spaces also provide habitat protection and natural amenities. Specific focus is placed on enhancing the protection of valuable environmental features such as Latoria Creek, as well as overall ecosystem restoration in areas of the former mine site.



The overall Parks Master Plan for Latoria South is provided in **Figure 6**. The provision and timing of specific park amenities within the Latoria South Sub-Area Plan is detailed within the Latoria South Parks Terms of Reference.

### 6.1 Parks and Open Space Policies

- a. Provide open space and parkland for the recreational use and enjoyment of residents and visitors. Where applicable, parkland will be dedicated to the City of Colwood.
- b. Preserve future opportunities to establish, maintain and improve appropriate active park programs (i.e. playgrounds, community gardens, off-leash dog parks, skateboards parks, etc.) based on identified community need.
- c. Provide an interconnected network of pathways – including walking paths, trails, sidewalks and multi-use pathways – that connect the neighbourhoods within Latoria South, as well as provide connections to Latoria North and the waterfront.
- d. Encourage a joint use agreement between School District 62 and the City of Colwood for community use of playing fields and other facilities. The City will establish a mechanism for the utilization of the revenue from the sale of the amenity lands in Latoria North to fund playfield facilities adjacent to the proposed elementary school in Latoria South.
- e. Create positive, well detailed public realm spaces through the design of public squares and plazas in conjunction with the development of parks, sidewalks, multi-use pathways and recreational trails.

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

PARKS MASTER PLAN



Updated Map

**LEGEND**

- Latoria South Sub-Area Plan Boundary
- The Commons
- The Quarry
- Natural Park (Existing)
- Natural Park (Proposed)
- Neighbourhood Park (Existing)
- Neighbourhood Park (Proposed)
- S School
- Park Trail (Existing)
- Park Trail (Proposed)
- Park Multi-Use Trail (Existing)
- Park Multi-Use Trail (Proposed - Location TBD)
- Neighbourhood Connector (Approximate)
- One Way Protected Cycling Facility
- Two Way Off Road Cycling Facility
- Pedestrian Sidewalk Connectivity
- Urban Park
- Urban Plaza
- X Pedestrian Activated Crosswalk (Existing)
- T Traffic Signal (Existing)
- T Future Controlled Intersection
- T Future Transit Exchange
- T Future Transit Stop

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.



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 Author RJD  
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 Date 2020 / 05 / 28



## 7.0 Environmental

Latoria South has a number of unique environmental conditions that are woven into the site's history. Currently, the vast majority of the Sub-Area Plan area has been cleared through over a century of sand and gravel mining and related industrial uses. Large portions of the plan area (including the adjacent City-owned lands) contain both native and imported fill soils and other materials, with significant piles of these materials forming prominent high points on the landscape. In the west-central portion of the Quarry neighbourhood, the existing quarry pit floor can be observed as the lowest point on the site. This pit area retains water, is surrounded by cliff walls exposed by rock blasting. Generally, the land slopes from a higher ridge along Latoria Creek Park down to the intersection of Latoria Boulevard and Metchosin Road. Horizon views to the Straight of Juan de Fuca and the Olympic Mountains beyond are afforded by this ridge feature, particularly in the northwest portion of the SAP area.



As part of the Latoria South Sub-Area Plan, a number of technical reports have been completed including geotechnical, environmental and arboricultural. These technical reports provide the foundation for understanding the unique environmental qualities of Latoria South. The information will guide the technical remediation of the site, in conjunction with the overall regulatory framework around the mine reclamation process. These measures ensure that development remains true to the overall principles of Royal Bay, by striving to be resilient to climate change, promoting low-impact development, protecting local ecosystems, and encouraging innovative, environmentally-friendly design.

### 7.1 Environmental Policies

- a. Work with the City and qualified professionals to reclaim the former mine site in accordance with provincial regulations, whilst preparing and preserving the lands in accordance with the goals and objectives of the OCP and Latoria South Sub-Area Plan.
- b. Encourage use of trees and native plantings as means to aid carbon sequestration.
- c. Protect riparian areas by integrating stormwater management infrastructure that mimics natural flow patterns and rates, where feasible.
- d. Preserve habitat and stormwater function within the Natural Park areas in conjunction with recreational use, where feasible.
- e. Retain natural vegetation where possible and encourage the use of native and drought resistant vegetation for new development.

- f. Ensure invasive weeds are controlled during development, and on a reasonable frequency keep the City informed of progress and plans.
- g. Lay out site plans in patterns that complement natural site topography, while also ensuring a high degree of connectivity for pedestrians and cyclists.
- h. Encourage the development of integrated rainwater management including stormwater infiltration, where geotechnically feasible.
- i. Encourage building orientation to benefit from passive climate control as means to reduce energy use, and promote energy efficiency in all buildings.
- j. Provide electrical rough-ins for EV charging stations for all multi-family buildings to ensure that they are “EV ready”.
- k. Work with the City to provide EV charging stations at strategic locations within the Commons, including major shopping areas and on key public streets.

## 8.0 Transportation and Transit

### 8.1 Road Network and Transportation Connectivity

Throughout the development of the Latoria South Sub-Area Plan (and previous planning exercises before that), the importance of providing an effective transportation network, connected pedestrian and cycling facilities, and frequent transit facilities could not be understated. The ultimate buildout within Royal Bay will undoubtedly create pressures on the existing road and transportation system in the City of Colwood, but the overall objective to create a complete community in Latoria South will help to reduce (and potentially reverse) traffic patterns. With the addition of AAA (all ages and abilities) cycling and pedestrian facilities throughout Latoria South, the potential transportation impacts should be balanced with the overall amenities and community enhancements that development in Latoria South will bring.



As part of the 2014 Royal Bay Area Plan, a detailed Transportation Impact Study was prepared based on the previously assumed development yield. Based on the proposed land uses and updated development targets outlined in Section 4 of this Sub-Area Plan, a new Transportation Impact Study was prepared which reviewed the proposed transportation network and identified future upgrades required at various trigger points in the development buildout cycle. These transportation requirements are incorporated into the Development Agreement, which binds existing and future owners to the required upgrades.

In addition, a joint Transportation Impact Memo was reviewed and approved by Council, which reviewed the overall transportation impact from the Royal Bay (Latoria North and Latoria South), Royal Beach (lands east of Metchosin Road) and Olympic View developments (plus allowances for surrounding neighbourhood developments). As Latoria Blvd / Latoria Road will serve as the major arterial road for future traffic to and from all of these neighbourhoods, this study identified the ultimate right-of-way (ROW) requirement for Latoria Road, and was incorporated into the land use plan for the Latoria South SAP.

Finally, as part of the anticipated mixed use and compact development in the Commons, a review of the current City of Colwood parking standards was undertaken, along with sample site investigations, in order to update the regulations as part of the comprehensive development (CD) zone. The report and findings were reviewed and approved by City of Colwood Council, and as such form the basis for the off-street parking regulations provided in the CD zone for the Commons.

**Figure 7** provides the Major Transportation and Connectivity Concept, based on the detailed transportation review and analysis, discussion with City staff, and input from Council and the community. Rather than create separate maps for roads, cycling, and pedestrians as per the previous Royal Bay Area Plan, the concept combines all transportation modes and facilities to show the overall network and the connections between the neighbourhoods within Latoria South as well as points beyond (e.g. Latoria North, across Metchosin Road to the waterfront, and to neighbouring municipalities in the West Shore).

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

MAJOR TRANSPORTATION AND  
CONNECTIVITY CONCEPT



Updated Map

- LEGEND**
- The Commons
  - The Quarry
  - Institutional Use
  - Natural Park
  - Neighbourhood Park (Proposed)
  - Arterial Road
  - Minor Collector Road
  - Commons Road
  - Conceptual Local Roads (Type C)
  - One Way Protected Cycling Facility
  - Two Way Off Road Cycling Facility
  - Commons Pedestrian Connectivity
  - Neighbourhood Connector (Type B)
  - Park Trail (Existing)
  - Park Trail (Proposed)
  - Park Multi-Use Trail (Proposed - Location TBD)
  - Park Multi-Use Trail (Type A)
  - Urban Park
  - Urban Plaza
  - Existing Pedestrian Activated Crosswalk
  - Existing Traffic Signal
  - Future Controlled Intersection
  - Potential Intersection Improvements (as warranted)
  - Future Transit Exchange

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.



Project #: 4487-0501-01  
 Author: KG  
 Checked: DH  
 Status: SCALED FOR SUBMISSION  
 Revisions: 6  
 Date: 2020-05-28



### 8.1.1 *TRANSPORTATION AND CONNECTIVITY POLICIES*

- a) Create a positive pedestrian realm within Latoria South through the provision of pathways, street trees, landscaping, pedestrian scale lighting, street furniture and permeable surface treatment where possible.
- b) Ensure safe and secure pedestrian connections through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings at Latoria Boulevard and Metchosin Road, in order to provide connections to the waterfront.
- c) Provide an interconnected network to accommodate walking and cycling, including trails network, sidewalks, cycle tracks and multi-use pathways.
- d) Seek to design neighbourhoods where every home is within a five-minute walk to parks and open space.
- e) Incorporate a range of trail and pathway types to provide for a range of recreational uses and to maximize accessibility.
- f) Minimize the impact of arterial and collector streets within residential neighbourhoods through site sensitive, pedestrian oriented design, including landscape buffering and traffic calming.
- g) Require that sidewalks and parking areas be designed according to barrier free access standards.
- h) Encourage use of energy efficient streetlights and consider use of adaptive lighting controls during night time hours, wherever possible.
- i) Investigate opportunities to reduce parking requirements for residential and commercial developments that promote and/or accommodate Low Speed Vehicles (LSVs), car-sharing and/or other forms of alternative transportation.
- j) Where appropriate, Roads Development Cost Charges will be contributed by the developer as outlined in the City of Colwood Development Cost Charge Bylaw.



## 8.2 Transit

Through the development of the Latoria South Sub-Area Plan, BC Transit has been involved in planning for transit improvement in order to support the regional Frequent Transit Network (FTN) for the City of Colwood, West Shore, and the region. **Figure 8** shows the future transit facilities that will be supported through the development of Latoria South, including:

- New 3-bay Transit Exchanges on both sides of Latoria Boulevard, adjacent to the Commons.
- New bus stops on both sides of Ryder Hesjedal Way.
- New bus stop on Metchosin Road

### 8.2.1 TRANSIT POLICIES

- a) Design and construct future transit improvements (including transit exchanges and bus stops) as identified in the Latoria South Sub-Area Plan, based on the timing and requirements negotiated in the Development Agreement.
- b) Collaborate with BC Transit to connect Latoria South to the regional Frequent Transit Network (FTN).

Updated Map

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

TRANSIT CONCEPT



**LEGEND**

- The Commons
- The Quarry
- Natural Park
- Existing Bus Routes
- Existing Bus Stop
- Bus Route Numbers
- Future Transit Exchange
- Future Transit Stop
- Future Potential Transit Routing

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and city planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.

100 200 400  
Metres

Project # 4407 0001 01  
Author: KS  
Checked: DH  
Status: ISSUED FOR SUBMISSION  
Revision: 3  
Date: 2008 / 05 / 28

**URBAN**  
systems

## 9.0 Utility Infrastructure

The provision of infrastructure at the level of urban servicing is essential to meet the needs of Latoria South for buildout as a designated urban growth area. Infrastructure will aim to be cost-effective, respect the environment, and conserve water and energy resources.

Similar to transportation, a detailed infrastructure study was undertaken as part of the 2014 Royal Bay Area Plan. The result was a series of utility main infrastructure (e.g. water, sewer) and stormwater facilities which potentially service neighbourhoods beyond Royal Bay. Other facilities, such as the sewage lift station on Metchosin Road, were sized to accommodate present and future expansion opportunities.

Significant investment has been made in studying the utility infrastructure and as part of the Latoria South Sub-Area Plan. Updated Master Plans providing additional detailed descriptions of utility infrastructure servicing have been completed for water, sewer and stormwater infrastructure. These studies update the detailed infrastructure study in the Royal Bay Area Plan, including identifying potential infrastructure upgrades and amendments to City of Colwood infrastructure master plans.



**Figure 9** provides a high-level synopsis of future utility servicing in the Latoria South Sub-Area, to be further refined at time of subdivision and detailed design.

### 9.1 Utility Infrastructure Policies

- a) Water, Sanitary Sewer and Stormwater Drainage systems shall be designed in accordance with City of Colwood and CRD bylaws and regulations, as well as industry Best Management Practices.
- b) Water supply shall be provided in a phased manner in coordination with the Capital Regional District Water Services.
- a) Sanitary Sewage capacity shall be confirmed at the time of subdivision.
- b) Encourage the use of best practices in green landscape management including efficient irrigation systems and drought tolerant or native plantings.
- c) Water quality treatment will be provided through the use of bio-swales (where practical), mechanical oil/grit separators and sediment ponds.
- d) Employ localized flow attenuation to reduce erosion and limit infiltration to incidental infiltration from bioswales, waterways and green spaces.
- e) Encourage residents to employ water conservation measures for indoor and outdoor conservation practices, including use of reduced flow fixtures and appliances.
- f) Identify infrastructure in Latoria South susceptible to the impacts of climate change.
- g) Update Development Cost Charges (DCCs) as required for infrastructure cost recovery.

Updated Map

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

FIGURE 9  
UTILITY CONCEPT



**LEGEND**

- The Commons
- The Quarry
- Natural Park
- Existing Sanitary Trunk Main / Flow Direction
- Existing Water Trunk Main
- Existing Stormwater Trunk Main / Flow Direction
- Future Sanitary Trunk Main / Flow Direction
- Future Water Trunk Main
- Future Stormwater Trunk Main / Flow Direction
- Stormwater Inlet / Outlet Structure
- Lift Station
- Potential Storm Water Infiltration

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.

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Meters

Project #	8877 0801 01
Author	MS
Checked	EP
Status	ISSUED FOR SUBMISSION
Revised	01
Date	2020 / 05 / 28

**URBAN SYSTEMS**

# 10.0 Implementation

The Latoria South Sub-Area Plan and the Commons Development Permit Guidelines represent policy and design amendments to the City of Colwood Official Community Plan. In addition, the following regulations and agreements are part of the development application process (e.g. Zoning, Development Agreement) or action undertaken by the City of Colwood to amend other City regulations and policies.

## 10.1 Zoning

Separate to the OCP Amendment application is the rezoning of the lands within the Latoria South Sub-Area Plan into a single comprehensive development (CD) zone. The CD zone contains specific land use regulations including permitted uses, setbacks, height, and density based on a number of zoning sub-areas for the Commons and the Quarry.

## 10.2 Development Agreement

A Development Agreement has been registered on title that includes detailed information regarding the timing and construction of a number of components including: onsite and offsite utility infrastructure, parks and trails, transportation and transit improvements, and other community amenities.

## 10.3 Other City of Colwood Regulations and Processes

- 10.3.1 *DEVELOPMENT COST CHARGES (DCC)BYLAW*
- 10.3.2 *SUBDIVISION AND DEVELOPMENT BYLAW*
- 10.3.3 *COMMUNITY AMENITY CONTRIBUTION POLICY*
- 10.3.4 *PUBLIC ART POLICY*
- 10.3.5 *CITY BUDGETING PROCESS (CAPITAL AND OPERATING)*

# **Appendix A**

## The Commons Design Guidelines



**CITY OF COLWOOD  
BYLAW NO 2036**

**A BYLAW TO AMEND BYLAW NO. 151 BEING “THE COLWOOD LAND USE BYLAW, 1989”**

---

The City of Colwood Council, in open meeting assembled hereby enacts as follows:

**1. CITATION**

This Bylaw may be cited as “**Colwood Land Use Bylaw No. 151, 1989, Amendment No. 215 (3698 Metchosin Road), Bylaw No. 2036, 2024**”.

**2. AMENDMENT**

Bylaw No. 151, the “Colwood Land Use Bylaw, 1989” is amended as follows:

- a) Amend Schedule “A” (Zoning Map) by deleting from the Rural Residential 1 (AR1) Zone and adding to the Comprehensive Development 28 (CD28) Zone, the property shown in Schedule 1 attached to this bylaw and described as “Lot A, Section 51, 52 & 53, Esquimalt District, Plan VIP58414, PID 018-998-721”
  
- b) Repeal Section 10.33 and replace as per Schedule 2 of this bylaw.

**READ A FIRST TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**READ A SECOND TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**PUBLIC HEARING** held on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**READ A THIRD TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**RECEIVED APPROVAL OF THE INSPECTOR OF MUNICIPALITIES** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**ADOPTED** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

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**Mayor**

---

**Corporate Officer**

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**SECTION 10.33 COMPREHENSIVE DEVELOPMENT 28 (CD28) ZONE (LATORIA SOUTH)**

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**10.33.1 Purpose**

The purpose of the Comprehensive Development 28 (CD28) Zone (Latoria South) is to provide for orderly development of the 'Quarry', 'Transition Zone', and 'Commons' within the Latoria South Sub-Area Plan in order to allow a range of residential, institutional, commercial, and park land uses.

Subdivision layout and the form and character of development are addressed through development permit and subdivision application processes, including the application of policies in the Latoria South Sub-Area Plan of the Royal Bay Area Plan as amended and policies and guidelines set out in the Official Community Plan.

In this Section 10.33, references to Areas are references to the areas shown as Areas 1 through 11 on the CD 28 Zone Map.

**10.33.2 Permitted Uses**

1. The total number of dwelling units permitted on lands shown on the CD28 Zone Map shall not exceed 2,600 dwelling units, excluding Congregate Housing and the total amount of permitted non-residential floor area excluding Health Care Facility and Treatment Centre or Nursing Home in Area 4 and Area 5A shall not exceed 40,000 m<sup>2</sup> in Areas 1,2,3,4,5,6,7,8 & 9.
2. No subdivision is permitted except that the lands may be subdivided from time to time into one or more parcels so long as each such parcel represents the outer boundary of a sub area as shown on the CD28 Zone Map and the maximum density permitted by Section 10.33.2.1 is allocated to each of the parcel(s) created by the subdivision and the remaining lands of the CD28 Zone (as a whole), and is further secured by the terms of a covenant granted to the City under section 219 of the *Land Title Act*.
3. In addition to the uses permitted by Section 2.1.10, the following Principal Uses and no others are permitted in the CD 28 Zone:
  - a) Within that area of land identified as Area 1 in the CD 28 Zone on the CD 28 Zone map:
    - ii. Apartments
    - iii. Apartment (Senior Citizens)
    - iv. Assembly and Entertainment Uses
    - v. Bakery, not exceeding 200 m<sup>2</sup> in floor area
    - vi. Brewhouse
    - vii. Colleges, Universities and Trade Schools
    - viii. Daycare
    - ix. Eating and Drinking Establishment
    - x. Grocery Store
    - xi. Home Occupation for office use only
    - xii. Liquor Retail Store
    - xiii. Office, Financial
    - xiv. Office, Medical
    - xv. Office, Professional



- xvi. Personal Service
  - xvii. Pet Daycare
  - xviii. Presentation Centre
  - xix. Public Building
  - xx. Retail Store
- a) Within that area of land identified as Area 2 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - vi. Colleges, Universities and Trade Schools
  - vii. Congregate Housing
  - viii. Daycare
  - ix. Eating and Drinking Establishment
  - x. Home Occupation for office use only
  - xi. Nursing Home
  - xii. Office, Financial
  - xiii. Office, Medical
  - xiv. Office, Professional
  - xv. Personal Service
  - xvi. Pet Daycare
  - xvii. Presentation Centre
  - xviii. Public Building
  - xix. Retail Store
- b) Within that area of land identified as Area 3 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Congregate Housing
  - v. Eating and Drinking Establishment
  - vi. Home Occupation for office use only
  - vii. Nursing Home
  - viii. Office, Financial
  - ix. Office, Medical
  - x. Office, Professional
  - xi. Personal Service
  - xii. Presentation Centre
- c) Within that area of land identified as Area 4 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - vi. Civic Use
  - vii. Colleges, Universities and Trade Schools
  - viii. Congregate Housing, including visitor short-term stay suites

- ix. Eating and Drinking Establishment
  - x. Health Care Facility and Treatment Centre (public or private)
  - xi. Home Occupation for office use only
  - xii. Nursing Home
  - xiii. Office, Financial
  - xiv. Office, Medical
  - xv. Office, Professional
  - xvi. Personal Service
  - xvii. Presentation Centre
- a) Within that area of land identified as Area 5 in the CD 28 Zone on the CD 28 Zone map:
- i. Animal hospital provided no overnight kenneling
  - ii. Assembly and Entertainment Uses
  - iii. Artist Studio
  - iv. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - v. Brewhouse
  - vi. Brewery / Distillery
  - vii. Colleges, Universities and Trade Schools
  - viii. Congregate Housing, including visitor short-term stay suites
  - ix. Eating and Drinking Establishment
  - x. Health Care Facility and Treatment Centre (public or private)
  - xi. Limited light industries, including testing, servicing and repair but excluding manufacturing, processing or assembly.
  - xii. Live/Work Studio
  - xiii. Nursing Home
  - xiv. Office, Medical
  - xv. Office, Professional
  - xvi. Personal Service
  - xvii. Pet Daycare
  - xviii. Presentation Centre
  - xix. Printing & Publishing
  - Scientific or Technological Research Facility
- b) Within that area of land identified as Area 6 in the CD28 Zone on the CD28 Zone map:
- i. Animal hospital provided no overnight kenneling
  - ii. Assembly and Entertainment Uses
  - iii. Artist Studio
  - iv. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - v. Brewhouse
  - vi. Brewery / Distillery
  - vii. Colleges, Universities and Trade Schools
  - viii. Day Care
  - ix. Eating and Drinking Establishment, excluding drive-thru
  - x. Live/Work Studio
  - xi. Office, Financial
  - xii. Office, Medical
  - xiii. Office, Professional
  - xiv. Personal Service
  - xv. Pet Daycare
  - xvi. Presentation Centre
  - xvii. Printing & Publishing

- xviii. Retail Store
  - xix. Scientific or Technological Research Facility
  - xx. Service Station and car wash
- c) Within that area of land identified as Area 7 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - vi. Congregate Housing
  - vii. Eating and Drinking Establishment
  - viii. Home Occupation for office use only
  - ix. Nursing Home
  - x. Office, Financial
  - xi. Office, Medical
  - xii. Office, Professional
  - xiii. Personal Service
  - xiv. Presentation Centre
  - xv. Public Building
  - xvi. Retail Store
- d) Within that area of land identified as Area 8 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Bakery, not exceeding 200m<sup>2</sup> in floor area
  - vi. Colleges, Universities and Trade Schools
  - vii. Congregate Housing
  - viii. Eating and Drinking Establishment
  - ix. Home Occupation for office use only
  - x. Office, Financial
  - xi. Office, Medical
  - xii. Office, Professional
  - xiii. Personal Service
  - xiv. Presentation Centre
  - xv. Public Building
- e) Within that area of land identified as Area 9 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Colleges, Universities and Trade Schools
  - vi. Congregate Housing
  - vii. Eating and Drinking Establishment
  - viii. Home Occupation for office use only
  - ix. Museum
  - x. Nursing Home
  - xi. Office, Medical

- xii. Office, Professional
  - xiii. Personal Service
  - xiv. Presentation Centre
  - xv. Public Building
  - xvi. Scientific or Technological Research Facility
- f) Within that area of land identified as Area 10 in the CD 28 Zone on the CD 28 Zone map:
- i. Attached Housing
  - ii. Accessory Dwelling Unit
  - iii. Boarding and Lodging
  - iv. Home Occupation
  - v. One-family dwelling
  - vi. Secondary suites
  - vii. Two-family dwelling
  - viii. Presentation Centre
- g) Within that area of land identified as Area 11 in the CD 28 Zone on the CD 28 Zone map:
- i. Animal Hospital (no outdoor storage)
  - ii. Apartments
  - iii. Apartment (Senior Citizens)
  - iv. Assembly and Entertainment Uses
  - v. Artist Studio
  - vi. Attached Housing
  - vii. Bakery
  - viii. Brewhouse
  - ix. Brewery/Distillery
  - x. Church
  - xi. Civic Use
  - xii. Colleges, Universities and Trade Schools
  - xiii. Daycare
  - xiv. Eating and Drinking Establishment
  - xv. Health Care Facility and Treatment Centre (public or private)
  - xvi. Hotel
  - xvii. Limited light industries, including testing, servicing and repair but excluding manufacturing, processing or assembly
  - xviii. Liquor retail store
  - xix. Live/Work studio
  - xx. Media Related Establishment
  - xxi. Office, Financial
  - xxii. Office, Medical
  - xxiii. Office, Professional
  - xxiv. One-Family Dwelling
  - xxv. Personal Service
  - xxvi. Pet Daycare
  - xxvii. Public Building
  - xxviii. Retail Store
  - xxix. Scientific or Technological Research Facility
  - xxx. Mini-Storage Warehouse

**10.33.3 Base Development**

1. The number of dwelling units permitted in each of Areas 1, 2, 3, 4, 7, 8, 9, 10, and 11 shall not exceed 3.
2. In Area 10, no more than one one-family or two-family dwelling shall be permitted on a lot.

**10.33.4 Comprehensive Development**

1. Notwithstanding Section 10.33.3, the density of development in Section 10.33.5 is permitted in Areas 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, on the lands shown on the CD28 Zone Map if the Owner:
  - a. Contributes to the Affordable Housing Fund \$500 per additional residential unit;
  - b. Contributes to the Community Amenity Fund \$2,500 per additional dwelling unit for a onefamily, two- family, or an attached housing and \$1,500 per additional dwelling unit for an apartment; and
  - c. Contributes to the Fire Hall Fund \$525 per additional dwelling unit.
2. Notwithstanding Section 10.33.3, the density of development in Section 10.33.5 is permitted in Area 11, on the lands shown on the CD28 Zone Map if the Owner:
  - d. Contributes to the Affordable Housing Fund of \$1,500 per additional residential unit;
  - e. Contributes to the Community Amenity Fund \$7,500 per additional dwelling unit for attached housing and \$4,500 per additional dwelling unit for an apartment; and
  - f. Contributes to the Fire Hall Fund \$604 per additional dwelling unit.
3. All dollar amounts referred to in Section 10.33.4.1. and Section 10.33.4.2. shall be increased annually effective on January 1 of each calendar year in which this bylaw is adopted by the amount of the Consumer Price Index (CPI).
4. Payment of the contributions in Section 10.33.4.1 and Section 10.33.4.2. shall be made at the time of approval of the subdivision creating the lot on which the dwelling unit or dwelling units are permitted to be constructed or in the case of attached housing or apartments at the time of issuance of a building permit.

**10.33.5 Development Regulations**

1. Within Area 1 of the CD28 Zone:
  - a. No single building footprint shall exceed 2,000m<sup>2</sup> of contiguous gross leasable floor area, with the exception of a grocery store which may not exceed a gross leasable floor area of 4,000m<sup>2</sup>
  - b. Professional Office and Medical Office uses are prohibited on the first storey of a mixed use building fronting a street.
  - c. No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the Fronting Street.
  - d. Surface parking to have a minimum 1.0 m landscape strip between the parking area and the property line.
  - e. Regulations Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Apartments</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m

Floor Area Ratio	1.2	2.0
Maximum Lot Coverage	50%	50%
	80% for underground parking	80% for underground parking
Minimum Open Site Space	10%	10%
Maximum Building Height	12m	15m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m
<b>Minimum Building Setbacks</b>		
Fronting Street	4.5m for buildings 2.0m for patios and attached structures	4.5m for buildings 2.0m for patios and attached structures
Setbacks from all other streets	1.5m	1.5m
Side	N/A	
Rear	N/A	

2. Within Area 2 of the CD28 Zone
- Assembly and Entertainment Uses, Bakeries, Eating and Drinking Establishments, Personal Services, Pet Daycares, and Retail Stores are the only permitted uses on the first storey of any building fronting the Northern parcel line of Area 2 except that offices may be permitted on the first storey of a mixed use building fronting the Northern parcel line of Area 2 in accordance with Section 10.33.5 (2b).
  - Professional Office and Medical Office uses are prohibited on the first storey of a mixed use building fronting a street. Except that along Commons Road, Professional Office and Medical Office uses are permitted on the first storey of a mixed use building fronting the street up to a maximum area of 50% of the total ground floor area of leasable space in the mixed use building.”
  - No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the Fronting Street.
  - Regulations Table:

Regulation	General / Mixed Use	Apartments	Attached Housing
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m	17.0m
Floor Area Ratio	3.0	2.5	1.0
Maximum Lot Coverage	50%	50%	50%
	80% for underground parking	80% for underground parking	
Minimum Open Site Space	10%	10%	10%
Maximum Building Height	15m	24m	12.5m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m
<b>Minimum Building Setbacks</b>			
Fronting Street	2.0m	3.0m first 4 floors 4.5m above 4 floors	3.0m with rear lane access 6.0m to garage / carport face

Side	3.0m	3.0m	1.2m
Exterior Side	1.0m	3.0m first 4 floors 4.5m above 4 floors	3.0m
Rear	3.0m	6.0m	6.0m

3. Within Area 3 of the CD28 Zone:

- a. Professional Office and Medical Office uses are prohibited on the first storey of a mixed use building fronting a street.
- b. No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the Fronting Street.
- c. Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Apartments</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m
Floor Area Ratio	3.0	3.5
Maximum Lot Coverage	50%	50%
	80% for underground parking	80% for underground parking
Minimum Open Site Space	10%	10%
Maximum Building Height	24m	39m
Maximum Accessory Buildings and Structure Height	4.5m	4.5m
<b>Minimum Building Setbacks</b>		
Fronting Street	4.5m	4.5m
Side	3.0m	3.0m
Exterior Side	1.0m	3.0m first 4 floors 4.5m above 4 floors
Rear	3.0m	6.0m

3. Within Area 4 of the CD28 Zone:
- No parking, except for passenger pick up and drop off, is permitted to be site between a building and the property line of the **Fronting Street**.
  - Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Congregate Housing / Health Care Facility and Treatment Centre</b>	<b>Apartments</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	20.0m	18.0m
Floor Area Ratio	3.0	3.0	2.5
Maximum Lot Coverage	50% 80% for underground parking	50% 80% for underground parking	50% 80% for underground parking
Minimum Open Site Space	10%	10%	10%
Maximum Building Height	24.0m	26.0m or 6 storeys	24m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m
<b>Minimum Building Setbacks</b>			
Fronting Street	3.0m	3.0m first 4 floors 4.5m above 4 floors	3.0m first 4 floors 4.5m above 4 floors
Side	3.0m	3.0m	3.0m
Exterior Side	3.0m	3.0m first 4 floors 4.5m above 4 floors	3.0m first 4 floors 4.5m above 4 floors
Rear	3.0m	6.0m	6.0m

- Notwithstanding the Development Regulations in Section 10.33.5.4.b and the definition of "Height" in Section 1.2, where a Health Care Facility and treatment Centre is proposed for Area 4, the "Height" means the vertical distance from the average finished grade at the perimeter of a building or structure to the highest point of the structure or structural parts that project above the level of the roof.
  - Notwithstanding the Development Regulations in Section 10.33.5.4.b and Section 2.1.08 Height of Buildings and Structures, where a Health Care Facility and Treatment Centre is proposed for Area 4, the height of buildings and structures including cooling towers, elevator, ventilating machinery penthouses shall not cover more than 12% of the roof area of the principal building.
5. Within Area 5 of the CD28 Zone:
- A retail sales area for any business shall not exceed 25% of the Gross Floor Area.
  - Permitted uses shall manage its operations to not be noxious or offensive to any adjacent property or the general public by reason of emitting odours or noise.
  - Regulation Table:



Regulation	Area 5	
	General	Care Facility
Minimum Lot Area	1,800 m <sup>2</sup>	1,800 m <sup>2</sup>
Minimum Lot Width	20.0 m	20.0 m
Floor Area Ratio	2.0	3.0
Maximum Lot Coverage	50%	50% 80% for underground parking
Minimum Open Site Space	10%	10%
Maximum Building Height	15 m	26.0 m or 6 storeys
Maximum Accessory Buildings and Structures Height	4.5 m	4.5 m
<b>Minimum Building Setbacks</b>		
Front	3.0 m	3.0 m first 4 floors 4.5m above 4 floors
Side	3.0 m	3.0 m
Exterior side	3.0 m	3.0 m first 4 floors 4.5m above 4 floors
Rear	6.0 m	6.0 m

## 6. Within Area 6 of the CD28 Zone:

- a. Permitted uses shall manage its operations to not be noxious or offensive to any adjacent property or the general public by reason of emitting odours or noise.
- b. Regulation Table:

Regulation	General
Minimum Lot Area	1,800m <sup>2</sup>
Minimum Lot Width	20.0m
Floor Area Ratio	1.0
Maximum Lot Coverage	50%
Minimum Open Site Space	10%
Maximum Building Height	15m
Maximum Accessory Buildings	4.5m
<b>Minimum Building Setbacks</b>	
Front	3.0m
Side	3.0m
Exterior Side	3.0m
Rear	6.0m

- c. Notwithstanding the Development Regulations in Section 10.33.5.6.b, the minimum building setbacks for Service Stations are as follows:

1. A front yard shall be provided of not less than 7.5 m in depth provided, however, that if the area between the front building line and the front lot line exclusive of access driveways is landscaped, the required front yard shall be not less than 4.5 m in depth.
2. Where a lot is not serviced by a rear access highway, a side yard of 4.5 m in width shall be provided on at least one side of the lot.
3. Where a lot abuts a lot in a Residential Zone or a Multiple Family Zone a side yard shall be provided of not less than 6 m in width.
4. On a corner lot, a side yard of not less than 7.5 m in width shall be provided adjoining a flanking street provided, however, that if the area between the building and the side lot line exclusive of access driveways is landscaped, the required side yard shall not be less than 4.5 m.

1. Within Area 7 of the CD28 Zone:

- a. **Professional Office** and **Medical Office** uses are prohibited on the first storey of a mixed-use building fronting a street.
- b. No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the **Fronting Street**.
- c. Regulation Table:

Regulation	General / Mixed Use	Apartments	Attached Housing
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m	17.0m
Floor Area Ratio	3.0	2.0	1.0
Maximum Lot Coverage	50%	50%	50%
	80% for underground parking	80% for underground parking	
Minimum Open Site Space	10%	10%	10%
Maximum Building Height	15m	15m	12.5m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m
<b>Minimum Building Setbacks</b>			
Fronting Street	4.5m for buildings 2.0m for patios and attached structures	4.5m	3.0m with rear lane access 6.0m to garage/carport face
Side	3.0m	3.0m	1.2m
Exterior Side	1.0m ground floors 3.0m upper floors	3.0m	3.0m
Rear	3.0m	6.0m	6.0m

2. Within Area 8 of the CD28 Zone:

- a. **Professional Office** and **Medical Office** uses are prohibited on the first storey of a mixed-use building fronting a street.
- b. No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the Fronting Street.
- c. Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Apartments</b>	<b>Attached Housing</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m	17.0m
Floor Area Ratio	3.0	2.0	1.0
Maximum Lot Coverage	50% 80% for underground parking	50% 80% for underground parking	50%
Minimum Open Site Space	10%	10%	10%
Maximum Building Height	15m	15m	12.5m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m
<b>Minimum Building Setbacks</b>			
Fronting Street	1.0m ground floor 3.0m upper floors	4.5m	3.0m with rear lane access 6.0m to garage/carport face
Side	3.0m	3.0m	1.2m
Exterior Side	1.0m ground floors 3.0m upper floors	3.0m	3.0m
Rear	3.0m	6.0m	6.0m

3. Within Area 9 of the CD28 Zone:
- Professional Office and Medical Office uses are prohibited on the first storey of a mixed-use building fronting a street.
  - Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Museum / Scientific or Technological Research Facility</b>	<b>Apartments</b>	<b>Attached Housing</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	20.0m	18.0m	17.0m
Floor Area Ratio	2.0	1.0	2.0	1.0
Maximum Lot Coverage	50% 80% for underground parking	50%	50% 80% for underground parking	50%
Minimum Open Site Space	10%	10%	10%	10%
Maximum Building Height	15m	15m	15m	12.5m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m	4.5m

<b>Minimum Building Setbacks</b>				
Fronting Street	1.0m ground floor 3.0m upper floors	4.5m	4.5m	3.0m with rear lane access 6.0m to garage/carport face
Side	3.0m	3.0m	3.0m	1.2m
Exterior Side	1.0m ground floors 3.0m upper floors	3.0m	3.0m	3.0m
Rear	3.0m	6.0m	6.0m	6.0m

4. Within Area 10 of the CD28 Zone:
- The boarding and lodging use permitted in this zone is limited to the accommodation of up to two boarders or lodgers in a dwelling unit, and not more than four unrelated persons may occupy any such dwelling.
  - Regulation Table:

<b>Regulation</b>	<b>One-Family Dwelling</b>	<b>Two-family dwelling</b>	<b>Attached Housing</b>	<b>Public Buildings</b>
Minimum Lot Area	278m <sup>2</sup>	370m <sup>2</sup>	1,800m <sup>2</sup>	n/a
Minimum Lot Width	9.0m 7.5m for rear lane access	11.0m	17.0m	n/a
Floor Area Ratio	n/a	n/a	1.0	n/a
Maximum Lot Coverage	50%	50%	50%	40%
Maximum Building Height	9.5m	9.5m	12.5m	14.0m
Maximum Accessory Buildings and Structures Height	4.5m 7.0m for Accessory Dwelling Unit	4.5m 7.0m for Accessory Dwelling Unit	4.5m 7.0m for Accessory Dwelling Unit	4.5m
<b>Minimum Building Setbacks</b>				
Fronting Street	4.5m 3.0m with rear land access 6.0m to garage / carport face	4.5m 3.0m with rear land access 6.0m to garage / carport face	3.0m with rear lane access 6.0m to garage / carport face	7.5m
Side	1.2m	1.2m	1.2m	6.0m
Exterior Side	3.0m	3.0m	3.0m	7.5m
Rear – Principal Building	6.0m	6.0m	6.0m	10.0m
Rear – Accessory Building	s.2.1.06	s.2.1.06	s.2.1.06	10.0m

5. Within Area 11 of the CD28 Zone:
- No single building footprint shall exceed 3,000m<sup>2</sup>
  - All retail sales are for any industrial use, light, business shall not exceed 25% of the Gross Floor Area
  - A minimum of 10% Gross Floor Area is required for non-residential uses within Mixed use buildings

- f. No parking, except for passenger pickup and drop off is permitted to be sited between a building and the property line of any Fronting Street.
- g. Excluding underground parking, the combined area of Parking, Loading and Access Aisles shall not constitute more than 50% of the area of the lot on which they are situated
- h. A minimum of 10% of lot coverage shall be provided as landscape cover
- i. All refuse removal areas and recycling containers must be within interior side yard setbacks to a minimum of 1.5 meters and screened from adjacent properties and streets. Area must be gated to a minimum height of 2.0m by a landscape screen or solid decorative fence or combination thereof.
- j. All mechanical, electrical, and other service equipment located outside or on the roof of a building must be screened from adjacent properties and streets by ornamental structures, landscaping, or other means
- k. Permitted uses shall manage its operations to not be noxious or offensive to any adjacent property or the general public by reason of emitting odours, noise or excessive dust.
- l. Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Apartments</b>	<b>Attached Housing</b>	<b>One and Two family dwellings</b>
Minimum Lot Area	1,500m <sup>2</sup>	1,200m <sup>2</sup>	1,000m <sup>2</sup>	278m <sup>2</sup> – One family 370m <sup>2</sup> – Two family
Minimum Lot Width	20.0m	18.0m	17.0m	9m – One family *7.5m for rear lane access 11m – Two family
Floor Area Ratio	3.0	2.0	1.2	n/a
Maximum Lot Coverage	50% 80% for underground parking	50% 80% for underground parking	50%	50%
Minimum Open Site Space	10%	10%	10%	n/a
Maximum Building Height	22m	22m	12.5m	9.5m
Maximum Accessory Buildings and Structures Height	4.5m (see S.2.1.0.6)	4.5m (see S.2.1.06)	4.5m (S.2.1.06) 7.0m for Accessory Dwelling Unit	4.5m (see S.2.1.06) 7.0m for Accessory Dwelling Unit
<b>Minimum Building Setbacks</b>				
Fronting Street	2.0m Commercial 3.0m at grade Residential	3m	4.5m 3.0m with rear lane	3m with rear lane access 6m to garage/carport face

Side	0m abutting commercial uses, 3m for residential uses	3.0m	3.0m	1.2m
Exterior Side	3.0m	4.5m	3.0m	3.0 m
Rear	4.5m	4.5m	6.0m	6.0 m

### 10.33.6 Subdivision of Two-Family Dwelling and Attached Housing

1. A lot on which a two-family dwelling or attached housing has been constructed may be subdivided under the Land Title Act such that each dwelling is on a separate fee simple lot, provided that such separate lot has a minimum lot width of at least 6.0 m and a minimum lot area of at least 185 m<sup>2</sup> in the case of a two-family dwelling, or a minimum lot width of at least 5.0 m and a minimum lot area of at least 150 m<sup>2</sup> in the case of attached housing.

### 10.33.7 Off-street Parking Requirements

1. Parking requirements for residential, one-family dwellings including two-family dwellings shall meet the parking standards in Bylaw 1909.
2. Notwithstanding the Off-Street Parking Regulations Bylaw No. 1909, the minimum off-street parking requirements for attached housing and apartment residential uses in Areas 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11 of the CD28 Zone shall be as follows:
  - a. Bachelor - 0.8 spaces per dwelling unit
  - b. One-bedroom - 1.0 spaces per dwelling unit
  - c. Two-bedroom - 1.3 spaces per dwelling unit
  - d. Three-bedroom or greater - 1.5 spaces per dwelling unit
  - e. Visitor parking - 0.15 spaces per dwelling unit
3. Notwithstanding the Off-Street Parking Regulations Bylaw No. 1909, the minimum parking requirements for commercial uses in Areas 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11 of the CD28 Zone shall be as follows:
  - a. Retail Store including Grocery Store- 0.43 spaces per 10m<sup>2</sup> of gross floor area
  - b. Office- 0.28 spaces per 10m<sup>2</sup> of gross floor area
4. A vehicle parking area or vehicle parking space must be surfaced with asphalt, concrete pavers, or permeable material that provides a durable surface

### 10.33.8 Landscaping

1. Landscaping of front and side street setbacks or all that portion of the lot lying between any building setback line and the street or streets bordering the lot shall be graded and landscaped, provided that this section shall not apply to any portion of the lot that is used or intended to be used only for the movement of motor vehicles.

### 10.33.9 Other Regulations

1. The relevant provisions of Divisions 1 and 2 of this Bylaw shall apply. In the case of a conflict between the provisions of Divisions 1 and 2 and the provisions of this zone, the latter shall prevail.

10.33.10 CD28 Zone Map

CD28 ZONE MAP



APPENDIX 4

Summary of Zoning Regulations for Areas 7, 8, 9 and Proposed Area 11

Zoning Regulations		Proposed Zone - CD28 - Area 11			CD28 - Area 7			CD28 - Area 8			CD28 - Area 9		
		General/ Mixed Use	Apartments	Attached Housing	General/ Mixed Use	Apartments	Attached Housing	General/ Mixed Use	Apartments	Attached Housing	General/ Mixed Use	Apartments	Attached Housing
Minimum Lot Area		1,500m <sup>2</sup>	1,200m <sup>2</sup>	1,000m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	
Minimum Lot Width		20m	18.0m	17.0m	20.0m	18.0m	17.0m	20.0m	18.0m	17.0m	20.0m	18.0m	17.0m
FAR		3.0m	2.0	1.0	3.0	2.0	1.0	3.0	2.0	1.0	2.0	2.0	1.0
Maximum Lot Coverage		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Minimum Open Space		10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Maximum Building Height		22.0m	22.0m	12.5m	15m	15m	12.5m	15.0m	15.0m	12.5m	15m	15m	12.5m
Setbacks	Front	2.0m	3.0m	4.5m	4.5m	4.5m	3.0m	1.0m	4.5m	3.0m	1.0m	4.5m	3.0m
	Side	0m	3.0m	3.0m	3.0m	3.0m	1.2m	3.0m	3.0m	1.2m	3.0m	3.0m	1.2m
	Side	3.0m	4.5m	3.0m	1.0m	3.0m	3.0m	1.0m	3.0m	3.0m	1.0m	3.0m	3.0m
	Rear	4.5m	4.5m	6.0m	3.0m	6.0m	6.0m	3.0m	6.0m	6.0m	3.0m	6.0m	6.0m



**Potential Concept 1**

Commercial Focus



Concept Metrics	
Apartment Homes	150
Apartment FAR	1.5
Apartment UPA	56
Commercial Sq Ft	75,000
Commercial FAR	0.3

**Potential Concept 2**

Townhouse Focus



Concept Metrics	
Apartment Homes	150
Apartment FAR	1.5
Apartment UPA	56
Townhouse Homes	75
Townhouse FAR	0.9
Townhouse UPA	20
Commercial Sq Ft	30,000
Commercial FAR	0.3

**Potential Concept 3**

Apartment Focus



Concept Metrics	
Apartment Homes	370
Apartment FAR	1.9
Apartment UPA	57
Commercial Sq Ft	30,000
Commercial FAR	0.3

**DEVELOPMENT COST CHARGES**

**Schedule A – Park Improvement Development Cost Charges, Bylaw 1990**

Adopted Oct. 10, 2023

	Unit	Parkland Improvement DCC Rates
Low Density Residential	per parcel or per unit	\$2,806.48
Medium Density Residential	per dwelling unit	\$2,455.67
High Density Residential	per dwelling unit	\$1,578.64
Commercial	per m <sup>2</sup> GFA	\$10.52
Industrial	per m <sup>2</sup> GFA	\$5.26
Institutional	per m <sup>2</sup> GFA	N/A

**Schedule A – Roads Development Cost Charges, Bylaw 1836/1836-01**

Bylaw 1836 - Adopted September 27, 2021

City of Colwood Roads DCC Fees (BL 1836)		2021
Land Use	Unit	DCC payable per unit
Single Family (With Suite or without Suite )	Lot	\$ 7,015.96
Townhouse/Duplex	Unit (ea)	\$ 4,539.74
Apartment/Condo	Unit (ea)	\$ 4,264.60
Commercial/Institution	sq m (gfa)	\$ 96.30
Industrial site area	sq m (site)	\$ 19.09

Bylaw 1836-01 – Adopted June 24, 2024

Land Use	Rate	Units
Single Family (With Suite or Without Suite)	\$8,142.09	Per Lot
Townhouse/Duplex	\$5,268.41	Per Unit
Apartment/Condo	\$4,949.11	Per Unit
Commercial/Institutional	\$111.75	Per m <sup>2</sup> GFA
Industrial	\$22.15	Per m <sup>2</sup> Site

**Schedule B – Sewer Enhancement Development Cost Charges, Bylaw 1500**

**Adopted November 29, 2011 (last amended May 8, 2023)**

Class of Development	Enhancement Fee
Residential Development	
a. single family dwelling	\$3,077 per dwelling unit
b. two-four family dwelling	\$2,488 per dwelling unit
c. townhouses	\$2,095 per dwelling unit
d. apartments	\$1,178 per dwelling unit
e. mobile home	\$1,309 per mobile home
f. hotel room	\$928 per hotel room
Commercial	\$12.37 per m2 of floor area
Industrial	\$6.19 per m2 of floor area
Institutional	\$12.37 per m2 of floor area

**Development Cost Charges Bylaw (Juan de Fuca Water Distribution) Bylaw No. 2758**

**Consolidated Bylaw Amendment 4249 Adopted December 12, 2018**

**Schedule “G”**

**WATER BOARD**

Description	Prescribed DCC Rates
Low Density Residential	\$2,922 per lot
Medium Density Multi-family	\$2,557 per unit
High Density Multi-family	\$1,644 per unit
Commercial	\$10.74 per m <sup>2</sup>
Industrial	\$5.82 per m <sup>2</sup>
Institutional	\$23.74 per m <sup>2</sup>

**School District #62 (Sooke) Capital Bylaw No. 2019-01 Adopted June 25, 2019**

**SCHOOL SITE**

<b>Prescribed Category of Eligible Development (BC Reg. 17/00)</b>	<b>D (Factor set by BC Reg. 17/00)</b>	<b>School Site Acquisition Charge SSAC=[(AxB)/C]xD</b>
<b>Low Density (&lt;21 units/ha.)</b>	<b>1,250</b>	<b>\$1,000 per unit</b>
<b>Medium Low Density (21-50 units/ha.)</b>	<b>1,125</b>	<b>\$900 per unit</b>
<b>Medium Density (51-125 units/ha.)</b>	<b>1,000</b>	<b>\$800 per unit</b>
<b>Medium High Density (126-200 units/ha.)</b>	<b>0.875</b>	<b>\$700 per unit</b>
<b>High Density (&gt;200 units/ha.)</b>	<b>0.750</b>	<b>\$600 per unit</b>

***PLEASE NOTE THIS IS A QUICK REFERENCE SHEET FOR DCC'S FOR OFFICIAL CONFIRMATION  
SEE REFERENCED BYLAW AND AMENDMENTS***



**Summary of Comments for the Open House hosted at City Hall on Wednesday October 23, 2024, in regard to the OCP & Zoning Amendments for 3698 Metchosin Road.**

At the open house on October 23, several key points were shared by members of the public. Many residents expressed satisfaction with the proposed changes for 499 Royal Bay Drive, particularly the shift from townhomes to single-family lots, which aligns with the neighborhood's character. There was also strong support for the expansion of Quarry Park and the new Community Centre, as well as the use of City Lands for housing and commercial purposes.

However, some concerns were raised. Residents were worried about the potential for future developers to apply for higher density rezoning if the property at 499 Royal Bay Drive is sold. Traffic issues at the Royal Bay Drive primary entrance intersection were also a concern, with residents noting problems with stop sign compliance and overgrown vegetation affecting sightlines. The proposed upgrades to a four-way stop and vegetation clearing were discussed as potential solutions.

Additionally, some residents felt they weren't given enough notice about the event. They expressed dissatisfaction with the process and suggested that more effort should have been made to inform the community about the open house. Staff recognize the concerns raised by residents regarding the notification process for the open house. We understand the importance of timely and effective communication and will endeavor to find better ways to inform the public about future events. Our goal is to ensure that all community members have ample opportunity to participate and provide their valuable input.

Overall, the feedback highlighted a mix of support for the proposed land exchange and associated OCP and Zoning amendments to support the proposed developments highlighted at the open house and concerns about the potential of a future rezoning going back to higher density building forms at 499 Royal Bay Drive and traffic management in the Royal Bay area. The community's input will be crucial in shaping the final plans and ensuring that the developments meet the needs and expectations of the residents.

Four written comments were received at the Open House and are appended. A total of 37 residents attended the Open House and the sign-in sheet is appended.



Open House

OCP & Zoning Amendment for 3698 Metchosin Rd  
October 23, 2024

General Feedback

- Please see my comments provided to Kelsea Fielden on Oct. 21st.
- Primary concerns related to new road's intersect complexity for development of 499 Royal Bay Drive.

Deborah Law

Bill Gilhooly

3578 Promenade Cres.

- Overall deal does not provide enough benefit for Colwood



Open House

OCP & Zoning Amendment for 3698 Metchosin Rd  
October 23, 2024

General Feedback

Concern about traffic on existing roads.  
Need Park and Ride area.



Open House

OCP & Zoning Amendment for 3698 Metchosin Rd

October 23, 2024

General Feedback

Thanks for the opportunity to review the proposed OCP amendments. It would have been helpful to have the Traffic & Transportation person in attendance to address traffic plans & concerns.

Also sewer, water & storm water plans would have helped.



Open House

OCP & Zoning Amendment for 3698 Metchosin Rd

October 23, 2024

General Feedback

499 Royal Bay

We are at 3530

Promenade Cres

We like the proposed plan of 11 homes with parkland. And appreciate the developer's accommodations of 11 vs 12 homes, and 30 vs 20 parkland. Thank you! Michele Davidson

# 3698 Metchosin Road

Joint OCP Amendment/Rezoning Application

Mairi Bosomworth, Senior Planner

Planning and Land Use Committee

November 4, 2024



# Site Context



Address: 3698 Metchosin Road



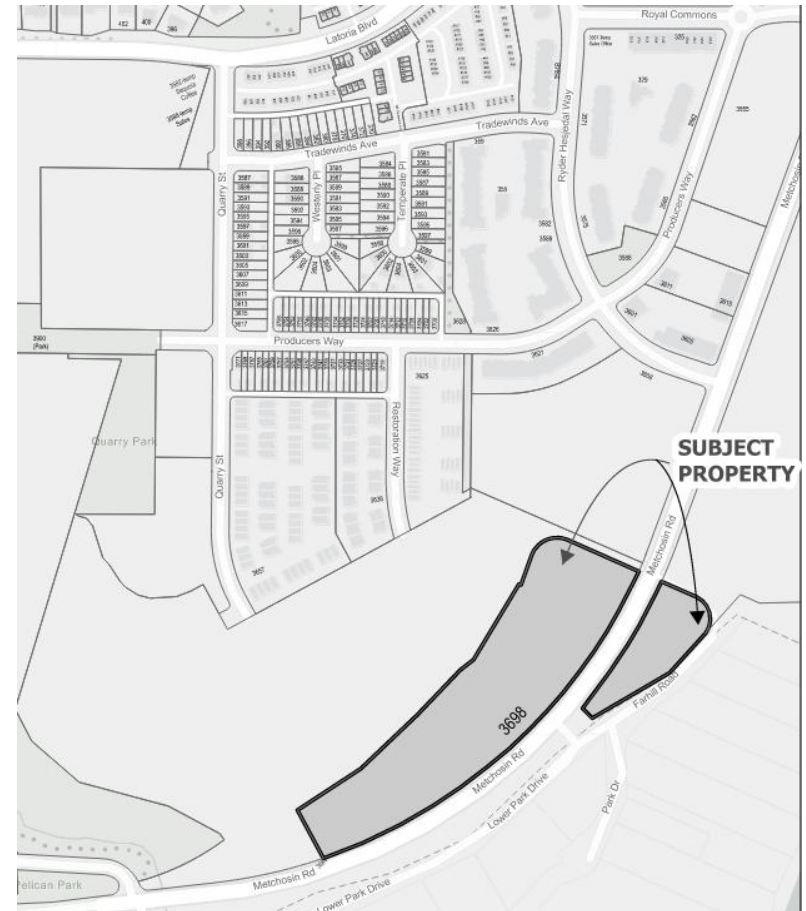
Zoned: AR1



OCP Designation:  
Neighbourhood



Size: 4.2 hectares / 10.4 acres



# Proposal

- Amend the Latoria South Sub Area Plan to INCLUDE the subject property and add “Area 11”
- Rezone the subject property to CD28 and add “Area 11”
- Enable an additional 500 residential units to Latoria South



# Proposal

## City Lands Swap Process

- Gablecraft services and sells the 4.7 Acre Quarry Park;
- The City of Colwood sells the City Lands (3698 Metchosin Road) to Gablecraft;
- Gablecraft provides a contribution of \$2M cash to the City of Colwood for the Recreation/Community Centre;
- Colwood rezones the City Lands to enable an additional 500 residential units and a variety of commercial and light industrial;
- 499 Royal Bay Drive is rezoned to allow for the development of 11 single family lots; and
- Gablecraft gifts Colwood the Promenade Park expansion totaling 2.2 acres.

# OCP

## Latoria South Sub Area Plan

- Increase units from 2,100 to 2,600
- Include within Transition Area

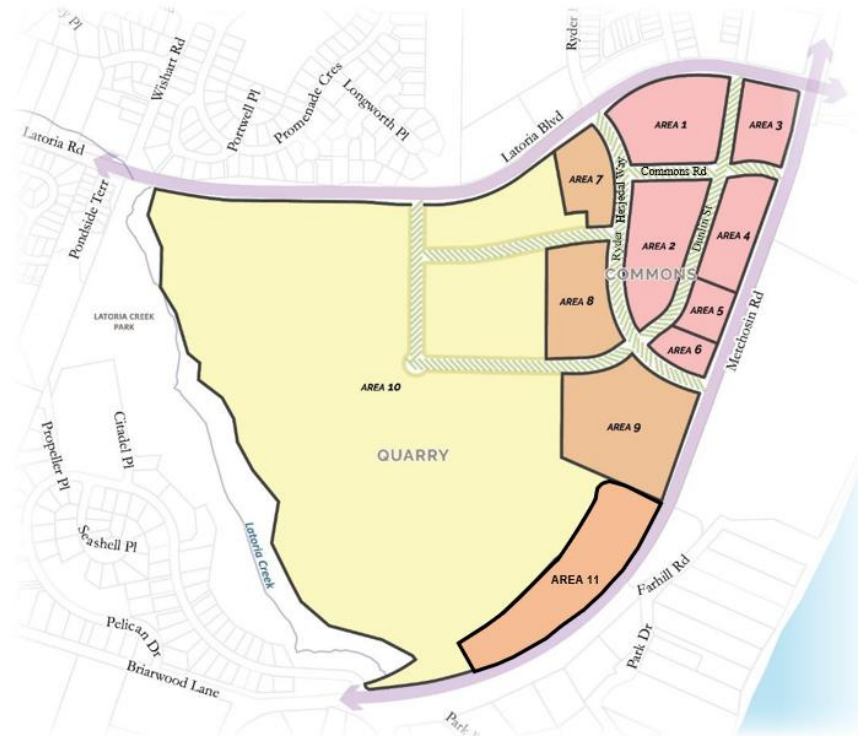
*At the sole discretion of the City of Colwood, the maximum number of units could be increased in the future based on periodic traffic studies*



# OCP

## Latoria South Sub Area Plan

- Add Area 11
  - Extension of the transition area
  - Heights up to 6 storeys and FAR of 3.0
  - Range of uses permitted including healthcare, institutional, employment uses



# Land Use Bylaw

## CD28 – Area 11

- Range of permitted uses
- Regulations split into General/Mixed Use, Apartments and Attached Housing
- Consistent with other areas in the “Transition Area” – Areas 7, 8 and 9

# Land Use Bylaw Conceptual Drawings

## Potential Concept 1

Commercial Focus



Concept Metrics	
Apartment Homes	150
Apartment FAR	1.5
Apartment UPA	56
Commercial Sq Ft	75,000
Commercial FAR	0.3

## Potential Concept 2

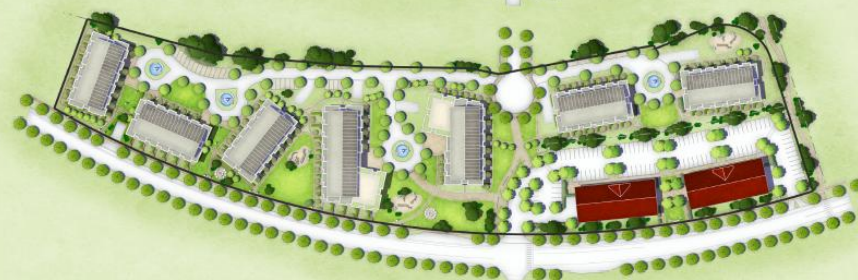
Townhouse Focus



Concept Metrics	
Apartment Homes	150
Apartment FAR	1.5
Apartment UPA	56
Townhouse Homes	75
Townhouse FAR	0.9
Townhouse UPA	20
Commercial Sq Ft	30,000
Commercial FAR	0.3

## Potential Concept 3

Apartment Focus



Concept Metrics	
Apartment Homes	370
Apartment FAR	1.9
Apartment UPA	57
Commercial Sq Ft	30,000
Commercial FAR	0.3

# Parks and Recreation Master Plan

- Quarry Park designated as a Community Park
- Ability to achieve many objectives in PRMP





# Communication

- Development Notification Sign Posted.
- Open House held on October 23
- Notification Postcards within 100m will be sent prior to amending bylaw readings.
- Two ads in local newspaper.



# Staff Recommendation

**Committee recommend to Council that 3698 Metchosin Road is rezoned to CD28 and included within the Latoria South Sub Area Plan and to enable and increase of 500 dwelling units.**

Subject to the following conditions:

1. Property remediation;
2. Off-site Works.

# Options / Alternatives

- 1 Staff recommendation.
- 2 Request staff provide additional information.
- 3 The application be denied.
- 4 Committee provides another option for Council consideration.

Thank you!



**CITY OF COLWOOD  
BYLAW NO 1700-13**

**A BYLAW TO AMEND BYLAW NO. 1700 BEING “THE COLWOOD OFFICIAL COMMUNITY PLAN  
BYLAW NO. 1700, 2018”**

---

The City of Colwood Council, in open meeting assembled hereby enacts as follows:

**1. CITATION**

This Bylaw may be cited as “**Colwood Official Community Plan Bylaw No. 1700-13 (3698 Metchosin Road-City Lands), 2018**”.

**2. AMENDMENT**

Bylaw No. 1700, the “Colwood Official Community Plan Bylaw No. 1700, 2018” is amended as follows:

- a) Repeal Section 31.1 a) Latoria South Sub-Area Plan and replace as per Schedule 2 of this bylaw.

**READ A FIRST TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**READ A SECOND TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**PUBLIC HEARING** held on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

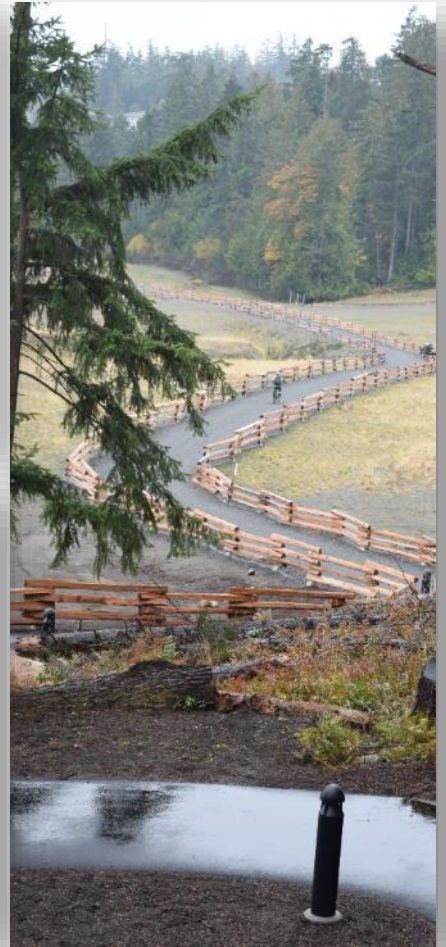
**READ A THIRD TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**RECEIVED APPROVAL OF THE  
INSPECTOR OF MUNICIPALITIES** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**ADOPTED** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

\_\_\_\_\_  
**Mayor**

\_\_\_\_\_  
**Corporate Officer**



# Latoria South Sub-Area Plan

An Amendment to the Royal Bay Area Plan

OCP AMENDMENT AND REZONING SUBMISSION

JANUARY 2025



# Latoria South Sub-Area Plan

An Amendment to the Royal Bay Area Plan

OCP AMENDMENT AND REZONING SUBMISSION

TO THE CITY OF COLWOOD

*Revision Date: January 2025*

*Prepared for:*

**GABLEcraft HOMES**

*Prepared by:*

**URBAN**  
systems

*With the assistance of:*



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# 1.0 Introduction

Since 1999, the Royal Bay neighbourhood has been subject to a number of planning exercises in order to transform this 100-year old former gravel pit into a thriving mixed-used centre in the City of Colwood. The Royal Bay Area Plan has gone through a number of revisions and significant updates over the years (in 2001, 2014, 2017), with development proceeding in a number of areas including the Hatley, Delora, Pelican, and Meadow neighbourhoods. In 2018, a major update to the City's Official Community Plan (OCP) was adopted by Council, which reinforced the importance of the Seaside Village (the mixed-use component of Royal Bay) as one of Colwood's two primary centres. In addition, the updated OCP dramatically increased the development potential and density targets for these lands. At the same time, the Royal Bay lands were sold to two separate owners, and it became apparent that additional detailed planning should be undertaken for the lands east of Metchosin Road known as "Royal Beach", and the lands west of Metchosin Road and south of Latoria Blvd referred to as "Latoria South". This plan deals with the latter neighbourhood, and is hereafter referred to as the Latoria South Sub-Area Plan (SAP). See **Figure 1** for a map of the Subject Area.

## 1.1 Vision for Latoria South

The Official Community Plan identifies the Seaside Village as one of the two primary centres for cultural, civic, economic and public life within the City of Colwood. The guiding principles for the land use objectives for this area are as follows:

- a. A local, city-wide, and regional destination for shopping, recreating and gathering
- b. Defined by its ocean views and access, and resulting seaside character
- c. A major focus of future residential and commercial growth
- d. Comprised of a mix of activities that establish it as a complete neighbourhood
- e. Supportive of walking and cycling, including an outstanding public realm that creates street life and connects diverse activities to the waterfront
- f. Well-connected by and supportive of frequent transit
- g. Characterized by green infrastructure and green spaces

Now more than ever, communities need to be resilient in their design and adaptable in how they are built out over time. The vision for Latoria South reinforces this community vision as follows:

*Latoria South provides the centre for daily activity for the Royal Bay neighbourhood. The entire spectrum of residential home types (single detached, semi-detached, townhouse and apartment) are situated within a short walking or cycling distance of shops, services, schools, parks and open spaces. The heart of Latoria South is the Commons, which supports everyday commercial needs and services designed around urban parks and plazas and a pedestrian-oriented retail street. Support for innovative employment opportunities and job sectors create a resilient environment in order to foster innovation and weather the various economic cycles over time. Connections between neighbourhoods and to the waterfront are provided through a network of AAA (all ages and abilities) pedestrian and cycling facilities, with further connections to the rest of Colwood and the region being supported through a new transit exchange as part of the frequent transit network.*



DATE: MAY 11TH, 2020

GABLECRAFT HOMES

17.600



LAND STATUS

FIGURE 1.0

## 1.2 OCP Goals

The Latoria South Sub-Area Plan is developed based on the following design principles starting with the overall goals in the OCP:

### ***Colwood's waterfront is a world-class destination***

- Provide and protect views from the Quarry to and from the water.
- Promote accessibility and permeability throughout the neighbourhood for residents and visitors alike.
- Design the Commons as the commercial core and provide a seamless extension of the Seaside Village towards the water.



### ***People and nature are exceptionally well-connected in Colwood***

- Integrate pathways to parks and open spaces within Royal Bay and provide connections to external City-wide parks and trail networks.
- Apply a conservation-design approach to create a respectful, appropriate and sustainable interface with Latoria Creek Park.
- Provide connectivity to an expanded Latoria Creek Park and explore opportunities to improve accessibility to the trail network.



### ***Residents in Colwood have realistic transportation choices***

- Non-motorized connectivity is an essential framework of the concept, including a highly connected network of buffered and protected bike lanes and multi-use pathways.
- Enhance transit opportunities by providing a new transit exchange on both sides of Latoria Boulevard.
- Provide enhanced trail and greenway connections to support connectivity between natural and neighbourhood parks and open spaces.



### ***Vibrant public spaces in Colwood (including streets)***

- The Commons is a hub of community activity where residents and visitors can meet their daily needs to shop, work, live, and gather.
- An elementary school and adjacent playfields create a central activity node to the Quarry neighbourhood.
- Streets are designed to support multiple modes of transportation (walking, cycling and transit), whilst promoting pedestrian activity, social interaction, and a sense of ownership.



***Colwood is home to family-friendly neighbourhoods with housing choices***

- Latoria South provides a variety of housing choices to respond to changing demographics and economic situations of future residents.
- The Quarry neighbourhood supports a range of ground-oriented housing choices from front and rear-lane detached housing to townhouse units.
- The Commons neighbourhood provides additional density to further promote housing choice and affordability, as well as provide a critical mass of housing to support commercial and non-residential activity.



***Colwood is carbon neutral, energy positive and water smart***

- Support and promote the Energy Step Code in housing designs.
- Provide transportation alternatives to the single-occupancy vehicle travel (e.g. high frequency transit exchange in the Commons).
- Future proofing for electric vehicles.



***Colwood is prepared to adapt to a changing world***

- Incorporate resiliency in the design in order to be economically responsible, socially adaptable, and environmentally aware.
- Provide flexibility in housing types and other uses to be able to adapt to changing demographic and market conditions.
- Incorporate asset management principles in the design and construction process.



## 1.3 OCP Land Use Policies

The OCP provides direction on the anticipated future land uses within the Seaside Village (i.e. the Commons), as follows:

- a. Multi-unit residential and mixed-use
- b. Commercial
- c. Institutional
- d. Live/work and home occupations
- e. Customer service oriented industrial uses, there is an active ground floor and where uses are compatible with residential uses

The OCP also provides direction on the anticipated future land uses within the Neighbourhood Designation (i.e. the Quarry), as follows:

- a. Single-detached residential
- b. Secondary suites and coach houses
- c. Ground-oriented multi-unit residential, including duplexes and townhouses

- d. Live/work and home occupations
- e. Institutional
- f. Limited commercial and mixed-use, on a case-by-case basis during rezoning

The OCP future land uses have been incorporated into the Sub-Area Plan as well as the comprehensive development (CD) zoning anticipated for Latoria South, to ensure consistency with the City of Colwood OCP.

## 2.0 Background

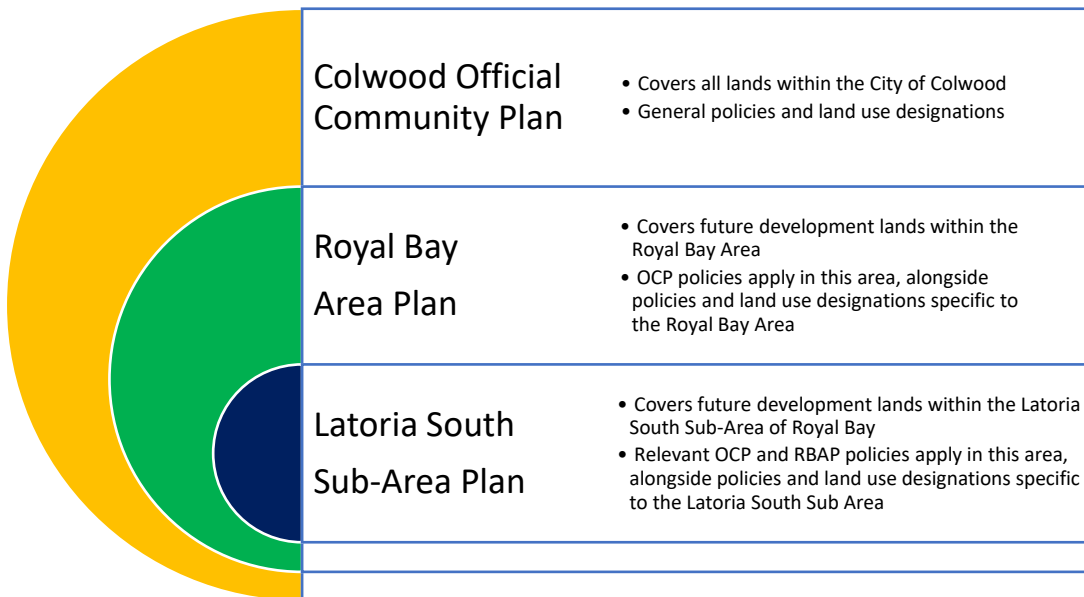
### 2.1 Plan Rationale

When the Royal Bay Area Plan was adopted in 2014, it anticipated that future amendments and more detailed planning would be required, including the need for additional planning for the Commons neighbourhood as follows:

*4.3.2 (w) Concurrently with development approvals for the Commons neighbourhood, the developer shall complete a Sub-Area Plan to address the unique mixed-use characteristics of the neighbourhood, including a site plan, a land use concept plan, and information related to density, building massing, architectural character, general building design and development statistics. Upon mutual agreement between the City and the developer, the Sub-Area Plan will be registered on title through a Section 219 Covenant.*

The Latoria South Sub-Area Plan represents an important revision to the Royal Bay Area Plan, based on the updated direction from the 2018 City of Colwood Official Community Plan. It replaces all of the policies in the Royal Bay Area Plan related to Latoria South (see **Figure 2** below). In addition, Development Permit Area Guidelines have been developed specifically for the Commons, which provide design guidance for multi-family, commercial, and other non-residential development. Finally, specific requirements with respect to infrastructure servicing, transportation, parks and trails, and community amenities are set out in a Development Agreement (DA) negotiated between parties and registered on title.

**Figure 2 – City of Colwood Land Use Policy Framework**





## 2.2 Plan Process

The Latoria South SAP process was launched in collaboration with the City of Colwood in late 2018, with a formal application for OCP Amendment and Rezoning submitted in April 2019. The Sub-Area Plan is the result of extensive research including but not limited to: detailed site analysis, legal and topographic survey, geotechnical engineering, infrastructure planning and design, transportation and traffic analysis, parks and trails planning, environmental planning, arborist study, commercial demand market research, and urban design.

A robust community engagement process was undertaken as part of the Latoria South SAP, building upon previous consultation exercises for the Royal Bay Area Plan and Latoria North development. In addition to individual stakeholder meetings, three (3) community Open Houses were held on March 13, 2019, May 22, 2019 and January 29, 2020, with a total of over 500 people in attendance. A summary of the feedback from this consultation is as follows:

- Most respondents felt the Sub-Area Plan reflects the goals and objectives outlined for this area in the Official Community Plan.
- The majority of comments were related to support for the overall concept, including mention of commercial and mixed uses. Many specific examples related to the elementary school and grocery store.
- Diversity of commercial uses (i.e. wanting “more than a grocery store”, e.g. coffee shops, pubs, etc.) and variety of housing types were mentioned.
- The second most favourable topic was access to greenspaces and expanded parkland.
- Several comments related to the support for the new transit exchange and frequent transit loop, walkability, connections to parkland and greenspace, and continued access to the beach.
- The two most notable concerns expressed are 1) the slow timelines, i.e. wanting progress and new amenities to occur faster, and 2) varying concerns related to increased traffic in the area once amenities are introduced, including parking for those visiting the new amenities, and transportation design to accommodate existing and increased traffic.
- There were a number of comments supportive of the diversity of housing, and curiosity about housing for seniors.



Finally, as part of the OCP Amendment and Rezoning application, Colwood Council received a number of presentations from staff and the applicant regarding specific topics, including:

- Land use and density ranges for residential and non-residential development
- Transportation impacts, including joint transportation memo for Royal Bay / Royal Beach
- Off-street parking standards for the Commons
- Latoria South Fire Hall
- Road standards
- Latoria South Parks Plan Terms of Reference

## 2.3 Plan Area & Context

As noted above, the Latoria South Sub-Area Plan comprises the previous Commons, Terrace and Quarry neighbourhoods in the Royal Bay Area Plan, now combined into two neighbourhoods – the Commons and the Quarry. It is bounded by Metchosin Road to the east and south, Latoria Boulevard to the north, and Latoria Creek Park to the west. The lands in the SAP are approximately 64 hectares of the total 189-hectare Royal Bay lands, or about 34% of the entire RBAP area. See **Figure 3** illustrating the regional context of the Sub-Area Plan.

The Latoria South Sub-Area Plan includes a portion of the Producer's Pit aggregate mine, dating back to the early 1900s, and the lands are classified as an active permitted mine site with requirements from the BC Ministry of Energy, Mines and Petroleum Resources that the mine be reclaimed. The implementation of the Latoria South Sub-Area Plan will see the reclamation of the former mine site, in concert with the City of Colwood's land use and development regulations.

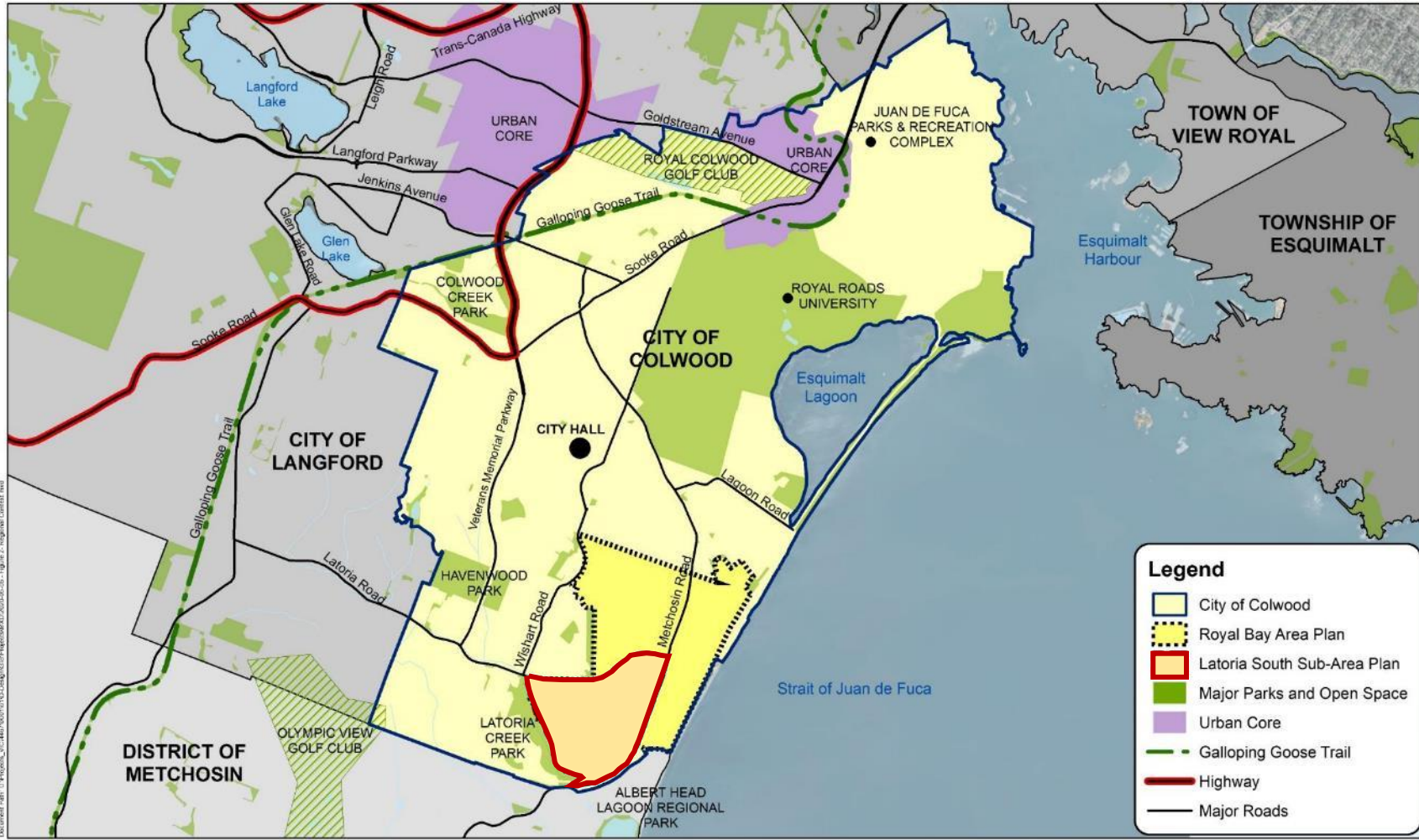
The lands are located in the south-east corner of the City of Colwood, adjacent to the District of Metchosin. As one of the City's two designated urban centres, it will attract demand for commercial and other non-residential services throughout the City of Colwood, District of Metchosin, and the rest of the West Shore (e.g. Langford, Sooke).



DATE: MAY 11TH, 2020

GABLECRAFT HOMES

1:30 000



REGIONAL CONTEXT

FIGURE  
3.0

# 3.0 Neighbourhood Structure & Character

## 3.1 The Quarry

The Quarry Neighbourhood is a primarily residential area with a mix of front-drive and rear-lane detached homes and attached townhomes, and includes substantial parkland throughout the neighbourhood. Attached residential uses are concentrated along Latoria Boulevard to create a smooth height and density transition to adjacent neighbourhoods. A new elementary school and playfield park is centrally located in the Quarry, providing a node for the neighbourhood and a key amenity for the Royal Bay community.



## 3.2 The Commons

The Commons neighbourhood is at the confluence of a number of neighbourhoods and services as one of two urban centres within the City of Colwood. Forming the commercial, social and cultural heart of the community, it is a place where residents and neighbours can shop for their everyday needs, and supports a mixture of housing types including attached residential and apartment uses. Pedestrian and cycling connections are prioritized throughout the Commons, along with enhanced transit facilities which provide frequent transit service to the rest of Colwood and beyond.



### 3.3 The Transition Area

The Transition Area are the lands within the Commons that are directly adjacent to the Quarry. It includes a range of housing types, limited commercial uses, and other institutional and non-residential uses which support a gradual transition from the Commons mixed-use village to the ground-oriented residential uses in the Quarry neighbourhood. Development along the eastern frontage adjacent to Ryder Hesjedal Way reflects the greater height and density of the Commons, with design similarly responding to lower height and density in the Quarry. The Transition Area provides connections with adjacent neighbourhoods through a wide variety of transportation networks and well-defined pedestrian and cycling connectivity.



## 4.0 Land Use

The proposed land uses are shown in **Figure 4**, which divides the approximately 64 hectares (158 acres) of the Sub-Area Plan into two distinct neighbourhoods – the Commons and the Quarry. The Commons neighbourhood comprises an expanded Seaside Village OCP designation with two generalized land uses – “mixed use” and “transitional mixed use”. The Quarry neighbourhood comprises the Neighbourhood OCP designation with the generalized land use of “ground-oriented residential”, but also includes additional uses including a school, fire hall, and parks. These are described in more detailed throughout the Sub-Area Plan.

### 4.1 Land Use Summary

**Table 1** below provides a summary of the development areas in the Latoria South Sub-Area Plan by proposed land use type. It should be noted that the amount of proposed parkland and open space maintains the previous park land area provided within the overall Royal Bay Area Plan.

**Table 1 – Sub-Area Plan Land Use Summary**

Proposed Land Use	Area (hectares)	Area (acres)	% of Total
Quarry Ground-Oriented <sup>(1)</sup>	26.9	66.5	40%
Commons Mixed Use	16.8	41.5	25%
Parks and Trails <sup>(2)</sup>	7.0	17.2	10%
Elementary School	2.8	7.0	4%
Fire Hall	0.2	0.5	0%
Lift Station	0.1	0.1	0%
Roads / Lanes / Transit <sup>(3)</sup>	10.1	24.9	15%
Metchosin Transition Area (Area 11)	3.5	8.7	5%
<b>TOTALS</b>	<b>67.5</b>	<b>166.7</b>	<b>100%</b>

Notes:

(1) Single detached = 18.5ha (45.7ac), Attached/Townhouse = 8.4ha (20.7ac)

(2) Include 0.4ha (1.0 ac) of additional lands in the Commons for urban parks and plazas

(3) Excludes ROW dedication for future Latoria Road widening

Specific target development yields are as follows:

- A maximum of 2,600 residential units in Latoria South, based on transportation analysis, including a mixture of detached, semi-detached, townhouse and apartment units. At the sole discretion of the City of Colwood, this maximum could be increased in the future based on periodic traffic studies.
- Approximately 15,000 m<sup>2</sup> to 20,000 m<sup>2</sup> of commercial uses in the Commons with approximately 7,400 m<sup>2</sup> of that being retail.
- Approximately 10,000 m<sup>2</sup> to 20,000 m<sup>2</sup> of additional non-residential uses in the transition area of the Commons.
- Approximately 7.0 ha (17.2 acres) set aside for parks and trails.
- A 2.8 ha (7.0 acre) site set aside for a future elementary school.
- A 0.2 ha (0.5 acre) site identified for a future satellite fire hall in Latoria South.

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

LAND USE CONCEPT



**LEGEND**

- Latoria South Sub-Area Plan Boundary
- Ground Oriented Residential
- Transitional Mixed Use
- Mixed Use
- Institutional Use
- Natural Park
- Neighbourhood Park
- Arterial Road
- Minor Collector Road
- Commons Road
- Commons Pedestrian Connectivity
- Neighbourhood Connector (Approximate)
- Park Trail (Existing)
- Park Trail (Proposed)
- Park Multi-Use Trail (Proposed - Location TBD)
- Park Multi-Use Trail (Existing)
- Local Road
- Urban Park
- Urban Plaza

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.



Project #: 4407.0001.01  
 Author: KCB  
 Checked: DM  
 Status: ISSUED FOR SUBMISSION  
 Revision: 0  
 Date: 2020 / 05 / 28





## 4.2 Latoria South Land Use Policies

The following section outlines the various land use policies in order to ensure consistent application of the design principles across the Quarry and Commons neighbourhoods (including the transition area of the Commons).

### 4.2.1 GROUND ORIENTED RESIDENTIAL

- a. Support detached residential densities in the range of 12 uph (5upa) to 30 uph (12 upa).
- b. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR.
- c. Provide a mix of housing types including single-detached, duplexes, triplexes, rowhouses, and townhouses, and provide flexibility in land use regulations to consider various live/work scenarios.
- d. Encourage compact housing forms as a means to reduce construction materials and energy use.
- e. Support secondary suites, including coach houses, in lots of sufficient size to accommodate off-street parking without compromising onsite landscaping and the overall aesthetic of streetscapes.
- f. Promote housing for individuals and families of different income levels, including providing options for housing tenure.
- g. Encourage attached residential development along Latoria Boulevard and other major roads.
- h. Encourage the use of rear lane access to residential uses along major roads.
- i. Encourage the use of green building technologies as well as building orientation to benefit from passive climate control as a means to reduce energy use.

### 4.2.2 MIXED USE

- a. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR.
- b. Support apartment residential densities in the range of 100 uph (40 upa) to 250 uph (100 upa), with a Floor Area Ratio up to 3.5 FAR.
- c. Support mixed use and/or non-residential densities up to 3.0 FAR with potential to increase the density to 3.5 FAR in specific “gateway” locations.
- d. Focus higher density residential uses in the Commons and provide multi-family residential housing in close proximity to services.
- e. Establish a pedestrian-oriented retail street within the Commons to support a range of neighbourhood retail, commercial services and amenity space.
- f. Encourage buildings to address the streetscape and plaza spaces as a means of creating a well-defined public realm.
- g. Plan for the provision of pedestrian amenities within the public realm, such as benches, human scale lighting, street trees, garbage receptacles and bicycle racks.
- h. Accentuate pedestrian connections to the Commons and to the waterfront through design features such as accessible trails and walkways, lighting, and wayfinding signage.
- i. Locate parking behind buildings where possible or screened through landscape design in order to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- j. Incorporate a transit exchange adjacent to the Commons along both sides of Latoria Road, whereby the commercial and higher density residential uses can support a frequent transit network and thereby reduce automobile dependency.

### *4.2.3 TRANSITIONAL MIXED USE*

- a. Support attached residential densities in the range of 30 uph (12upa) to 86 uph (35 upa), with a Floor Area Ratio of approximately 1.2 FAR (with potential to increase FAR if it meets other City objectives).
- b. Support apartment residential densities in the range of 75 uph (30 upa) to 150 uph (60 upa), with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).
- c. Support mixed use and/or non-residential densities up to 3.0 FAR.
- d. Encourage the provision of a variety of housing forms, lot sizes and tenures, including purpose built rental housing, to provide a diversity of residences that can support a range of lifestyles and life stages.
- e. Minimize potential conflicts arising from adjacent land uses, housing types and/or tenures in the planning, design and construction of residential neighbourhoods through consideration of appropriate buffers, transition areas and/or other mitigating program elements.
- f. Establish landscape buffers that create a transition between residential areas and adjacent commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.

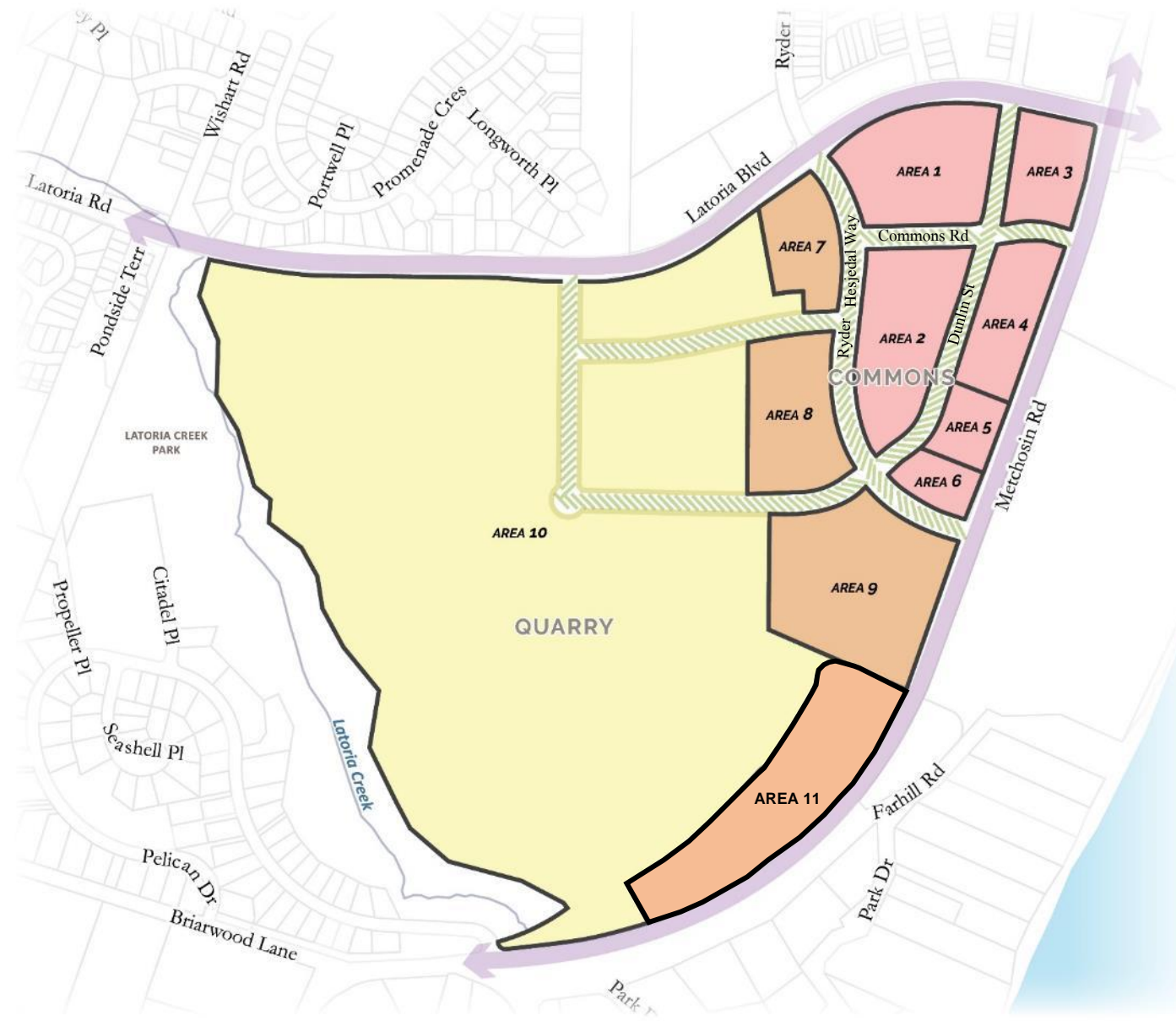
### *4.2.4 INSTITUTIONAL USE*

- a. Designate a site within the Quarry for a future elementary school with associated playing fields.
- b. Encourage a joint use agreement between School District 62 and the City of Colwood for community use of playing fields and other facilities.
- c. Work with the City of Colwood to identify a site for a future fire hall.
- d. Encourage civic and institutional uses within the Commons to support a complete community such as a library, community centre, municipal hall, post-secondary institution, or health care facility.

## 4.3 Latoria South Sub-Area Objectives

This Sub-Area Plan provides the overall land use principles and policies to guide future development in the Commons and the Quarry neighbourhoods. It also provides the framework to support the rezoning of the lands based on a comprehensive approach to land use and density. In order to provide additional guidance to the rezoning process, the following section and associated map (see **Figure 5**) further delineates the sub-area into future development blocks, and outlines the broad land use objectives for each of the development cells. There are 9 proposed development blocks within the Commons (including 3 within the transition area of the Commons) and 1 proposed development block within the Quarry.

**FIGURE 5**  
**LAND USE SUB-AREA MAP**



**LEGEND**

- Ground Oriented Residential
- Transitional Mixed Use
- Mixed Use
- Arterial Road
- Future Major Road (approximate location)

*Note: road names within Latoria South are provided for reference purposes only. The actual road names may change at time of subdivision and development.*

100 200 400  
Meters

Project #	4407-0001-01
Author	KCS
Checked	DH
Status	ISSUED FOR SUBMISSION
Revisions	3
Date	2020 / 06 / 27

**URBAN**  
systems

May 2020

### 4.3.1 AREA 1

- Site area = approximately 2.7 hectares (6.7 acres) not including future major roads.
- This is the core commercial site for Latoria South which provides the everyday retail needs for Royal Bay and south Colwood as well as neighbouring communities.
- Includes a proposed grocery store (approximately 2,800 to 3,700 sq.m in size) and accompanying shops and services within the initial phases of development.
- Incorporates a number of urban plazas within the site design to provide meeting and gathering places for the community.
- The southern boundary of Area 1 provides the initial framing for “Commons Road”, a pedestrian-oriented retail street with the potential to be partially closed off for community events (e.g. street festival, farmers market).
- Provides an opportunity for future residential development (e.g. apartment) on the north-east portion of the site.
- Heights ranging from 2 to 4 storeys, with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

### 4.3.2 AREA 2

- Site area = approximately 2.7 hectares (6.7 acres) not including future major roads.
- The northern boundary of Area 2 completes the framing for “Commons Road”, providing the pedestrian-oriented street enclosure with an appropriate mixture of land uses (e.g. ground floor retail with commercial and/or residential above).
- The remainder of the site is a mixture of commercial and residential uses to complement the adjacent retail core and provide a critical population mass to support the commercial viability of the area.
- Institutional uses (including support and accommodation for seniors) are supported, given the proximity to local shops and services.
- Heights up to 4 storeys along the northern edge, with heights up to 6 storeys for the remainder of the site, and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

### 4.3.3 AREA 3

- Site area = approximately 1.4 hectares (3.4 acres) not including future major roads.
- This is a key gateway site which provides the eastern entry point to Latoria South and Royal Bay.
- An urban park of approximately 100 sq.m. to 200 sq.m. in size is designed for the north-east corner of the site, in association with required stormwater infrastructure.
- Pedestrian connectivity and permeability are incorporated into the site to promote linkages to the Latoria/Metchosin intersection and across the street to the waterfront.
- Uses are primarily residential in nature (e.g. apartment, mixed townhouse/apartment), with potential supporting office and personal services to complement the residential uses.
- The site incorporates a gradation of heights from north to south, from 4 storeys at the north-east corner (to protect views along the Latoria Blvd corridor), increasing up to 12 storeys as provided for in the Official Community Plan, and with a Floor Area Ratio of approximately 3.5 FAR.

#### 4.3.4 AREA 4

- Site area = approximately 1.6 hectares (4.0 acres) not including future major roads.
- This site starts to transition away from the core retail area of the Commons towards providing supporting residential, institutional and employment opportunities.
- The site incorporates the existing sewage lift station at the north-east corner as well as a potential transit stop in conjunction with the future transit exchange on both sides of Latoria Blvd.
- Heights up to 6 storeys, and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.5 AREA 5

- Site area = approximately 0.9 hectares (2.2 acres) not including future major roads.
- Continues the transition away from the core retail area towards opportunities for employment, service commercial, and institutional uses.
- Unless the entire site is residential/mixed use, there will be no residential uses on the site except for potential live/work opportunities.
- Retail uses are limited to supporting the service commercial nature of the site (e.g. tasting room associated with a micro-brewery).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.6 AREA 6

- Site area = approximately 0.5 hectares (1.2 acres) not including future major roads.
- This has similar uses to Area 5 and could be combined together to form a larger employment / service commercial site, depending on market demand.
- The site can accommodate the current market demand for a potential service station (e.g. gasoline and electric vehicle quick charge) and associated retail uses including a car wash, although a drive-thru is not permitted.
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 1.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.7 AREA 7

- Site area = approximately 1.4 hectares (3.4 acres) not including future major roads.
- This site is adjacent to the commercial retail centre (Area 1) and as such frames the entrance to the Commons on the western edge.
- Similar to Area 1, incorporates an urban plaza on the north-east corner of the site to provide a meeting and gathering place for the community.
- A variety of uses are potentially envisioned for the site, including key institutional buildings (e.g. library, City Hall, health centre), professional offices, personal services and supporting ground floor retail.
- Residential uses including townhouses and apartments support the other uses on the site and provide a transition to the Quarry.

- Heights up to 4 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.8 AREA 8

- Site area = approximately 2.3 hectares (5.6 acres) not including future major roads.
- This site is across from Area 2 and provides a transition in uses and heights between the Commons and the Quarry
- Transitional mixed uses envisioned for the site include residential (townhouse and apartment), office, personal service, and supporting institutional uses (including support and accommodation for seniors).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.9 AREA 9

- Site area = approximately 3.8 hectares (9.5 acres) not including future major roads.
- The majority of the site – approximately 3.2 hectares (8.0 acres) – could support potential employment opportunities including institutional, museum and scientific research.
- Supporting uses could include residential (townhouse and apartment) and other complementary non-residential uses such as offices or personal service (no retail).
- Heights up to 4 storeys and with a Floor Area Ratio of approximately 2.0 FAR (with potential to increase FAR if it meets other City objectives).

#### 4.3.10 AREA 10

- Site area = approximately 41.8 hectares (103.3 acres) not including future major roads.
- This is the largest site area within Latoria South, providing ground-oriented residential uses including detached housing (front drive and rear lane access), semi-detached housing and townhouses.
- A significant portion of the site has been earmarked for community amenities including an elementary school, fire hall, active and passive park areas, trails and multi-use pathways, and pedestrian connectivity throughout the neighbourhood.
- Working with environmental specialists and arborists, incorporate approximately 1.2ha of additional park land into Latoria Creek Park with associated trails and pathways.
- Heights ranging from 2 to 3 storeys.

#### 4.3.11 AREA 11

- Site area = approximately 3.5 hectares (8.7 acres) not including future major roads
- This site is intended to act as an extension of the Transition Area, offering a broad range of potential residential, commercial and employment uses, called the Metchosin Transition Area
- Access will be directly from Metchosin Road with the potential of one access point from Area 10, ensuring circulation can be accommodated within Area 11, while prioritizing pedestrian and cycling connectivity to other areas in Latoria South

- Support healthcare and other institutional uses, providing a dynamic suite of uses that will further enhance the area
- Heights up to 6 storeys and with a Floor Area Ratio of approximately 3.0 FAR (with potential to increase FAR if it meets other City objectives).

## 5.0 Community Amenities

As part of the Sub-Area Plan process, a number of potential community amenities have been identified, including their potential location where applicable. In order to achieve this, a comprehensive development zone for Latoria South includes potential per-unit contributions towards community amenities, for affordable housing, future fire hall, and general amenities. Additional details regarding community amenities have been negotiated as part of the Latoria South Development Agreement, based on the goals and objectives outlined in the OCP and this Sub-Area Plan.

### 5.1 Community Amenity Policies

- a. Support contributions to a community amenity fund in order to enhance Latoria South with potential amenities that serve a diverse population, including but not limited to: affordable housing, fire hall, park facilities, public art and general community amenities.
- b. Utilizing Community Amenity Contributions, work with the Colwood Fire Department to develop a satellite fire hall on land identified in the Quarry, based on the terms and conditions in the Development Agreement.
- c. Work with the City of Colwood to develop a comprehensive Community Amenity Contribution strategy which identifies priorities for community amenities, specific neighbourhood amenity needs, location and cost estimates, and mechanisms for funding improvements in Latoria South.



## 6.0 Parks & Open Space

Royal Bay is characterized by an abundance of public parks and open spaces, connected by accessible trails and pathways. The original Royal Bay Area Plan identified a number of targets in Latoria South for parkland dedication as Natural and/or Neighbourhood Parks, and the Sub-Area Plan preserves this commitment. Parks in Latoria South support a wide range of outdoor activities such as active playing fields, playgrounds, passive park areas, urban parks and plazas, and a connected pedestrian and trail network. Along with recreational amenities, park spaces also provide habitat protection and natural amenities. Specific focus is placed on enhancing the protection of valuable environmental features such as Latoria Creek, as well as overall ecosystem restoration in areas of the former mine site.



The overall Parks Master Plan for Latoria South is provided in **Figure 6**. The provision and timing of specific park amenities within the Latoria South Sub-Area Plan is detailed within the Latoria South Parks Terms of Reference.

### 6.1 Parks and Open Space Policies

- a. Provide open space and parkland for the recreational use and enjoyment of residents and visitors. Where applicable, parkland will be dedicated to the City of Colwood.
- b. Preserve future opportunities to establish, maintain and improve appropriate active park programs (i.e. playgrounds, community gardens, off-leash dog parks, skateboards parks, etc.) based on identified community need.
- c. Provide an interconnected network of pathways – including walking paths, trails, sidewalks and multi-use pathways – that connect the neighbourhoods within Latoria South, as well as provide connections to Latoria North and the waterfront.
- d. Encourage a joint use agreement between School District 62 and the City of Colwood for community use of playing fields and other facilities. The City will establish a mechanism for the utilization of the revenue from the sale of the amenity lands in Latoria North to fund playfield facilities adjacent to the proposed elementary school in Latoria South.
- e. Create positive, well detailed public realm spaces through the design of public squares and plazas in conjunction with the development of parks, sidewalks, multi-use pathways and recreational trails.

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

PARKS MASTER PLAN



**LEGEND**

- Latoria South Sub-Area Plan Boundary
- The Commons
- The Quarry
- Natural Park (Existing)
- Natural Park (Proposed)
- Neighbourhood Park (Existing)
- Neighbourhood Park (Proposed)
- School
- Park Trail (Existing)
- Park Trail (Proposed)
- Park Multi-Use Trail (Existing)
- Park Multi-Use Trail (Proposed - Location TBD)
- Neighbourhood Connector (Approximate)
- One Way Protected Cycling Facility
- Two Way Off Road Cycling Facility
- Pedestrian Sidewalk Connectivity
- Urban Park
- Urban Plaza
- X Pedestrian Activated Crosswalk (Existing)
- T Traffic Signal (Existing)
- T Future Controlled Intersection
- T Future Transit Exchange
- T Future Transit Stop

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.



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## 7.0 Environmental

Latoria South has a number of unique environmental conditions that are woven into the site's history. Currently, the vast majority of the Sub-Area Plan area has been cleared through over a century of sand and gravel mining and related industrial uses. Large portions of the plan area (including the adjacent City-owned lands) contain both native and imported fill soils and other materials, with significant piles of these materials forming prominent high points on the landscape. In the west-central portion of the Quarry neighbourhood, the existing quarry pit floor can be observed as the lowest point on the site. This pit area retains water, is surrounded by cliff walls exposed by rock blasting. Generally, the land slopes from a higher ridge along Latoria Creek Park down to the intersection of Latoria Boulevard and Metchosin Road. Horizon views to the Straight of Juan de Fuca and the Olympic Mountains beyond are afforded by this ridge feature, particularly in the northwest portion of the SAP area.



As part of the Latoria South Sub-Area Plan, a number of technical reports have been completed including geotechnical, environmental and arboricultural. These technical reports provide the foundation for understanding the unique environmental qualities of Latoria South. The information will guide the technical remediation of the site, in conjunction with the overall regulatory framework around the mine reclamation process. These measures ensure that development remains true to the overall principles of Royal Bay, by striving to be resilient to climate change, promoting low-impact development, protecting local ecosystems, and encouraging innovative, environmentally-friendly design.

### 7.1 Environmental Policies

- a. Work with the City and qualified professionals to reclaim the former mine site in accordance with provincial regulations, whilst preparing and preserving the lands in accordance with the goals and objectives of the OCP and Latoria South Sub-Area Plan.
- b. Encourage use of trees and native plantings as means to aid carbon sequestration.
- c. Protect riparian areas by integrating stormwater management infrastructure that mimics natural flow patterns and rates, where feasible.
- d. Preserve habitat and stormwater function within the Natural Park areas in conjunction with recreational use, where feasible.
- e. Retain natural vegetation where possible and encourage the use of native and drought resistant vegetation for new development.

- f. Ensure invasive weeds are controlled during development, and on a reasonable frequency keep the City informed of progress and plans.
- g. Lay out site plans in patterns that complement natural site topography, while also ensuring a high degree of connectivity for pedestrians and cyclists.
- h. Encourage the development of integrated rainwater management including stormwater infiltration, where geotechnically feasible.
- i. Encourage building orientation to benefit from passive climate control as means to reduce energy use, and promote energy efficiency in all buildings.
- j. Provide electrical rough-ins for EV charging stations for all multi-family buildings to ensure that they are “EV ready”.
- k. Work with the City to provide EV charging stations at strategic locations within the Commons, including major shopping areas and on key public streets.

## 8.0 Transportation and Transit

### 8.1 Road Network and Transportation Connectivity

Throughout the development of the Latoria South Sub-Area Plan (and previous planning exercises before that), the importance of providing an effective transportation network, connected pedestrian and cycling facilities, and frequent transit facilities could not be understated. The ultimate buildout within Royal Bay will undoubtedly create pressures on the existing road and transportation system in the City of Colwood, but the overall objective to create a complete community in Latoria South will help to reduce (and potentially reverse) traffic patterns. With the addition of AAA (all ages and abilities) cycling and pedestrian facilities throughout Latoria South, the potential transportation impacts should be balanced with the overall amenities and community enhancements that development in Latoria South will bring.



As part of the 2014 Royal Bay Area Plan, a detailed Transportation Impact Study was prepared based on the previously assumed development yield. Based on the proposed land uses and updated development targets outlined in Section 4 of this Sub-Area Plan, a new Transportation Impact Study was prepared which reviewed the proposed transportation network and identified future upgrades required at various trigger points in the development buildout cycle. These transportation requirements are incorporated into the Development Agreement, which binds existing and future owners to the required upgrades.

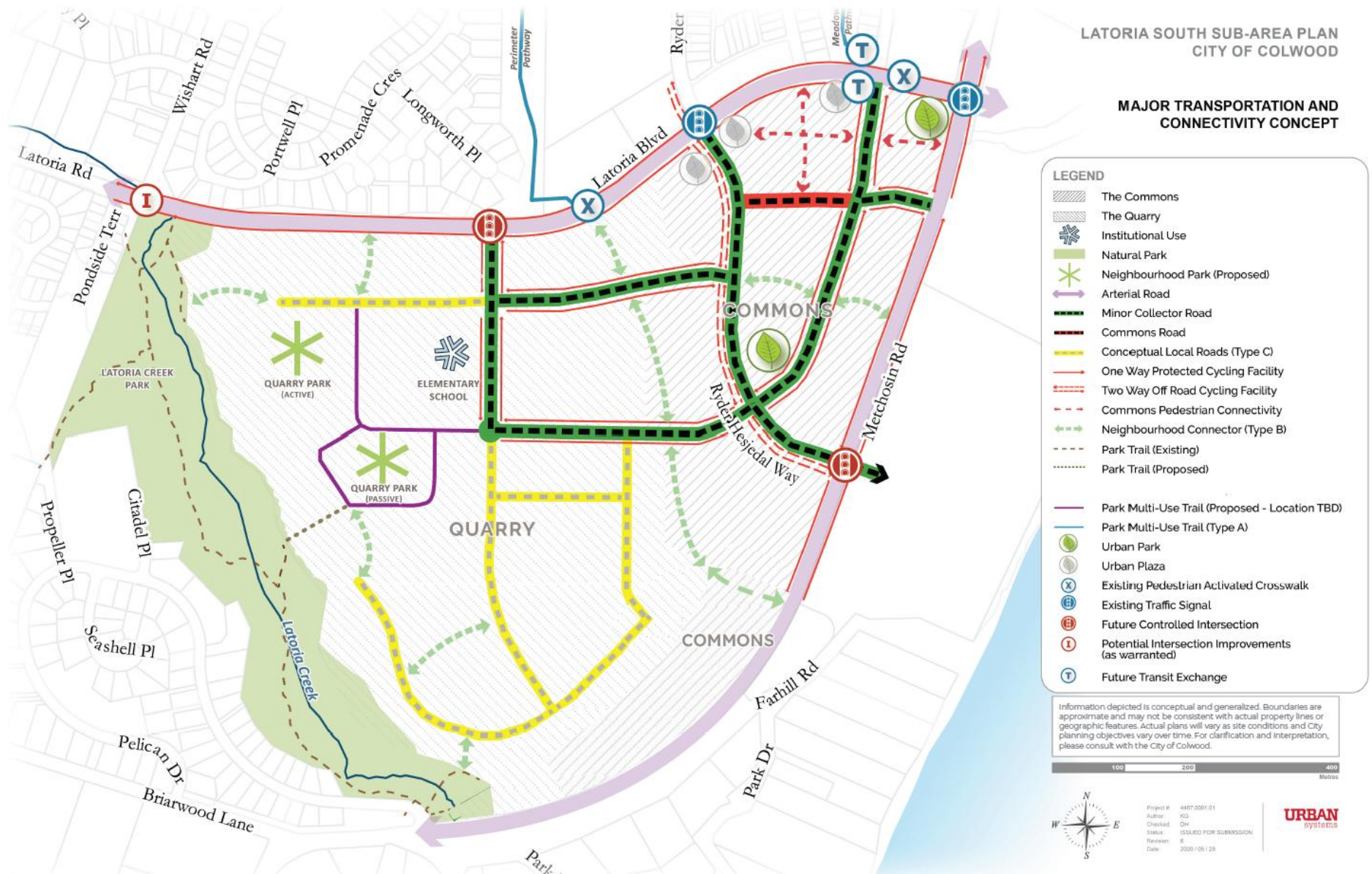
In addition, a joint Transportation Impact Memo was reviewed and approved by Council, which reviewed the overall transportation impact from the Royal Bay (Latoria North and Latoria South), Royal Beach (lands east of Metchosin Road) and Olympic View developments (plus allowances for surrounding neighbourhood developments). As Latoria Blvd / Latoria Road will serve as the major arterial road for future traffic to and from all of these neighbourhoods, this study identified the ultimate right-of-way (ROW) requirement for Latoria Road, and was incorporated into the land use plan for the Latoria South SAP.

Finally, as part of the anticipated mixed use and compact development in the Commons, a review of the current City of Colwood parking standards was undertaken, along with sample site investigations, in order to update the regulations as part of the comprehensive development (CD) zone. The report and findings were reviewed and approved by City of Colwood Council, and as such form the basis for the off-street parking regulations provided in the CD zone for the Commons.

**Figure 7** provides the Major Transportation and Connectivity Concept, based on the detailed transportation review and analysis, discussion with City staff, and input from Council and the community. Rather than create separate maps for roads, cycling, and pedestrians as per the previous Royal Bay Area Plan, the concept combines all transportation modes and facilities to show the overall network and the connections between the neighbourhoods within Latoria South as well as points beyond (e.g. Latoria North, across Metchosin Road to the waterfront, and to neighbouring municipalities in the West Shore).

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

MAJOR TRANSPORTATION AND  
CONNECTIVITY CONCEPT



### 8.1.1 *TRANSPORTATION AND CONNECTIVITY POLICIES*

- a) Create a positive pedestrian realm within Latoria South through the provision of pathways, street trees, landscaping, pedestrian scale lighting, street furniture and permeable surface treatment where possible.
- b) Ensure safe and secure pedestrian connections through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings at Latoria Boulevard and Metchosin Road, in order to provide connections to the waterfront.
- c) Provide an interconnected network to accommodate walking and cycling, including trails network, sidewalks, cycle tracks and multi-use pathways.
- d) Seek to design neighbourhoods where every home is within a five-minute walk to parks and open space.
- e) Incorporate a range of trail and pathway types to provide for a range of recreational uses and to maximize accessibility.
- f) Minimize the impact of arterial and collector streets within residential neighbourhoods through site sensitive, pedestrian oriented design, including landscape buffering and traffic calming.
- g) Require that sidewalks and parking areas be designed according to barrier free access standards.
- h) Encourage use of energy efficient streetlights and consider use of adaptive lighting controls during night time hours, wherever possible.
- i) Investigate opportunities to reduce parking requirements for residential and commercial developments that promote and/or accommodate Low Speed Vehicles (LSVs), car-sharing and/or other forms of alternative transportation.
- j) Where appropriate, Roads Development Cost Charges will be contributed by the developer as outlined in the City of Colwood Development Cost Charge Bylaw.

## 8.2 Transit

Through the development of the Latoria South Sub-Area Plan, BC Transit has been involved in planning for transit improvement in order to support the regional Frequent Transit Network (FTN) for the City of Colwood, West Shore, and the region. **Figure 8** shows the future transit facilities that will be supported through the development of Latoria South, including:

- New 3-bay Transit Exchanges on both sides of Latoria Boulevard, adjacent to the Commons.
- New bus stops on both sides of Ryder Hesjedal Way.
- New bus stop on Metchosin Road

### 8.2.1 TRANSIT POLICIES

- a) Design and construct future transit improvements (including transit exchanges and bus stops) as identified in the Latoria South Sub-Area Plan, based on the timing and requirements negotiated in the Development Agreement.
- b) Collaborate with BC Transit to connect Latoria South to the regional Frequent Transit Network (FTN).



LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

TRANSIT CONCEPT



**LEGEND**

- The Commons
- The Quarry
- Natural Park
- Existing Bus Routes
- Existing Bus Stop
- Bus Route Numbers
- Future Transit Exchange
- Future Transit Stop
- Future Potential Transit Routing

Information depicted is conceptual and generalized. Boundaries are approximate and may not be consistent with actual property lines or geographic features. Actual plans will vary as site conditions and City planning objectives vary over time. For clarification and interpretation, please consult with the City of Colwood.



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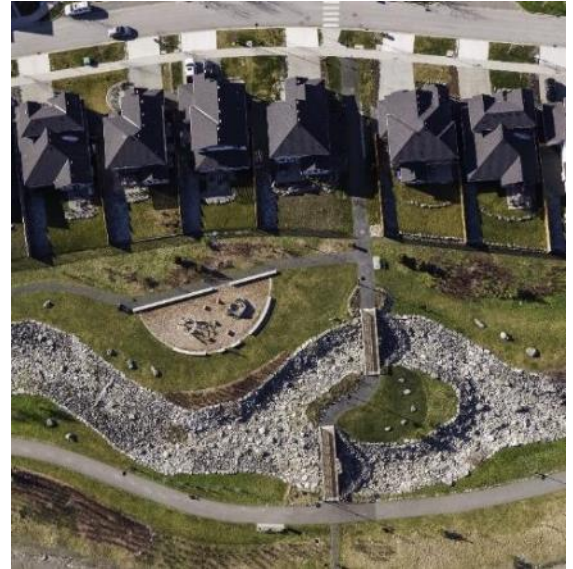


## 9.0 Utility Infrastructure

The provision of infrastructure at the level of urban servicing is essential to meet the needs of Latoria South for buildout as a designated urban growth area. Infrastructure will aim to be cost-effective, respect the environment, and conserve water and energy resources.

Similar to transportation, a detailed infrastructure study was undertaken as part of the 2014 Royal Bay Area Plan. The result was a series of utility main infrastructure (e.g. water, sewer) and stormwater facilities which potentially service neighbourhoods beyond Royal Bay. Other facilities, such as the sewage lift station on Metchosin Road, were sized to accommodate present and future expansion opportunities.

Significant investment has been made in studying the utility infrastructure and as part of the Latoria South Sub-Area Plan. Updated Master Plans providing additional detailed descriptions of utility infrastructure servicing have been completed for water, sewer and stormwater infrastructure. These studies update the detailed infrastructure study in the Royal Bay Area Plan, including identifying potential infrastructure upgrades and amendments to City of Colwood infrastructure master plans.



**Figure 9** provides a high-level synopsis of future utility servicing in the Latoria South Sub-Area, to be further refined at time of subdivision and detailed design.

### 9.1 Utility Infrastructure Policies

- a) Water, Sanitary Sewer and Stormwater Drainage systems shall be designed in accordance with City of Colwood and CRD bylaws and regulations, as well as industry Best Management Practices.
- b) Water supply shall be provided in a phased manner in coordination with the Capital Regional District Water Services.
- a) Sanitary Sewage capacity shall be confirmed at the time of subdivision.
- b) Encourage the use of best practices in green landscape management including efficient irrigation systems and drought tolerant or native plantings.
- c) Water quality treatment will be provided through the use of bio-swales (where practical), mechanical oil/grit separators and sediment ponds.
- d) Employ localized flow attenuation to reduce erosion and limit infiltration to incidental infiltration from bioswales, waterways and green spaces.
- e) Encourage residents to employ water conservation measures for indoor and outdoor conservation practices, including use of reduced flow fixtures and appliances.
- f) Identify infrastructure in Latoria South susceptible to the impacts of climate change.
- g) Update Development Cost Charges (DCCs) as required for infrastructure cost recovery.

LATORIA SOUTH SUB-AREA PLAN  
CITY OF COLWOOD

**FIGURE 9**  
**UTILITY CONCEPT**



# 10.0 Implementation

The Latoria South Sub-Area Plan and the Commons Development Permit Guidelines represent policy and design amendments to the City of Colwood Official Community Plan. In addition, the following regulations and agreements are part of the development application process (e.g. Zoning, Development Agreement) or action undertaken by the City of Colwood to amend other City regulations and policies.

## 10.1 Zoning

Separate to the OCP Amendment application is the rezoning of the lands within the Latoria South Sub-Area Plan into a single comprehensive development (CD) zone. The CD zone contains specific land use regulations including permitted uses, setbacks, height, and density based on a number of zoning sub-areas for the Commons and the Quarry.

## 10.2 Development Agreement

A Development Agreement has been registered on title that includes detailed information regarding the timing and construction of a number of components including: onsite and offsite utility infrastructure, parks and trails, transportation and transit improvements, and other community amenities.

## 10.3 Other City of Colwood Regulations and Processes

- 10.3.1 *DEVELOPMENT COST CHARGES (DCC) BYLAW*
- 10.3.2 *SUBDIVISION AND DEVELOPMENT BYLAW*
- 10.3.3 *COMMUNITY AMENITY CONTRIBUTION POLICY*
- 10.3.4 *PUBLIC ART POLICY*
- 10.3.5 *CITY BUDGETING PROCESS (CAPITAL AND OPERATING)*

# **Appendix A**

## The Commons Design Guidelines



**CITY OF COLWOOD  
BYLAW NO 2036**

**A BYLAW TO AMEND BYLAW NO. 151 BEING “THE COLWOOD LAND USE BYLAW, 1989”**

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The City of Colwood Council, in open meeting assembled hereby enacts as follows:

**1. CITATION**

This Bylaw may be cited as “**Colwood Land Use Bylaw No. 151, 1989, Amendment No. 215 (3698 Metchosin Road), Bylaw No. 2036, 2024**”.

**2. AMENDMENT**

Bylaw No. 151, the “Colwood Land Use Bylaw, 1989” is amended as follows:

- a) Amend Schedule “A” (Zoning Map) by deleting from the Rural Residential 1 (AR1) Zone and adding to the Comprehensive Development 28 (CD28) Zone, the property shown in Schedule 1 attached to this bylaw and described as “Lot A, Section 51, 52 & 53, Esquimalt District, Plan VIP58414, PID 018-998-721”
  
- b) Repeal Section 10.33 and replace as per Schedule 2 of this bylaw.

**READ A FIRST TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**READ A SECOND TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**PUBLIC HEARING** held on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**READ A THIRD TIME** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**RECEIVED APPROVAL OF THE INSPECTOR OF MUNICIPALITIES** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

**ADOPTED** on the \_\_\_\_\_ day of \_\_\_\_\_ 2024

\_\_\_\_\_  
**Mayor**

\_\_\_\_\_  
**Corporate Officer**

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**SECTION 10.33 COMPREHENSIVE DEVELOPMENT 28 (CD28) ZONE (LATORIA SOUTH)**

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**10.33.1 Purpose**

The purpose of the Comprehensive Development 28 (CD28) Zone (Latoria South) is to provide for orderly development of the 'Quarry', 'Transition Zone', and 'Commons' within the Latoria South Sub-Area Plan in order to allow a range of residential, institutional, commercial, and park land uses.

Subdivision layout and the form and character of development are addressed through development permit and subdivision application processes, including the application of policies in the Latoria South Sub-Area Plan of the Royal Bay Area Plan as amended and policies and guidelines set out in the Official Community Plan.

In this Section 10.33, references to Areas are references to the areas shown as Areas 1 through 11 on the CD 28 Zone Map.

**10.33.2 Permitted Uses**

1. The total number of dwelling units permitted on lands shown on the CD28 Zone Map shall not exceed 2,600 dwelling units, excluding Congregate Housing and the total amount of permitted non-residential floor area excluding Health Care Facility and Treatment Centre or Nursing Home in Area 4 and Area 5A shall not exceed 40,000 m<sup>2</sup> in Areas 1,2,3,4,5,6,7,8 & 9.
2. No subdivision is permitted except that the lands may be subdivided from time to time into one or more parcels so long as each such parcel represents the outer boundary of a sub area as shown on the CD28 Zone Map and the maximum density permitted by Section 10.33.2.1 is allocated to each of the parcel(s) created by the subdivision and the remaining lands of the CD28 Zone (as a whole), and is further secured by the terms of a covenant granted to the City under section 219 of the *Land Title Act*.
3. In addition to the uses permitted by Section 2.1.10, the following Principal Uses and no others are permitted in the CD 28 Zone:
  - a) Within that area of land identified as Area 1 in the CD 28 Zone on the CD 28 Zone map:
    - ii. Apartments
    - iii. Apartment (Senior Citizens)
    - iv. Assembly and Entertainment Uses
    - v. Bakery, not exceeding 200 m<sup>2</sup> in floor area
    - vi. Brewhouse
    - vii. Colleges, Universities and Trade Schools
    - viii. Daycare
    - ix. Eating and Drinking Establishment
    - x. Grocery Store
    - xi. Home Occupation for office use only
    - xii. Liquor Retail Store
    - xiii. Office, Financial
    - xiv. Office, Medical
    - xv. Office, Professional

- xvi. Personal Service
  - xvii. Pet Daycare
  - xviii. Presentation Centre
  - xix. Public Building
  - xx. Retail Store
- a) Within that area of land identified as Area 2 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - vi. Colleges, Universities and Trade Schools
  - vii. Congregate Housing
  - viii. Daycare
  - ix. Eating and Drinking Establishment
  - x. Home Occupation for office use only
  - xi. Nursing Home
  - xii. Office, Financial
  - xiii. Office, Medical
  - xiv. Office, Professional
  - xv. Personal Service
  - xvi. Pet Daycare
  - xvii. Presentation Centre
  - xviii. Public Building
  - xix. Retail Store
- b) Within that area of land identified as Area 3 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Congregate Housing
  - v. Eating and Drinking Establishment
  - vi. Home Occupation for office use only
  - vii. Nursing Home
  - viii. Office, Financial
  - ix. Office, Medical
  - x. Office, Professional
  - xi. Personal Service
  - xii. Presentation Centre
- c) Within that area of land identified as Area 4 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - vi. Civic Use
  - vii. Colleges, Universities and Trade Schools
  - viii. Congregate Housing, including visitor short-term stay suites



- ix. Eating and Drinking Establishment
  - x. Health Care Facility and Treatment Centre (public or private)
  - xi. Home Occupation for office use only
  - xii. Nursing Home
  - xiii. Office, Financial
  - xiv. Office, Medical
  - xv. Office, Professional
  - xvi. Personal Service
  - xvii. Presentation Centre
- a) Within that area of land identified as Area 5 in the CD 28 Zone on the CD 28 Zone map:
- i. Animal hospital provided no overnight kenneling
  - ii. Assembly and Entertainment Uses
  - iii. Artist Studio
  - iv. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - v. Brewhouse
  - vi. Brewery / Distillery
  - vii. Colleges, Universities and Trade Schools
  - viii. Congregate Housing, including visitor short-term stay suites
  - ix. Eating and Drinking Establishment
  - x. Health Care Facility and Treatment Centre (public or private)
  - xi. Limited light industries, including testing, servicing and repair but excluding manufacturing, processing or assembly.
  - xii. Live/Work Studio
  - xiii. Nursing Home
  - xiv. Office, Medical
  - xv. Office, Professional
  - xvi. Personal Service
  - xvii. Pet Daycare
  - xviii. Presentation Centre
  - xix. Printing & Publishing
  - Scientific or Technological Research Facility
- b) Within that area of land identified as Area 6 in the CD28 Zone on the CD28 Zone map:
- i. Animal hospital provided no overnight kenneling
  - ii. Assembly and Entertainment Uses
  - iii. Artist Studio
  - iv. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - v. Brewhouse
  - vi. Brewery / Distillery
  - vii. Colleges, Universities and Trade Schools
  - viii. Day Care
  - ix. Eating and Drinking Establishment, excluding drive-thru
  - x. Live/Work Studio
  - xi. Office, Financial
  - xii. Office, Medical
  - xiii. Office, Professional
  - xiv. Personal Service
  - xv. Pet Daycare
  - xvi. Presentation Centre
  - xvii. Printing & Publishing

- xviii. Retail Store
  - xix. Scientific or Technological Research Facility
  - xx. Service Station and car wash
- c) Within that area of land identified as Area 7 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Bakery, not exceeding 200 m<sup>2</sup> in floor area
  - vi. Congregate Housing
  - vii. Eating and Drinking Establishment
  - viii. Home Occupation for office use only
  - ix. Nursing Home
  - x. Office, Financial
  - xi. Office, Medical
  - xii. Office, Professional
  - xiii. Personal Service
  - xiv. Presentation Centre
  - xv. Public Building
  - xvi. Retail Store
- d) Within that area of land identified as Area 8 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Bakery, not exceeding 200m<sup>2</sup> in floor area
  - vi. Colleges, Universities and Trade Schools
  - vii. Congregate Housing
  - viii. Eating and Drinking Establishment
  - ix. Home Occupation for office use only
  - x. Office, Financial
  - xi. Office, Medical
  - xii. Office, Professional
  - xiii. Personal Service
  - xiv. Presentation Centre
  - xv. Public Building
- e) Within that area of land identified as Area 9 in the CD 28 Zone on the CD 28 Zone map:
- i. Apartments
  - ii. Apartment (Senior Citizens)
  - iii. Assembly and Entertainment Uses
  - iv. Attached Housing
  - v. Colleges, Universities and Trade Schools
  - vi. Congregate Housing
  - vii. Eating and Drinking Establishment
  - viii. Home Occupation for office use only
  - ix. Museum
  - x. Nursing Home
  - xi. Office, Medical

- xii. Office, Professional
  - xiii. Personal Service
  - xiv. Presentation Centre
  - xv. Public Building
  - xvi. Scientific or Technological Research Facility
- f) Within that area of land identified as Area 10 in the CD 28 Zone on the CD 28 Zone map:
- i. Attached Housing
  - ii. Accessory Dwelling Unit
  - iii. Boarding and Lodging
  - iv. Home Occupation
  - v. One-family dwelling
  - vi. Secondary suites
  - vii. Two-family dwelling
  - viii. Presentation Centre
- g) Within that area of land identified as Area 11 in the CD 28 Zone on the CD 28 Zone map:
- i. Animal Hospital (no outdoor storage)
  - ii. Apartments
  - iii. Apartment (Senior Citizens)
  - iv. Assembly and Entertainment Uses
  - v. Artist Studio
  - vi. Attached Housing
  - vii. Bakery
  - viii. Brewhouse
  - ix. Brewery/Distillery
  - x. Church
  - xi. Civic Use
  - xii. Colleges, Universities and Trade Schools
  - xiii. Daycare
  - xiv. Eating and Drinking Establishment
  - xv. Health Care Facility and Treatment Centre (public or private)
  - xvi. Hotel
  - xvii. Limited light industries, including testing, servicing and repair but excluding manufacturing, processing or assembly
  - xviii. Liquor retail store
  - xix. Live/Work studio
  - xx. Media Related Establishment
  - xxi. Office, Financial
  - xxii. Office, Medical
  - xxiii. Office, Professional
  - xxiv. One-Family Dwelling
  - xxv. Personal Service
  - xxvi. Pet Daycare
  - xxvii. Public Building
  - xxviii. Retail Store
  - xxix. Scientific or Technological Research Facility
  - xxx. Mini-Storage Warehouse

**10.33.3 Base Development**

1. The number of dwelling units permitted in each of Areas 1, 2, 3, 4, 7, 8, 9, 10, and 11 shall not exceed 3.
2. In Area 10, no more than one one-family or two-family dwelling shall be permitted on a lot.

**10.33.4 Comprehensive Development**

1. Notwithstanding Section 10.33.3, the density of development in Section 10.33.5 is permitted in Areas 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, on the lands shown on the CD28 Zone Map if the Owner:
  - a. Contributes to the Affordable Housing Fund \$500 per additional residential unit;
  - b. Contributes to the Community Amenity Fund \$2,500 per additional dwelling unit for a onefamily, two- family, or an attached housing and \$1,500 per additional dwelling unit for an apartment; and
  - c. Contributes to the Fire Hall Fund \$525 per additional dwelling unit.
2. Notwithstanding Section 10.33.3, the density of development in Section 10.33.5 is permitted in Area 11, on the lands shown on the CD28 Zone Map if the Owner:
  - d. Contributes to the Affordable Housing Fund of \$1,500 per additional residential unit;
  - e. Contributes to the Community Amenity Fund \$7,500 per additional dwelling unit for attached housing and \$4,500 per additional dwelling unit for an apartment; and
  - f. Contributes to the Fire Hall Fund \$604 per additional dwelling unit.
3. All dollar amounts referred to in Section 10.33.4.1. and Section 10.33.4.2. shall be increased annually effective on January 1 of each calendar year in which this bylaw is adopted by the amount of the Consumer Price Index (CPI).
4. Payment of the contributions in Section 10.33.4.1 and Section 10.33.4.2. shall be made at the time of approval of the subdivision creating the lot on which the dwelling unit or dwelling units are permitted to be constructed or in the case of attached housing or apartments at the time of issuance of a building permit.

**10.33.5 Development Regulations**

1. Within Area 1 of the CD28 Zone:
  - a. No single building footprint shall exceed 2,000m<sup>2</sup> of contiguous gross leasable floor area, with the exception of a grocery store which may not exceed a gross leasable floor area of 4,000m<sup>2</sup>
  - b. Professional Office and Medical Office uses are prohibited on the first storey of a mixed use building fronting a street.
  - c. No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the Fronting Street.
  - d. Surface parking to have a minimum 1.0 m landscape strip between the parking area and the property line.
  - e. Regulations Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Apartments</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m

Floor Area Ratio	1.2	2.0
Maximum Lot Coverage	50%	50%
	80% for underground parking	80% for underground parking
Minimum Open Site Space	10%	10%
Maximum Building Height	12m	15m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m
<b>Minimum Building Setbacks</b>		
Fronting Street	4.5m for buildings 2.0m for patios and attached structures	4.5m for buildings 2.0m for patios and attached structures
Setbacks from all other streets	1.5m	1.5m
Side	N/A	
Rear	N/A	

2. Within Area 2 of the CD28 Zone
- Assembly and Entertainment Uses, Bakeries, Eating and Drinking Establishments, Personal Services, Pet Daycares, and Retail Stores are the only permitted uses on the first storey of any building fronting the Northern parcel line of Area 2 except that offices may be permitted on the first storey of a mixed use building fronting the Northern parcel line of Area 2 in accordance with Section 10.33.5 (2b).
  - Professional Office and Medical Office uses are prohibited on the first storey of a mixed use building fronting a street. Except that along Commons Road, Professional Office and Medical Office uses are permitted on the first storey of a mixed use building fronting the street up to a maximum area of 50% of the total ground floor area of leasable space in the mixed use building.”
  - No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the Fronting Street.
  - Regulations Table:

Regulation	General / Mixed Use	Apartments	Attached Housing
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m	17.0m
Floor Area Ratio	3.0	2.5	1.0
Maximum Lot Coverage	50%	50%	50%
	80% for underground parking	80% for underground parking	
Minimum Open Site Space	10%	10%	10%
Maximum Building Height	15m	24m	12.5m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m
<b>Minimum Building Setbacks</b>			
Fronting Street	2.0m	3.0m first 4 floors 4.5m above 4 floors	3.0m with rear lane access 6.0m to garage / carport face

Side	3.0m	3.0m	1.2m
Exterior Side	1.0m	3.0m first 4 floors 4.5m above 4 floors	3.0m
Rear	3.0m	6.0m	6.0m

3. Within Area 3 of the CD28 Zone:

- a. Professional Office and Medical Office uses are prohibited on the first storey of a mixed use building fronting a street.
- b. No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the Fronting Street.
- c. Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Apartments</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m
Floor Area Ratio	3.0	3.5
Maximum Lot Coverage	50%	50%
	80% for underground parking	80% for underground parking
Minimum Open Site Space	10%	10%
Maximum Building Height	24m	39m
Maximum Accessory Buildings and Structure Height	4.5m	4.5m
<b>Minimum Building Setbacks</b>		
Fronting Street	4.5m	4.5m
Side	3.0m	3.0m
Exterior Side	1.0m	3.0m first 4 floors 4.5m above 4 floors
Rear	3.0m	6.0m

3. Within Area 4 of the CD28 Zone:
- No parking, except for passenger pick up and drop off, is permitted to be site between a building and the property line of the **Fronting Street**.
  - Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Congregate Housing / Health Care Facility and Treatment Centre</b>	<b>Apartments</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	20.0m	18.0m
Floor Area Ratio	3.0	3.0	2.5
Maximum Lot Coverage	50% 80% for underground parking	50% 80% for underground parking	50% 80% for underground parking
Minimum Open Site Space	10%	10%	10%
Maximum Building Height	24.0m	26.0m or 6 storeys	24m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m
<b>Minimum Building Setbacks</b>			
Fronting Street	3.0m	3.0m first 4 floors 4.5m above 4 floors	3.0m first 4 floors 4.5m above 4 floors
Side	3.0m	3.0m	3.0m
Exterior Side	3.0m	3.0m first 4 floors 4.5m above 4 floors	3.0m first 4 floors 4.5m above 4 floors
Rear	3.0m	6.0m	6.0m

- Notwithstanding the Development Regulations in Section 10.33.5.4.b and the definition of "Height" in Section 1.2, where a Health Care Facility and treatment Centre is proposed for Area 4, the "Height" means the vertical distance from the average finished grade at the perimeter of a building or structure to the highest point of the structure or structural parts that project above the level of the roof.
  - Notwithstanding the Development Regulations in Section 10.33.5.4.b and Section 2.1.08 Height of Buildings and Structures, where a Health Care Facility and Treatment Centre is proposed for Area 4, the height of buildings and structures including cooling towers, elevator, ventilating machinery penthouses shall not cover more than 12% of the roof area of the principal building.
5. Within Area 5 of the CD28 Zone:
- A retail sales area for any business shall not exceed 25% of the Gross Floor Area.
  - Permitted uses shall manage its operations to not be noxious or offensive to any adjacent property or the general public by reason of emitting odours or noise.
  - Regulation Table:

Regulation	Area 5	
	General	Care Facility
Minimum Lot Area	1,800 m <sup>2</sup>	1,800 m <sup>2</sup>
Minimum Lot Width	20.0 m	20.0 m
Floor Area Ratio	2.0	3.0
Maximum Lot Coverage	50%	50% 80% for underground parking
Minimum Open Site Space	10%	10%
Maximum Building Height	15 m	26.0 m or 6 storeys
Maximum Accessory Buildings and Structures Height	4.5 m	4.5 m
<b>Minimum Building Setbacks</b>		
Front	3.0 m	3.0 m first 4 floors 4.5m above 4 floors
Side	3.0 m	3.0 m
Exterior side	3.0 m	3.0 m first 4 floors 4.5m above 4 floors
Rear	6.0 m	6.0 m

## 6. Within Area 6 of the CD28 Zone:

- a. Permitted uses shall manage its operations to not be noxious or offensive to any adjacent property or the general public by reason of emitting odours or noise.
- b. Regulation Table:

Regulation	General
Minimum Lot Area	1,800m <sup>2</sup>
Minimum Lot Width	20.0m
Floor Area Ratio	1.0
Maximum Lot Coverage	50%
Minimum Open Site Space	10%
Maximum Building Height	15m
Maximum Accessory Buildings	4.5m
<b>Minimum Building Setbacks</b>	
Front	3.0m
Side	3.0m
Exterior Side	3.0m
Rear	6.0m

- c. Notwithstanding the Development Regulations in Section 10.33.5.6.b, the minimum building setbacks for Service Stations are as follows:



1. A front yard shall be provided of not less than 7.5 m in depth provided, however, that if the area between the front building line and the front lot line exclusive of access driveways is landscaped, the required front yard shall be not less than 4.5 m in depth.
2. Where a lot is not serviced by a rear access highway, a side yard of 4.5 m in width shall be provided on at least one side of the lot.
3. Where a lot abuts a lot in a Residential Zone or a Multiple Family Zone a side yard shall be provided of not less than 6 m in width.
4. On a corner lot, a side yard of not less than 7.5 m in width shall be provided adjoining a flanking street provided, however, that if the area between the building and the side lot line exclusive of access driveways is landscaped, the required side yard shall not be less than 4.5 m.

1. Within Area 7 of the CD28 Zone:

- a. **Professional Office** and **Medical Office** uses are prohibited on the first storey of a mixed-use building fronting a street.
- b. No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the **Fronting Street**.
- c. Regulation Table:

Regulation	General / Mixed Use	Apartments	Attached Housing
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m	17.0m
Floor Area Ratio	3.0	2.0	1.0
Maximum Lot Coverage	50%	50%	50%
	80% for underground parking	80% for underground parking	
Minimum Open Site Space	10%	10%	10%
Maximum Building Height	15m	15m	12.5m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m
<b>Minimum Building Setbacks</b>			
Fronting Street	4.5m for buildings 2.0m for patios and attached structures	4.5m	3.0m with rear lane access 6.0m to garage/carport face
Side	3.0m	3.0m	1.2m
Exterior Side	1.0m ground floors 3.0m upper floors	3.0m	3.0m
Rear	3.0m	6.0m	6.0m

2. Within Area 8 of the CD28 Zone:

- a. **Professional Office** and **Medical Office** uses are prohibited on the first storey of a mixed-use building fronting a street.
- b. No parking, except for passenger pick up and drop off, is permitted to be sited between a building and the property line of the Fronting Street.
- c. Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Apartments</b>	<b>Attached Housing</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	18.0m	17.0m
Floor Area Ratio	3.0	2.0	1.0
Maximum Lot Coverage	50% 80% for underground parking	50% 80% for underground parking	50%
Minimum Open Site Space	10%	10%	10%
Maximum Building Height	15m	15m	12.5m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m
<b>Minimum Building Setbacks</b>			
Fronting Street	1.0m ground floor 3.0m upper floors	4.5m	3.0m with rear lane access 6.0m to garage/carport face
Side	3.0m	3.0m	1.2m
Exterior Side	1.0m ground floors 3.0m upper floors	3.0m	3.0m
Rear	3.0m	6.0m	6.0m

3. Within Area 9 of the CD28 Zone:
- a. Professional Office and Medical Office uses are prohibited on the first storey of a mixed-use building fronting a street.
  - b. Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Museum / Scientific or Technological Research Facility</b>	<b>Apartments</b>	<b>Attached Housing</b>
Minimum Lot Area	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>	1,800m <sup>2</sup>
Minimum Lot Width	20.0m	20.0m	18.0m	17.0m
Floor Area Ratio	2.0	1.0	2.0	1.0
Maximum Lot Coverage	50% 80% for underground parking	50%	50% 80% for underground parking	50%
Minimum Open Site Space	10%	10%	10%	10%
Maximum Building Height	15m	15m	15m	12.5m
Maximum Accessory Buildings and Structures Height	4.5m	4.5m	4.5m	4.5m

<b>Minimum Building Setbacks</b>				
Fronting Street	1.0m ground floor 3.0m upper floors	4.5m	4.5m	3.0m with rear lane access 6.0m to garage/carport face
Side	3.0m	3.0m	3.0m	1.2m
Exterior Side	1.0m ground floors 3.0m upper floors	3.0m	3.0m	3.0m
Rear	3.0m	6.0m	6.0m	6.0m

4. Within Area 10 of the CD28 Zone:
- The boarding and lodging use permitted in this zone is limited to the accommodation of up to two boarders or lodgers in a dwelling unit, and not more than four unrelated persons may occupy any such dwelling.
  - Regulation Table:

<b>Regulation</b>	<b>One-Family Dwelling</b>	<b>Two-family dwelling</b>	<b>Attached Housing</b>	<b>Public Buildings</b>
Minimum Lot Area	278m <sup>2</sup>	370m <sup>2</sup>	1,800m <sup>2</sup>	n/a
Minimum Lot Width	9.0m 7.5m for rear lane access	11.0m	17.0m	n/a
Floor Area Ratio	n/a	n/a	1.0	n/a
Maximum Lot Coverage	50%	50%	50%	40%
Maximum Building Height	9.5m	9.5m	12.5m	14.0m
Maximum Accessory Buildings and Structures Height	4.5m 7.0m for Accessory Dwelling Unit	4.5m 7.0m for Accessory Dwelling Unit	4.5m 7.0m for Accessory Dwelling Unit	4.5m
<b>Minimum Building Setbacks</b>				
Fronting Street	4.5m 3.0m with rear land access 6.0m to garage / carport face	4.5m 3.0m with rear land access 6.0m to garage / carport face	3.0m with rear lane access 6.0m to garage / carport face	7.5m
Side	1.2m	1.2m	1.2m	6.0m
Exterior Side	3.0m	3.0m	3.0m	7.5m
Rear – Principal Building	6.0m	6.0m	6.0m	10.0m
Rear – Accessory Building	s.2.1.06	s.2.1.06	s.2.1.06	10.0m

5. Within Area 11 of the CD28 Zone:
- No single building footprint shall exceed 3,000m<sup>2</sup>
  - All retail sales are for any industrial use, light, business shall not exceed 25% of the Gross Floor Area
  - A minimum of 10% Gross Floor Area is required for non-residential uses within Mixed use buildings

- f. No parking, except for passenger pickup and drop off is permitted to be sited between a building and the property line of any Fronting Street.
- g. Excluding underground parking, the combined area of Parking, Loading and Access Aisles shall not constitute more than 50% of the area of the lot on which they are situated
- h. A minimum of 10% of lot coverage shall be provided as landscape cover
- i. All refuse removal areas and recycling containers must be within interior side yard setbacks to a minimum of 1.5 meters and screened from adjacent properties and streets. Area must be gated to a minimum height of 2.0m by a landscape screen or solid decorative fence or combination thereof.
- j. All mechanical, electrical, and other service equipment located outside or on the roof of a building must be screened from adjacent properties and streets by ornamental structures, landscaping, or other means
- k. Permitted uses shall manage its operations to not be noxious or offensive to any adjacent property or the general public by reason of emitting odours, noise or excessive dust.
- l. Regulation Table:

<b>Regulation</b>	<b>General / Mixed Use</b>	<b>Apartments</b>	<b>Attached Housing</b>	<b>One and Two family dwellings</b>
Minimum Lot Area	1,500m <sup>2</sup>	1,200m <sup>2</sup>	1,000m <sup>2</sup>	278m <sup>2</sup> – One family 370m <sup>2</sup> – Two family
Minimum Lot Width	20.0m	18.0m	17.0m	9m – One family *7.5m for rear lane access 11m – Two family
Floor Area Ratio	3.0	2.0	1.2	n/a
Maximum Lot Coverage	50% 80% for underground parking	50% 80% for underground parking	50%	50%
Minimum Open Site Space	10%	10%	10%	n/a
Maximum Building Height	22m	22m	12.5m	9.5m
Maximum Accessory Buildings and Structures Height	4.5m (see S.2.1.0.6)	4.5m (see S.2.1.06)	4.5m (S.2.1.06) 7.0m for Accessory Dwelling Unit	4.5m (see S.2.1.06) 7.0m for Accessory Dwelling Unit
<b>Minimum Building Setbacks</b>				
Fronting Street	2.0m Commercial 3.0m at grade Residential	3m	4.5m 3.0m with rear lane	3m with rear lane access 6m to garage/carport face

Side	0m abutting commercial uses, 3m for residential uses	3.0m	3.0m	1.2m
Exterior Side	3.0m	4.5m	3.0m	3.0 m
Rear	4.5m	4.5m	6.0m	6.0 m

### 10.33.6 Subdivision of Two-Family Dwelling and Attached Housing

1. A lot on which a two-family dwelling or attached housing has been constructed may be subdivided under the Land Title Act such that each dwelling is on a separate fee simple lot, provided that such separate lot has a minimum lot width of at least 6.0 m and a minimum lot area of at least 185 m<sup>2</sup> in the case of a two-family dwelling, or a minimum lot width of at least 5.0 m and a minimum lot area of at least 150 m<sup>2</sup> in the case of attached housing.

### 10.33.7 Off-street Parking Requirements

1. Parking requirements for residential, one-family dwellings including two-family dwellings shall meet the parking standards in Bylaw 1909.
2. Notwithstanding the Off-Street Parking Regulations Bylaw No. 1909, the minimum off-street parking requirements for attached housing and apartment residential uses in Areas 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11 of the CD28 Zone shall be as follows:
  - a. Bachelor - 0.8 spaces per dwelling unit
  - b. One-bedroom - 1.0 spaces per dwelling unit
  - c. Two-bedroom - 1.3 spaces per dwelling unit
  - d. Three-bedroom or greater - 1.5 spaces per dwelling unit
  - e. Visitor parking - 0.15 spaces per dwelling unit
3. Notwithstanding the Off-Street Parking Regulations Bylaw No. 1909, the minimum parking requirements for commercial uses in Areas 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11 of the CD28 Zone shall be as follows:
  - a. Retail Store including Grocery Store- 0.43 spaces per 10m<sup>2</sup> of gross floor area
  - b. Office- 0.28 spaces per 10m<sup>2</sup> of gross floor area
4. A vehicle parking area or vehicle parking space must be surfaced with asphalt, concrete pavers, or permeable material that provides a durable surface

### 10.33.8 Landscaping

1. Landscaping of front and side street setbacks or all that portion of the lot lying between any building setback line and the street or streets bordering the lot shall be graded and landscaped, provided that this section shall not apply to any portion of the lot that is used or intended to be used only for the movement of motor vehicles.

### 10.33.9 Other Regulations

1. The relevant provisions of Divisions 1 and 2 of this Bylaw shall apply. In the case of a conflict between the provisions of Divisions 1 and 2 and the provisions of this zone, the latter shall prevail.

10.33.10 CD28 Zone Map

CD28 ZONE MAP



# NOTICE OF PUBLIC HEARING

<b>MEETING:</b>	<b>Public Hearing</b>
<b>DATE and TIME:</b>	<b>Wednesday, December 11, 2024, 6:30pm</b>
<b>PLACE:</b>	<b>Council Chambers, 3300 Wishart Road, Colwood BC</b>

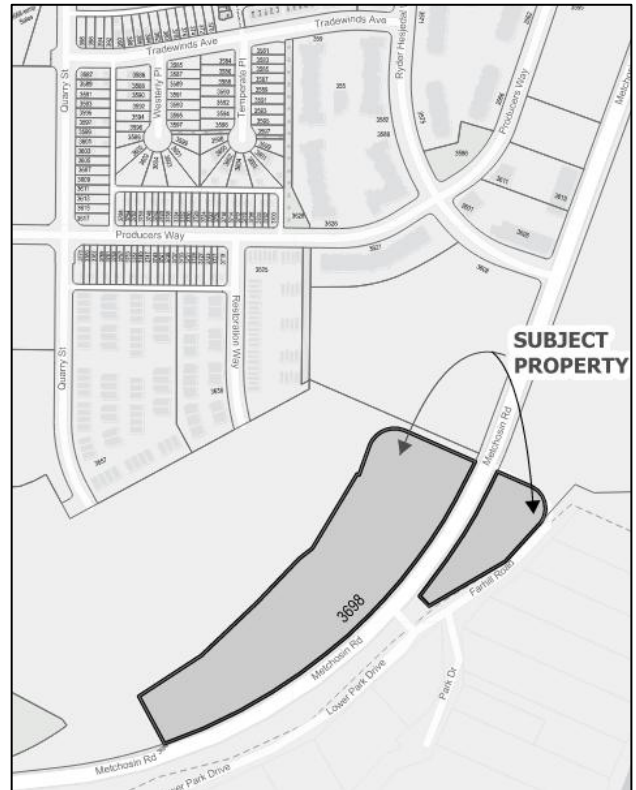
NOTICE IS GIVEN that Council of the City of Colwood will hold a Public Hearing on Wednesday, December 11, 2024, at 6:30pm in relation to the proposed Bylaws:

**“Colwood Official Community Plan No. 1700, 2018, Amendment No. 13 (3698 Metchosin Road – City Lands)” and “Colwood Land Use Bylaw No. 151, 1989, Amendment No. 215 (3698 Metchosin Road), Bylaw No. 2036, 2024”.**

**SUBJECT PROPERTY:** The bylaws apply to the lands legally described as “LOT A PLAN VIP58414 SECTION 51 52 & 53 ESQUIMALT” (3698 Metchosin Road).

**PURPOSE:** This application proposes a joint OCP and Rezoning Amendment to expand the Latoria South Sub-Area Plan to include the subject property and to increase the allowable density by 500 units, provide a mix of potential employment uses and provide additional land to expand Quarry Park.

**INSPECTION OF MATERIALS:** Copies of the proposed bylaws and related materials can be viewed at <https://www.colwood.ca/news> or in person at Colwood City Hall from November 27, 2024, to December 11, 2024, between 8:30 am and 4:30 pm, Monday to Friday excluding statutory holidays.



## We want to hear from you!

### WRITTEN SUBMISSIONS:

For inclusion as part of the record, **deadlines for receipt of written submissions is 12:00 pm on the day of the public hearing** in the following ways:

- Email [publichearing@colwood.ca](mailto:publichearing@colwood.ca)
- Mail/Drop-off: City of Colwood, 3300 Wishart Road, Colwood, BC V9C 1R1

### SPEAK TO COUNCIL

**In Person:** The public will be permitted in the Council Chambers on a first come, first serve basis until capacity is met.

### Electronically:

Dial-in by phone 1-855-703-8985 (toll free) or 1-778-907-2071 or login to Zoom.us or the Zoom app. For both options use ID Number: 827 9291 2323

To pre-register to speak please contact [corporateservices@colwood.ca](mailto:corporateservices@colwood.ca) up until noon on the day of the meeting.

**NEED MORE INFORMATION?** Contact Development Services at (250) 294-8153 or [planning@colwood.ca](mailto:planning@colwood.ca)

