



PH -1

**Public
Hearing Package**

December 7, 2020 at 7:00 pm

*Electronic Council meeting, in accordance with
Ministerial Order M192.*

2182 Church Road

Proposed Bylaw:	<i>Zoning Amendment Bylaw No. 791 (600-80), 2020</i>
Zoning Amendment:	The purpose of Bylaw No. 791, <i>Zoning Amendment Bylaw (600-80)</i> is to amend the current Wadams Way Comprehensive Development CD14 Zone at 2182 Church Road. Changes to the Wadams Way Comprehensive Development CD14 Zone include reducing the types of housing forms, amending the placement of uses, reducing the single-family lot size to 250m ² and increasing lot coverage, adding site specific setbacks, reducing multi-family heights and adding specific road servicing standards. The current allowable density of 133 residential units within the Wadams Way Comprehensive Development CD14 Zone is not changing.

Information Package Contents:

Page No.

-
- | | |
|--|-----------|
| 1. Notice of Public Hearing published in the Sooke News Mirror <ul style="list-style-type: none">• December 2, 2020 and December 9, 2020 | 1 |
| 2. <i>Zoning Amendment Bylaw No. 791 (600-80), 2020</i> at second reading | 5 |
| 3. Report to Council for December 14, 2020 – bylaw correction <ul style="list-style-type: none">• Proposed bylaw amendment for consideration | 15 |
| 4. Council minutes and resolution dated November 9, 2020 | 25 |
| 5. Staff report to Council dated November 9, 2020 | 27 |
| 6. Council minutes and resolution dated October 13, 2020 | 47 |
| 7. Staff report to Council dated October 13, 2020 | 51 |

*Please note that written and verbal submissions will
become part of the public record.*



Notice of Public Hearing

The Council of the District of Sooke will hold a Public Hearing pursuant to the provisions of the *Local Government Act* in the Council Chambers at 2225 Otter Point Road, Sooke, BC on **Monday, December 14, 2020** commencing at 7:00 pm with regard to the following proposed Bylaw.

Application Information:

Bylaw:	Bylaw No. 791, <i>Zoning Amendment Bylaw (600-80)</i>
File No:	PLN01432
Civic Address:	2182 Church Road (shown outlined in black on the attached subject Property map)
Legal Description:	Lot 13, Section 10, Sooke District, Plan VIP1057, Except .036 of an acre Thereof Conveyed to the Crown for Road Purposes as Shown on Explanatory Plan Deposited under No 68404I and Except Part in Plan EPP32377
Applicant:	Aragon Properties Ltd.

Proposal: The purpose of Bylaw No. 791, *Zoning Amendment Bylaw (600-80)* is to amend the current Wadams Way Comprehensive Development CD14 Zone at 2182 Church Road. Changes to the Wadams Way Comprehensive Development CD14 Zone include reducing the types of housing forms, amending the placement of uses, reducing the single-family lot size to 250m² and increasing lot coverage, adding site specific setbacks, reducing multi-family heights and adding specific road servicing standards. The current allowable density of 133 residential units within the Wadams Way Comprehensive Development CD14 Zone is not changing.

The applicant has proposed 54 single family fee simple small lots with vehicle access by rear lane in Area A (shown on attached subject property map), 78 townhouse strata units with amenity space including a publicly accessible children's play structure, greenspace and sport court in Area B, a 1025m² public off-leash dog park in Area C, cash in lieu to the District's Park Land Reserve Fund, dedication of land for future construction of a roundabout at Throup and Church Road, pedestrian infrastructure connections throughout the site and along Wadams Way and Church Road, and \$133,000 to the District's Affordable Housing Reserve Fund.

Further Information:

Copies of the bylaws, supporting written reports and any relevant background documentation may be viewed in the "Public Notices" section of the District of Sooke website www.sooke.ca or a copy can be picked up at the District Municipal Offices at 2205 Otter Point Road, Sooke, BC, between the hours of 8:30 am and 4:30 pm, Monday to Friday (excluding statutory holidays), commencing December 2, 2020 to and including December 14, 2020.

Public Input:

Due to the current COVID-19 environment, the Province has provided local governments directive in the form of Ministerial Order M192 enabling Councils to hold an electronic Public Hearing. The District is moving forward as per the Provincial directive and will be holding an electronic Public Hearing for these bylaw amendments.

The electronic Public Hearing will follow the same format as an in-person Public Hearing, Meetings may be viewed on the District's live stream webcast at <https://sooke.ca/?p=391>. All persons who believe their interest in property is affected by the proposed bylaw will be given a reasonable opportunity to be heard at the Public Hearing on the matters contained in the proposed bylaw. You may indicate your support or opposition to a Public Hearing item in one of the following ways:

1. Submit written comments to Council

Should you have any concerns or comments you wish to convey to Council, please submit in writing by fax to 250-642-0541, email publichearing@sooke.ca or in person to the Corporate Officer at the District Municipal Offices no later than **Monday, December 14, 2020 at 12:00 pm.**

2. Register to Speak Live

You can register to speak live via phone. Once registered, you will be provided with a phone number and instructions to call to join the live meeting. To register to speak live and to receive further instructions, email publichearing@sooke.ca or phone 250-642-1634. The deadline to register to speak live is **Monday, December 14, 2020 at 12:00 pm.**

3. Register to Participate Electronically

If you have a webcam and microphone, you can register to participate via a Microsoft Teams Meeting with a valid email address. Once registered, an invitation to participate will be sent to your email. To register to participate electronically, email publichearing@sooke.ca or phone 250-642-1634. The deadline to register to speak live is **Monday, December 14 at 12:00 pm**

Only registered participants will be admitted to the meeting. Please be advised that the opinions you express orally and any submissions to Council will become part of the public record and are subject to disclosure under the *Freedom of Information and Protection of Privacy Act (FOIPPA)*.

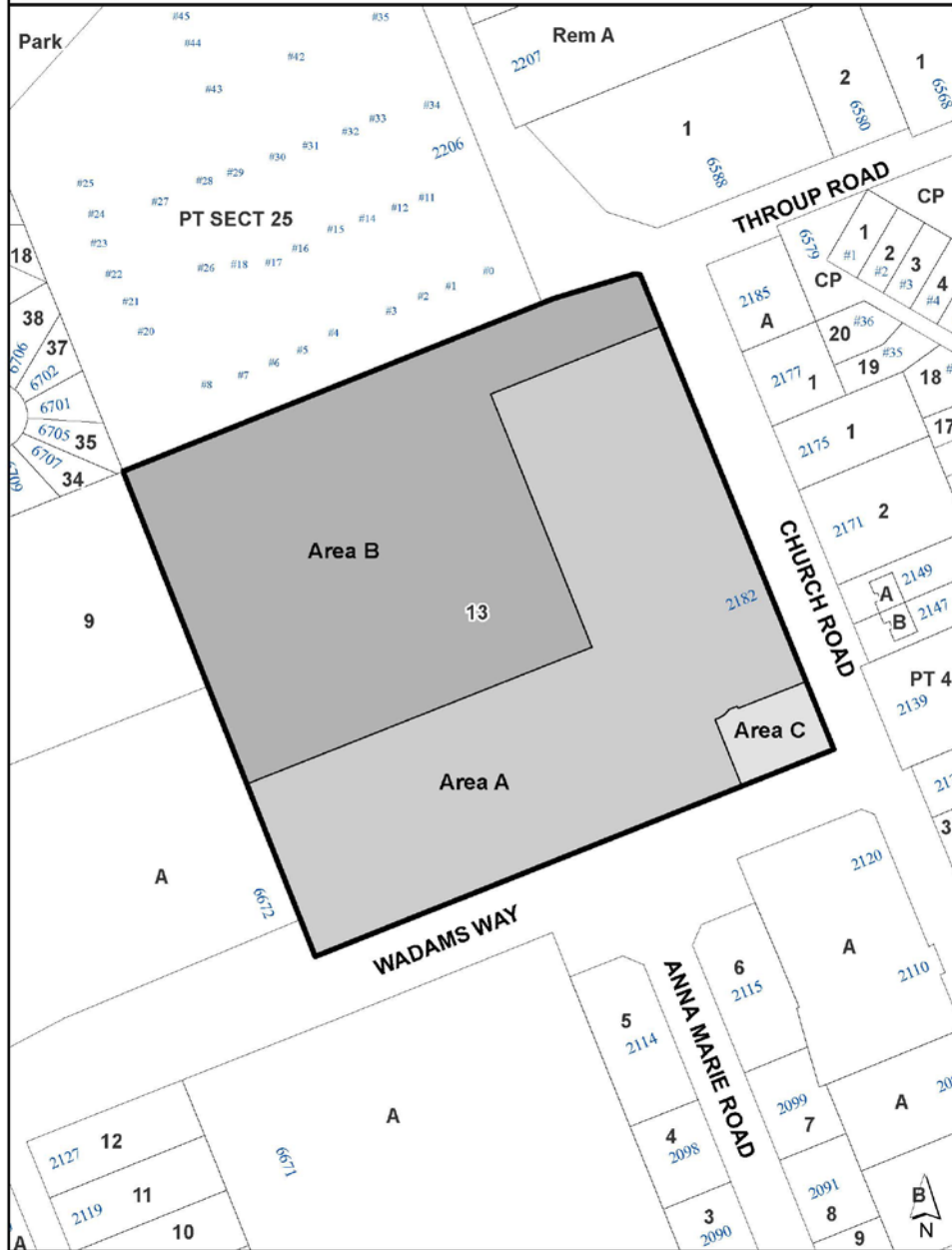
NOTE: Council cannot receive further information concerning this application after the Public Hearing has concluded.

Carolyn Mushata
Corporate Officer



SUBJECT PROPERTY MAP

File: PLN01432



This page intentionally left blank.



DISTRICT OF SOOKE ZONING AMENDMENT BYLAW NO. 791

A bylaw to amend Bylaw No. 600 *Sooke Zoning Bylaw, 2013* for the purpose of amending the Wadams Way Comprehensive Development Zone (CD14) on the property located at 2182 Church Road.

The Council of the District of Sooke, in open meeting assembled, enacts as follows:

1. This bylaw is cited as *Zoning Amendment Bylaw No.791 (600-80), 2020*.
2. Bylaw No. 600, *Sooke Zoning Bylaw, 2013*, is amended by deleting Schedule 814 - Wadams Way Comprehensive Development Zone (CD14) by deleting Schedule 814 in its entirety, and replacing it with the following:

"Schedule 814 – Wadams Way/Church Road (CD14)"

CD14

Wadams Way CD Zone

814.1 Purpose: This zone provides for street-oriented porch-front single-family dwellings on narrow fee simple lots with rear lane vehicular access, medium density townhouses with amenity areas and a public park. The intent of the development is to encourage social interaction and to create a stronger sense of community and security by maximizing resident and pedestrian oriented spaces.

814.2 Permitted Uses:

Area A - Single Family Residential

Principal Uses

- a) Horticulture
- b) One single family dwelling per lot*
- c) One temporary construction and real estate marketing office
- d) Show home

Accessory Uses

- a) Boarding and lodging
- b) Home-based business

**See conditions of use*

Area B – Multi-Family Residential

Principal Uses

- a) Horticulture
- b) Townhouse*
- c) One temporary construction and marketing office
- d) One amenity building for assembly use

Accessory Uses

- a) Limited home-based business
- b) Park
- c) Playground

**See conditions of use*

Area C – Park

Principal Uses

- a) Park
- b) Institutional accessory to a park
- c) Assembly use
- d) Playground

814.3 Conditions of Use for Area A

- a) Suites are not permitted.
- b) Single family dwelling permitted on lots 8.5 m or more in width.
- c) All vehicular access and parking must be from a rear lane and located in the rear yard.
- d) 50% of the single-family dwellings shall have a covered front porch with a minimum of nine (9) single family dwellings fronting Wadams Way and a minimum of six (6) single family dwellings fronting Church Road.
- e) The setback distance to a front lot line may be reduced to 1.5 metres for covered porches and entranceways, including stairs that do not exceed 1.2 metres in height.
- f) The setback distance to a lane lot line for a single family dwelling may be reduced to 1.2 m providing vehicle access to the accessory building is from a lane.
- g) The setback distance to a side lot line for an accessory building may be reduced to 0.75 m on one side yard setback.

814.4 Conditions of Use for Area B

- a) Suites are not permitted.
- b) The setback distance to a flanking lot line for a Townhouse and Amenity building may be reduced to 2 m on one flanking yard setback and the distance to the covered porch may be reduced to 1 m on one flanking yard setback providing:
 - i. there is no vehicle access from the flanking lot line; and
 - ii. parking spaces are not sited within the flanking yard.
- c) The setback distance to a rear lot line for a Townhouse building may be reduced to 3 m providing:
 - i. there is no vehicle entrance on the side adjacent to the reduced rear yard.

814.5 Subdivision Regulations

- a) Minimum lot size for Area A - 250 m²
- b) Minimum lot size for Area B - 1000 m²
- c) Panhandle lots are not permitted

814.6 Overall Density:

- a) The number of dwelling units of all types in Areas A and B shall not exceed 133.
- b) The maximum density in Area B shall not exceed 50 dwelling units/ha.

814.7 Maximum Height:

- a) Single family dwelling - 10.5 m
- b) Townhouse - 15 m
- c) Amenity building — 18 m
- d) Accessory buildings - 4 m

814.8 Maximum Lot Coverage:

- a) Area A - 60%
- b) Area B - 45%

814.9 Minimum Setbacks:

Use	Front Lot Line	Flanking Lot Line	Side Lot Line	Rear Lot Line	Rear Lane Lot Line
Single Family Dwelling	3.0 m*	2.0 m	1.2 m	1.5 m*	10.0 m
Accessory Building or Structure	7.5 m	3.0 m	1.2 m*	3.0 m	0.3 m
Townhouse	3.0 m	3.0 m*	4.0 m*	4.5 m*	n/a
Amenity building	3.0 m	3.0 m	1.2 m	3.0 m	n/a

*See conditions of use

814.10 Minimum Amenity Area for Area B: 8%

814.11 Road Standards

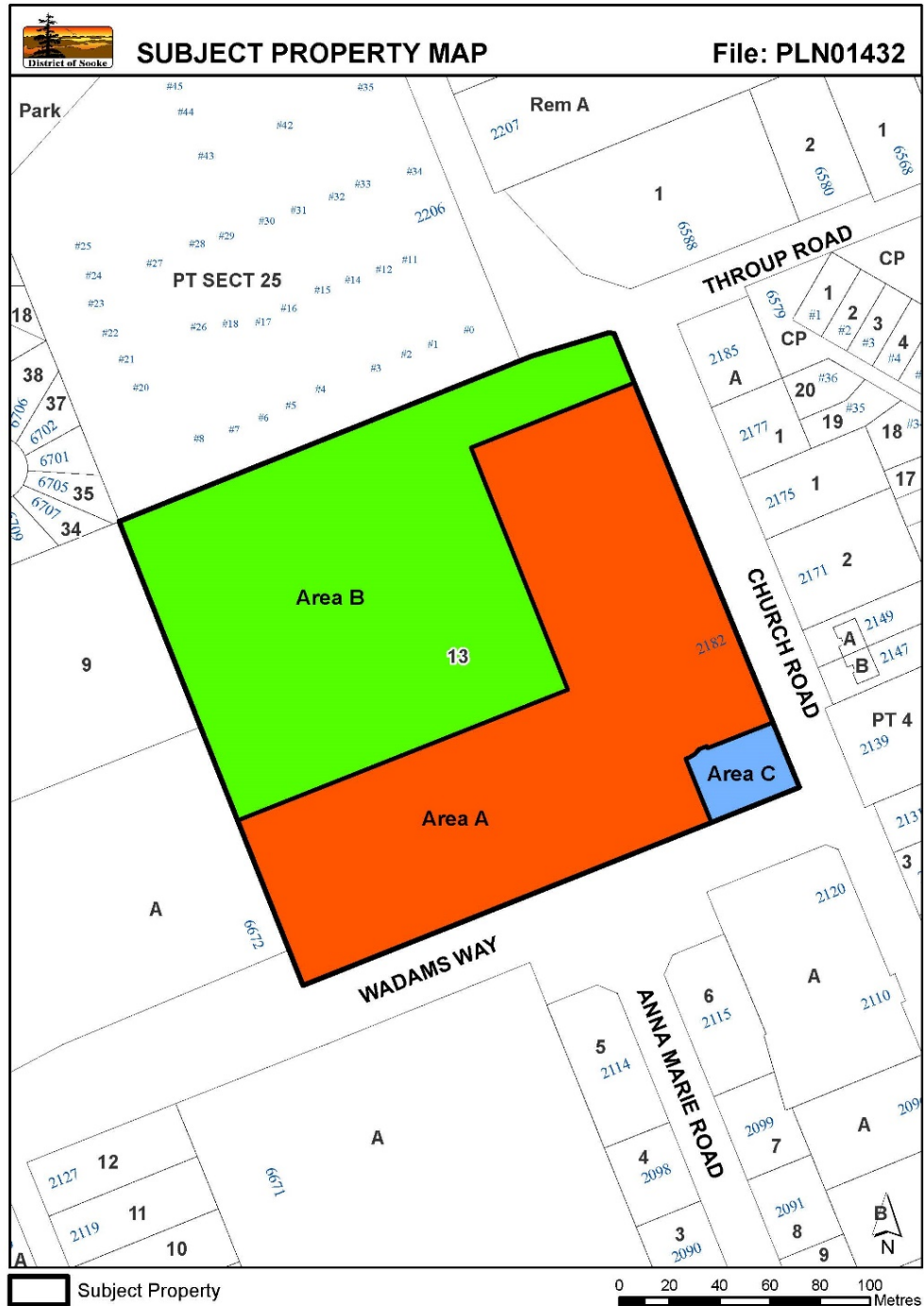
- a) Despite section 12.3 Standard Suburban Local SDD-R03 in *Subdivision and Development Standards Bylaw*, the road cross-section standards for the internal **public roads** in the CD Zone are summarized in Table 1 with the roadway classification shown on Appendix “B”.

Table 1 – Road Classification and Cross-Section Details

Roadway Classification	Sidewalk	Boulevard	Travel Lane	Parking
Road C	2.0 m (both sides)	1.62 m (one side) 0.50 m (one side) 2.5 m swale/boulevard (both sides)	7 m (3.5 m & 3.5 m) minimum travel lane	2.5 m (one side)
Portion of Road B between Road F and Lane E	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	2.50 (one side)
Road F	2.0 m (one side)	1.35 m (one side)	7 m (3.5 m & 3.5 m) minimum travel lane	2.5 m (one side)
Lane H, Lane D, and Lane E (North of Road C)	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a
Lane E (South of Road C)	2.0 m (one side)	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a
Road J (Fire Access)	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a

- b) Additional cross-section details related to aspects of the site servicing not referenced here can be found in the *Subdivision and Development Standards Bylaw*.

814.12 Subject Property Map: The official map for this CD Zone is kept by the Corporate Officer, and forms part of this bylaw. The Subject Property Map is provided for information purposes only.



3. Bylaw No. 600, *Sooke Zoning Bylaw, 2013* is further amended in **Schedule A – Zoning Map** by deleting the *Wadams Way Comprehensive Development Zone (CD14)* zone to the property shown hatched and outlined in black on Schedule A to this bylaw and legally described as:

Lot 13, Section 10, Sooke District, Plan VIP1057, Except .036 of an acre thereof conveyed to the crown for road purposes as shown on explanatory plan deposited under No 68404I and except part in Plan EPP32377

4. Appendix “B” is attached to and forms part of the Wadams Way Comprehensive Development Zone (CD14) zone.
5. If any portion of this bylaw is set aside by a Court of competent jurisdiction, the portion is severed and the valid remainder shall remain in force and effect.

Read a FIRST time the 13 day of October, 2020

Read a SECOND time the 9 day of November, 2020

PUBLIC HEARING held the day of , 2020

Read a THIRD time the day of , 2020

APPROVED by the Ministry of Transportation and Infrastructure the day of , 2020

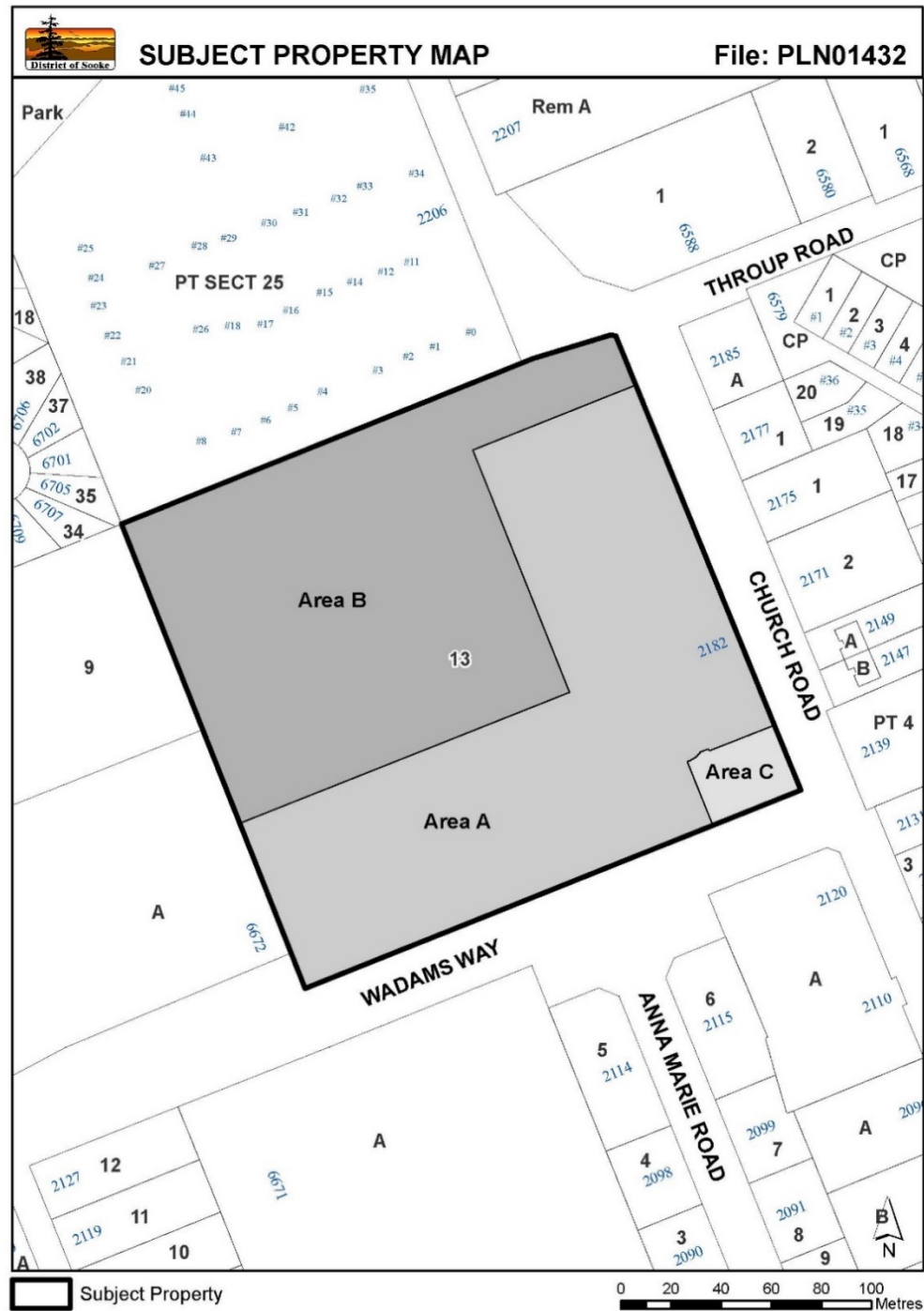
ADOPTED on the day of , 2020

Maja Tait
Mayor

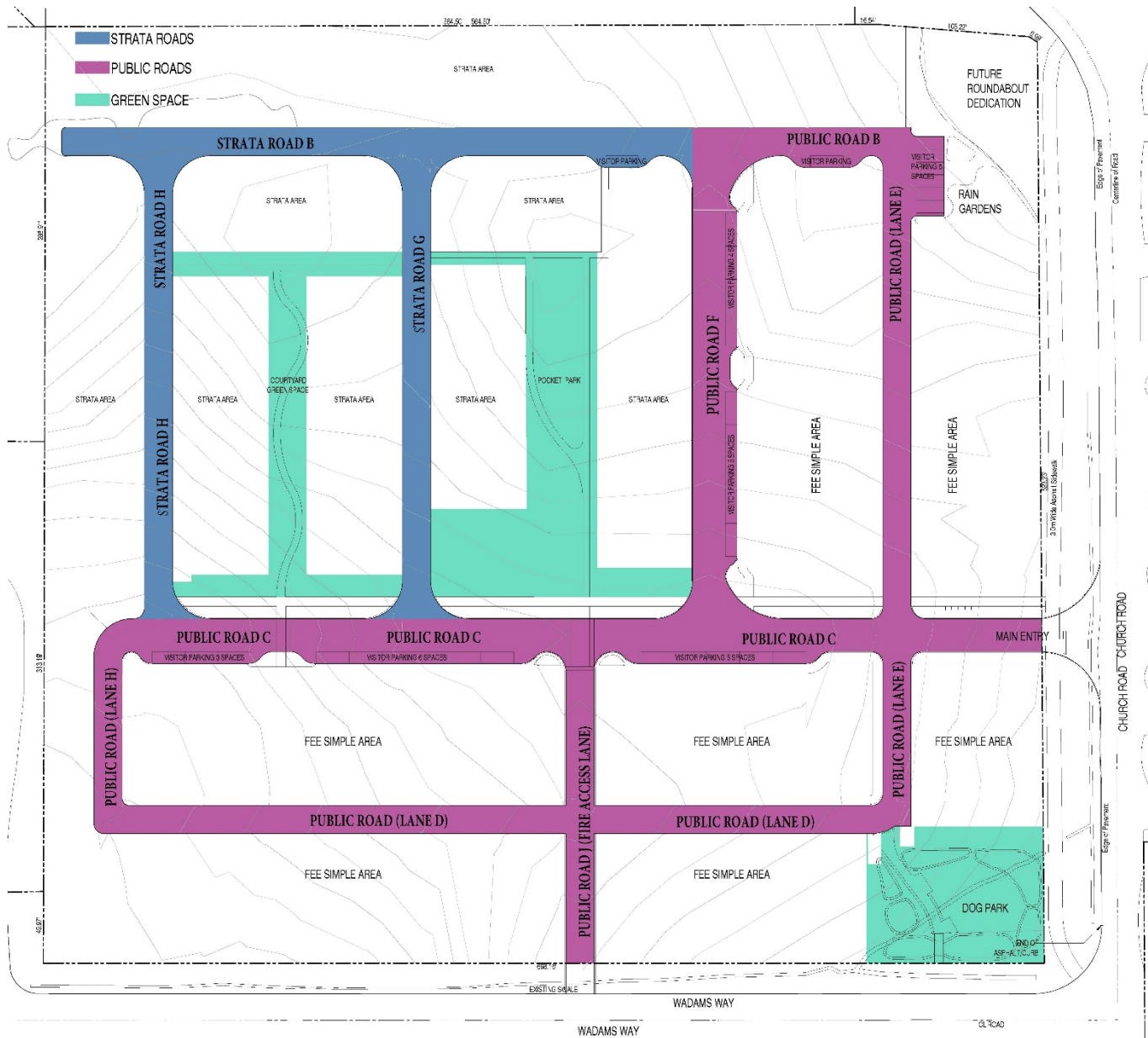
Carolyn Mushata
Corporate Officer

FOR INFORMATION ONLY: Section 219 Covenants registered in the Victoria Land Titles office
under numbers _____ on the ____ day of _____, 2020.

SCHEDULE A



APPENDIX B



This page intentionally left blank.



2182 Church Road

RECOMMENDATION:

THAT Council amend *Zoning Amendment Bylaw No. 791 (600-80), 2020* by striking out the phrase "Single family dwelling - 10.5 m" and replacing it with the phrase "Single family dwelling - 11 m" in section 814.7(a) and striking out the phrase "Accessory buildings - 4 m" and replacing it with the phrase "Accessory buildings - 6 m" in section 814.7(d);

AND THAT Council give Third reading to *Zoning Amendment Bylaw No. 791 (600-80), 2020* as amended;

AND THAT Council accept approximately 1025 m² of park land dedication, and accept cash-in-lieu for the remainder of the required 5% parkland dedication as per section 510 of the Local Government Act.

AND THAT prior to final adoption of Zoning Amendment Bylaw No. 791, the owner enter into Section 219 covenants to address parkland dedication and construction, road dedication and construction, secure public use of strata greenspace, frontage improvements, servicing requirements, a pedestrian-activated signalized crosswalk, statutory rights-of-way, park maintenance and other necessary works and services

Report Summary:

Staff would like to correct an oversight in Bylaw No. 791. The maximum height for a single family dwelling should be 11 meters, not 10.5 meters and the maximum height for an accessory building should be 6 meters, not 4 meters.

Bylaw No. 791 received 1st reading on October 13th, 2020 and 2nd reading on November 9, 2020.

Attached Documents:

[Proposed Amendments at third reading - 791 \(600-80\) Zoning Amend BL-2182 Church Road, 2020](#)

Approved by
Matthew Pawlow, Director of Planning & Development
Carolyn Mushata, Corporate Officer
Norm McInnis, Chief Administrative Officer

Approved - 01 Dec 2020
Pending
None



DISTRICT OF SOOKE ZONING AMENDMENT BYLAW NO. 791

A bylaw to amend Bylaw No. 600 *Sooke Zoning Bylaw, 2013* for the purpose of amending the Wadams Way Comprehensive Development Zone (CD14) on the property located at 2182 Church Road.

The Council of the District of Sooke, in open meeting assembled, enacts as follows:

1. This bylaw is cited as *Zoning Amendment Bylaw No.791 (600-80)*, 2020.
2. Bylaw No. 600, Sooke Zoning Bylaw, 2013, is amended by deleting Schedule 814 - Wadams Way Comprehensive Development Zone (CD14) by deleting Schedule 814 in its entirety, and replacing it with the following:

"Schedule 814 – Wadams Way/Church Road (CD14)"

CD14

Wadams Way CD Zone

814.1 Purpose: This zone provides for street-oriented porch-front single-family dwellings on narrow fee simple lots with rear lane vehicular access, medium density townhouses with amenity areas and a public park. The intent of the development is to encourage social interaction and to create a stronger sense of community and security by maximizing resident and pedestrian oriented spaces.

814.2 Permitted Uses:

Area A - Single Family Residential

Principal Uses

- a) Horticulture
- b) One single family dwelling per lot*
- c) One temporary construction and real estate marketing office
- d) Show home

Accessory Uses

- a) Boarding and lodging
- b) Home-based business

*See conditions of use

Area B – Multi-Family Residential

Principal Uses

- a) Horticulture
- b) Townhouse*
- c) One temporary construction and marketing office
- d) One amenity building for assembly use

Accessory Uses

- a) Limited home-based business
- b) Park
- c) Playground

*See conditions of use

Area C – Park

Principal Uses

- a) Park
- b) Institutional accessory to a park
- c) Assembly use
- d) Playground

814.3

Conditions of Use for Area A

- a) Suites are not permitted.
- b) Single family dwelling permitted on lots 8.5 m or more in width.
- c) All vehicular access and parking must be from a rear lane and located in the rear yard.
- d) 50% of the single-family dwellings shall have a covered front porch with a minimum of nine (9) single family dwellings fronting Wadams Way and a minimum of six (6) single family dwellings fronting Church Road.
- e) The setback distance to a front lot line may be reduced to 1.5 metres for covered porches and entranceways, including stairs that do not exceed 1.2 metres in height.
- f) The setback distance to a lane lot line for a single family dwelling may be reduced to 1.2 m providing vehicle access to the accessory building is from a lane.
- g) The setback distance to a side lot line for an accessory building may be reduced to 0.75 m on one side yard setback.

814.4

Conditions of Use for Area B

- a) Suites are not permitted.
- b) The setback distance to a flanking lot line for a Townhouse and Amenity building may be reduced to 2 m on one flanking yard setback and the distance to the covered porch may be reduced to 1 m on one flanking yard setback providing:
 - i. there is no vehicle access from the flanking lot line; and
 - ii. parking spaces are not sited within the flanking yard.
- c) The setback distance to a rear lot line for a Townhouse building may be reduced to 3 m providing:
 - i. there is no vehicle entrance on the side adjacent to the reduced rear yard.

814.5 Subdivision Regulations

- a) Minimum lot size for Area A - 250 m²
- b) Minimum lot size for Area B - 1000 m²
- c) Panhandle lots are not permitted

814.6 Overall Density:

- a) The number of dwelling units of all types in Areas A and B shall not exceed 133.
- b) The maximum density in Area B shall not exceed 50 dwelling units/ha.

814.7 Maximum Height:

- a) Single family dwelling - 11 m
- b) Townhouse - 15 m
- c) Amenity building — 18 m
- d) Accessory buildings - 6 m

814.8 Maximum Lot Coverage:

- a) Area A - 60%
- b) Area B - 45%

814.9 Minimum Setbacks:

Use	Front Lot Line	Flanking Lot Line	Side Lot Line	Rear Lot Line	Rear Lane Lot Line
Single Family Dwelling	3.0 m*	2.0 m	1.2 m	1.5 m*	10.0 m
Accessory Building or Structure	1.5 m	3.0 m	1.2 m*	3.0 m	0.3 m
Townhouse	3.0 m	3.0 m*	4.0 m*	4.5 m*	n/a
Amenity building	3.0 m	3.0 m	1.2 m	3.0 m	n/a

*See conditions of use

814.10 Minimum Amenity Area for Area B: 8%

814.11 Road Standards

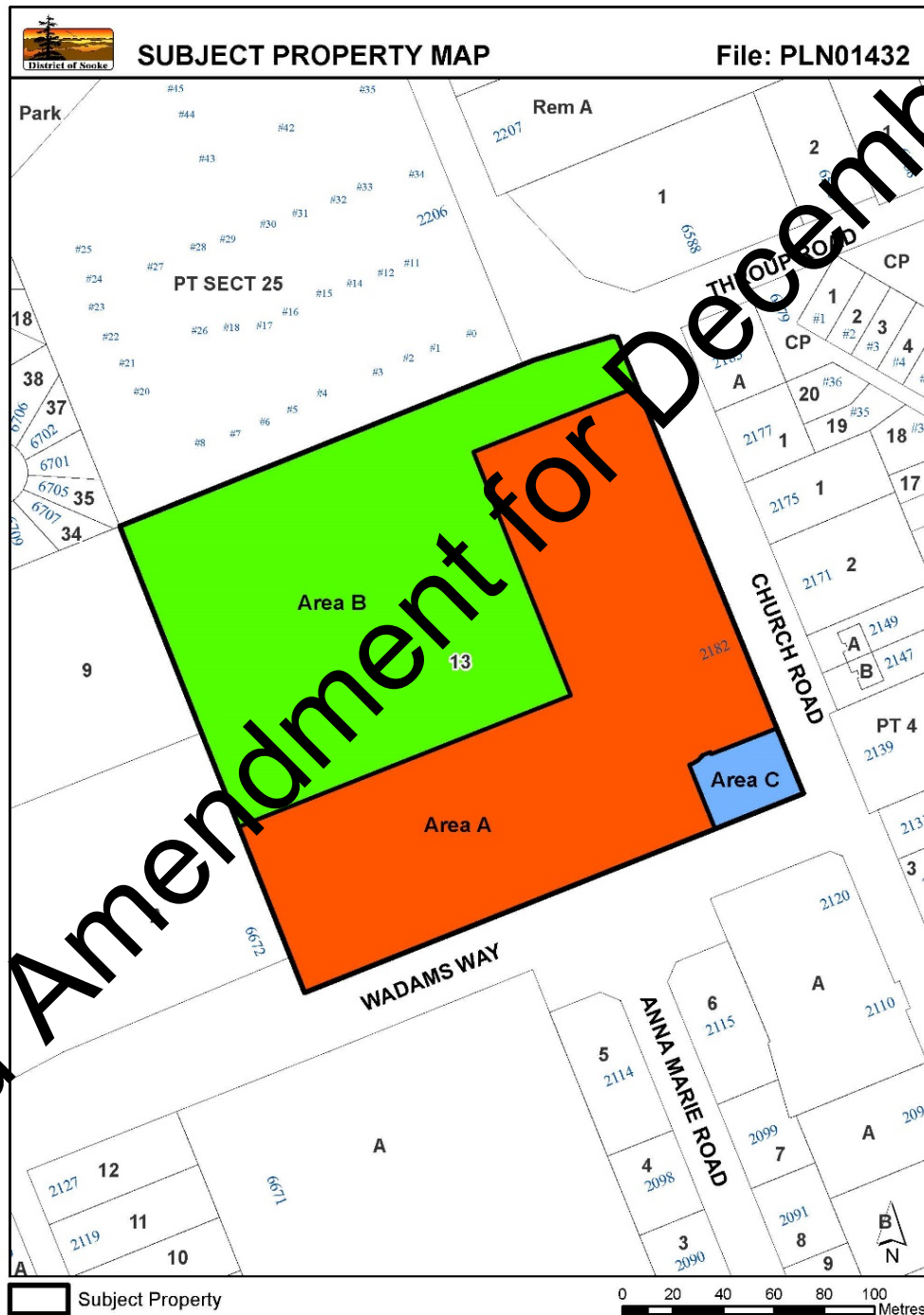
- a) Despite section 12.3 Standard Suburban Local SDD-R03 in *Subdivision and Development Standards Bylaw*, the road cross-section standards for the internal **public roads** in the CD Zone are summarized in Table 1 with the roadway classification shown on Appendix “B”.

Table 1 – Road Classification and Cross-Section Details

Roadway Classification	Sidewalk	Boulevard	Travel Lane	Parking
Road C	2.0 m (both sides)	1.62 m (one side) 0.50 m (one side) 2.5 m swale/boulevard (both sides)	7 m (3.5 m & 3.5 m) minimum travel lane	2.5 m (one side)
Portion of Road B between Road F and Lane E	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	2.50 (one side)
Road F	2.0 m (one side)	1.35 m (one side)	7 m (3.5 m & 3.5 m) minimum travel lane	2.5 m (one side)
Lane H, Lane D, and Lane E (North of Road C)	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a
Lane E (South of Road C)	2.0 m (one side)	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a
Road J (Fire Access)	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a

- b) Additional cross-section details related to aspects of the site servicing not referenced here can be found in the *Subdivision and Development Standards Bylaw*.

814.12 Subject Property Map: The official map for this CD Zone is kept by the Corporate Officer, and forms part of this bylaw. The Subject Property Map is provided for information purposes only.



3. Bylaw No. 600, *Sooke Zoning Bylaw, 2013* is further amended in **Schedule A – Zoning Map** by deleting the *Wadams Way Comprehensive Development Zone (CD14)* zone to the property shown hatched and outlined in black on Schedule A to this bylaw and legally described as:

Lot 13, Section 10, Sooke District, Plan VIP1057, Except .036 of an acre thereof conveyed to the crown for road purposes as shown on explanatory plan deposited under No 68404I and except part in Plan EPP32377

4. Appendix “B” is attached to and forms part of the Wadams Way Comprehensive Development Zone (CD14) zone.
5. If any portion of this bylaw is set aside by a Court of competent jurisdiction, the portion is severed and the valid remainder shall remain in force and effect.

Read a FIRST time the 13 day of October, 2020

Read a SECOND time the 9 day of November, 2020

PUBLIC HEARING held the day of , 2020

Read a THIRD time the day of , 2020

APPROVED by the Ministry of Transportation and Infrastructure the day of , 2020

ADOPTED on the day of , 2020

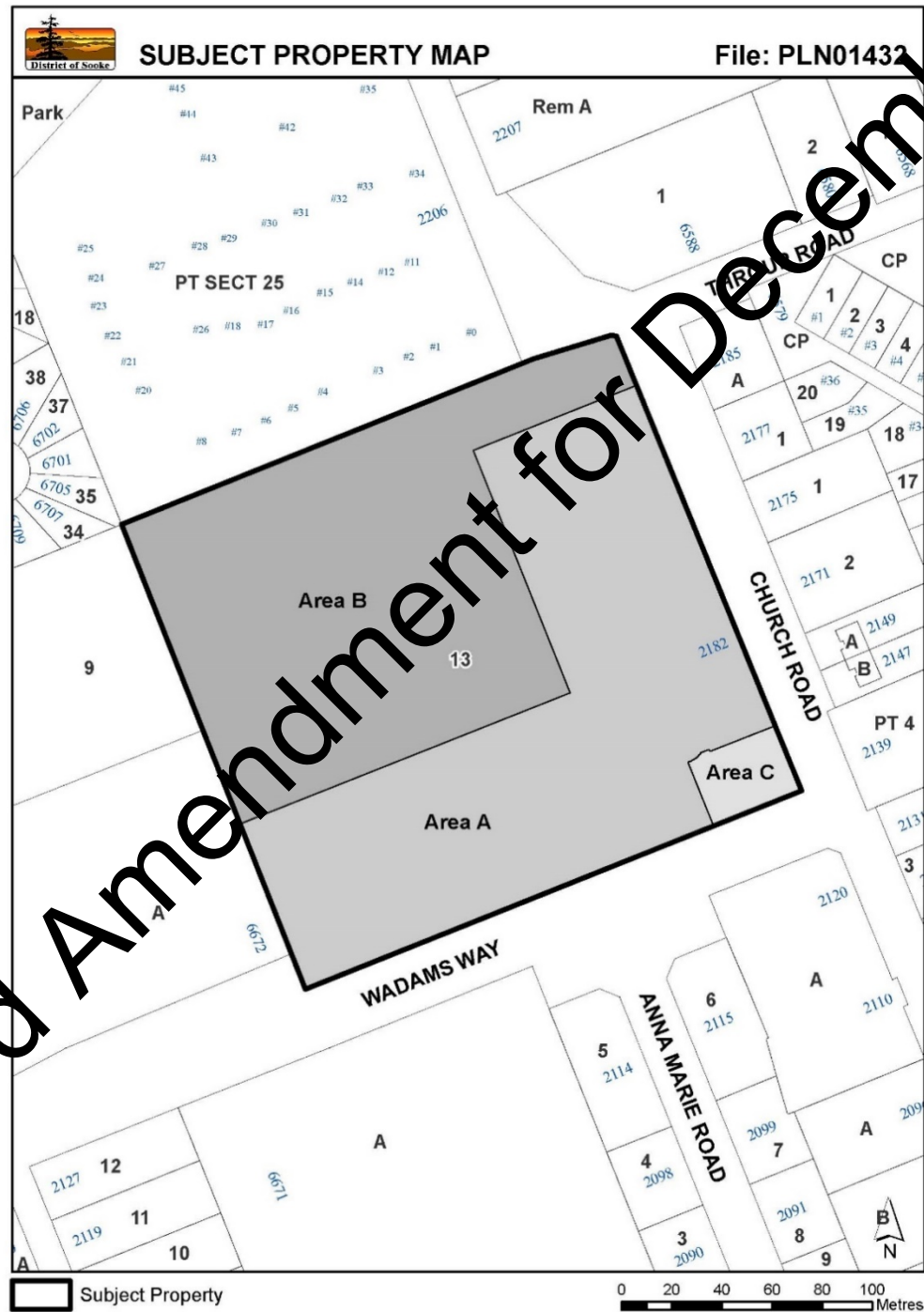
Mayor
M. Felt

Carolyn Mushata
Corporate Officer

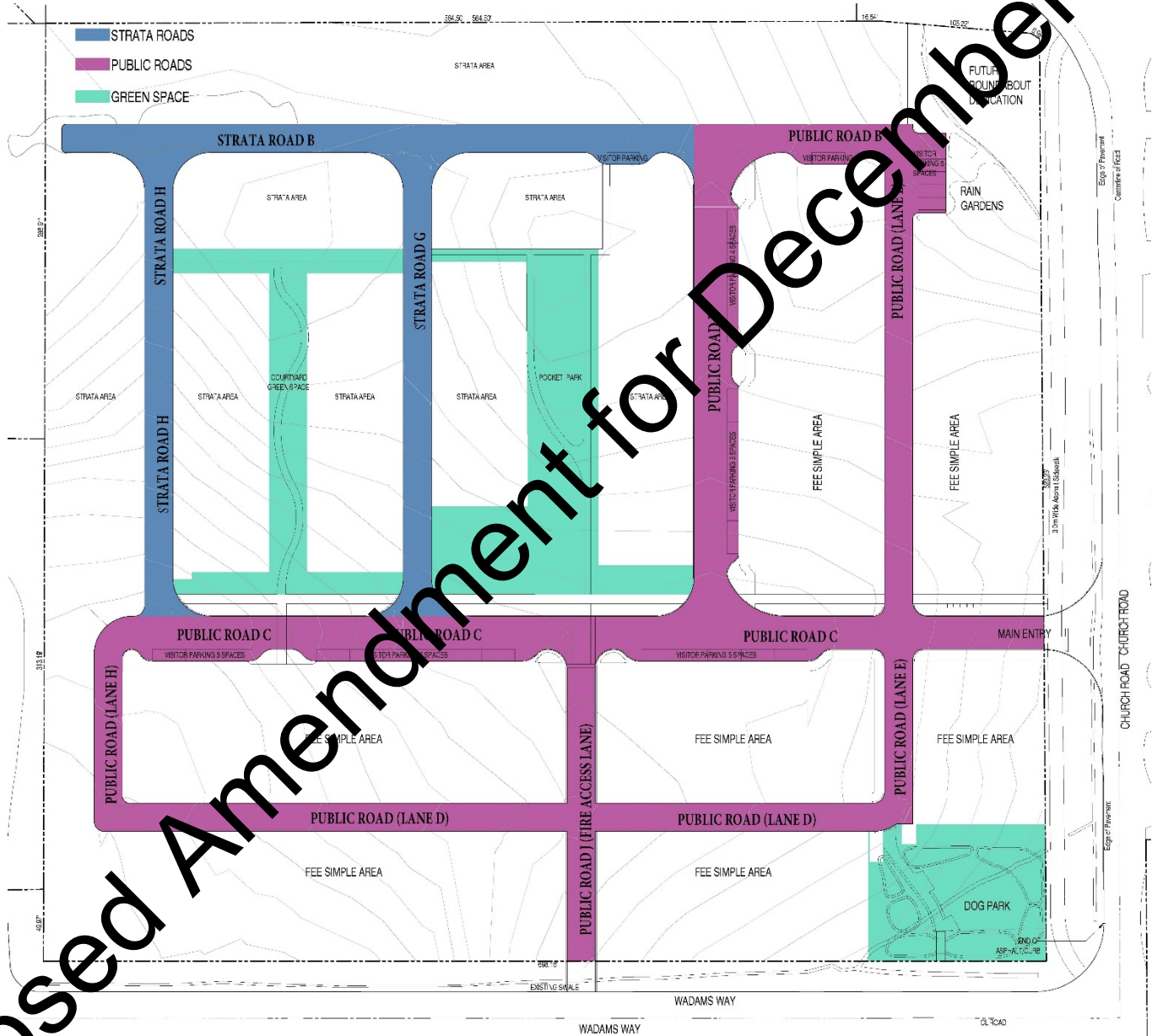
FOR INFORMATION ONLY: Section 219 Covenants registered in the Victoria Land Titles office
under numbers _____ on the ____ day of _____, 2020.

Proposed Amendment for December 14

SCHEDULE A



APPENDIX B





MINUTES
District of Sooke
Regular Council Meeting
November 9, 2020 7:00 PM
Council Chamber
2225 Otter Point Road
Sooke, BC

COUNCIL PRESENT:

Mayor Maja Tait (electronic participation)
Councillor Jeff Bateman
Councillor Al Beddows
Councillor Dana Lajeunesse
Councillor Ebony Logins (electronic participation)
Councillor Tony St-Pierre (electronic participation)

STAFF PRESENT:

Norm McInnis, Chief Administrative Officer
Carolyn Mushata, Director of Corporate Services
Raechel Gray, Director of Finance
Kenn Mount, Director of Community Safety
(electronic participation)
Matthew Pawlow, Director of Planning & Development
(electronic participation)
Jeff Carter, Director of Operations
(electronic participation)
Jennifer Royer-Collard, Corporate Services Assistant

ABSENT:

Councillor Megan McMath

12. BYLAWS

12.1. Zoning Amendment Bylaw No. 791 (600-80), 200 - 2182 Church Road

The Director of Planning & Development provided an overview of the written staff report, which included information to address concerns and comments from a past meeting regarding the zoning amendment at 2182 Church Road. Specifically, the affordable housing contribution, public park dedication, emergency access, childcare provision, options for commercial use, lot size and parking requirements.

Council discussion:

- Clarification was provided on the park dedication; it will be opposed to where the proposed round-about will be located and is identified as a public dog park.
- Appreciation for connectivity with the pedestrian trail connecting the development to Wadams, with an access trail available for public use.
- Concerns with the tight parking.
 - Luke Ramsay, the developer, advised that each unit has been provided with two (2) exterior parking stalls in the driveway, knowing most homeowners will not park in their garage.
- The installation of Electric Vehicle chargers in every unit meets the District's climate goals and the developer is the first in BC to implement this requirement.
- There were inquiries as to the assessment of wildlife corridors and the planning that would be in place to manage animals in the area and the rehabilitation of the property.

- Mr. Ramsay advised that the development had hired a professional to assess the current state of the riparian area, provide ongoing onsite reviews and offer direction on the rehabilitation of the area. The design includes an assessment of projects' impact on the surrounding area, and wildlife, which will ensure the impact is as limited as possible and that the areas are restored once construction is completed for the reintroduction of wildlife.
- Lack of opportunity to encourage food security with the proposed housing development on small lots.
- Councillor Logins was opposed due to the heavy impact on the community and the lack of public consultation required for the size of the project.

2020-340

MOVED by Mayor Maja Tait, seconded by Councillor Tony St-Pierre:

THAT Council receive this report as supplemental information to RPT-2020-0124 Zoning Bylaw Amendment - 2182 Church Road that was heard by Council on October 13, 2020;

THAT Council give Second Reading to *Zoning Amendment Bylaw No. 791 (600-80), 2020*, to amend the Wadams Way Comprehensive Development Zone (CD14);

THAT Council authorize staff to schedule a Public Hearing for *Zoning Amendment Bylaw No. 791 (600-80), 2020*, in accordance with Section 466 of the *Local Government Act*;

THAT Council accept approximately 1025 m2 of parkland dedication, and accept cash-in-lieu for the remainder of the required 5% parkland dedication requirement as per section 510 of the *Local Government Act*; and

THAT prior to final adoption of *Zoning Amendment Bylaw No. 791*, the owner enters into Section 219 covenants to address parkland dedication and construction, road dedication and construction, secure public use of strata greenspace, frontage improvements, servicing requirements, a pedestrian-activated signalized crosswalk, statutory rights-of-way, park maintenance and other necessary works and services.

CARRIED.

In Favour: Mayor Maja Tait, Councillor Jeff Bateman, Councillor Al Beddows, Councillor Dana Lajeunesse, and Councillor Tony St-Pierre

Opposed: Councillor Ebony Logins

Absent: Councillor Megan McMath



2182 Church Road Zoning Amendment - Supplementary Report

RECOMMENDATION:

THAT Council receive this report as supplemental information to RPT-2020-0124 Zoning Bylaw Amendment - 2182 Church Road that was heard by Council on October 13, 2020; and

THAT Council give Second reading to *Zoning Amendment Bylaw No. 791 (600-80), 2020* to amend the Wadams Way Comprehensive Development Zone (CD14); and

THAT Council authorize staff to schedule a Public Hearing for *Zoning Amendment Bylaw No. 791 (600-80), 2020*, in accordance with Section 466 of the *Local Government Act*, and

THAT Council accept approximately 1025 m² of park land dedication, and accept cash-in-lieu for the remainder of the required 5% parkland dedication requirement as per section 510 of the *Local Government Act*;

AND THAT prior to final adoption of *Zoning Amendment Bylaw No. 791*, the owner enter into Section 219 covenants to address parkland dedication and construction, road dedication and construction, secure public use of strata greenspace, frontage improvements, servicing requirements, a pedestrian-activated signalized crosswalk, statutory rights-of-way, park maintenance and other necessary works and services.

Report Summary:

This report is supplemental information for the zoning amendment which was heard by Council on October 13th, 2020. The purpose of this report is to address concerns and comments raised by Council during the October 13th, 2020 Council meeting. Staff have met with the applicant in preparation of this report and discussed solutions.

Previous Council Action:

October 13, 2020 - Council gave first reading to the bylaw cited as *Zoning Amendment Bylaw No. 791 (600-80), 2020* to amend the Wadams Way Comprehensive Development (CD14) zone on 2182 Church Road.

March 21, 2016 - Council adopted *Zoning Amendment Bylaw No. 622 (600-19)* to rezone 2182 Church Road from Large Lot Residential (R1) to Wadams Way Comprehensive Development (CD14) zone.

Report:

On October 13th, 2020 the following concerns were raised by Council:

1. Affordable housing contribution
2. Increased park space for public
3. Wadams way access to be open versus emergency access only
4. Provision of childcare
5. Commercial uses
6. 250m2 lot size
7. Parking

1. Affordable Housing

The current covenant on the land that the developer and the District agreed to when the property was rezoned in 2016 for 133 residential units stipulates that the developer will either designate and construct a minimum of 10% of the dwelling units approved by the zone as affordable housing units (this would equate to 14 units, 10% of 133 units) or the developer will provide cash in lieu of the affordable housing units. Cash in lieu was calculated to be \$10,000 for each **10th** unit (this was how the 10% was calculated) which equates to \$1000 per unit. The covenant specified the contribution would be to a maximum of \$130,000. Planning acknowledges a clerical error in the covenant as the "maximum amount" should say "to a maximum of \$133,000" as this will ensure that the cash in lieu contribution is not less than \$1000 per unit, which was the intent. The Developer is fine with correcting the error and is committed to providing \$1000 per unit for a total value of \$133,000.

The Official Community Plan - Housing Policy 4.7.3

(b) requires a minimum of 10% of all multi-family developments be affordable residential housing as defined by the District of Sooke.

(f) requires a minimum of 10% of all single-family subdivisions be affordable housing lots as defined by the District of Sooke.

(g) consider allowing developers the flexibility to provide their required affordable housing in different forms thus creating an 'affordable housing mix' in new developments, e.g. secondary suites, condominium rental units, cash, or land in lieu to the District of Sooke towards on/off-site affordable housing.

(h) require that, within large residential developments, at least 25% of the total dwelling units proposed should take the form of equivalent multi-family residential units.

There is no increase to the density from the original rezoning approved in 2016, a zoning application that was evaluated under the current OCP. The affordable housing contribution satisfies OCP housing policies in section 4.7.3 as the developer is providing an affordable housing contribution of \$1000 per unit for a total value of \$133,000 to Bylaw No. 259 *Housing Reserve Fund Establishment Bylaw* and of the total dwelling units proposed, more than half, approximately 59% will be in the form of multi-family residential units.

2. Increased Park for Public Use

To respond to Council's request for increased park space, the developer proposes to satisfy this by allowing public use of the strata greenspace. The strata greenspaces are well connected to public sidewalks and roads and signage will be installed by the

developer welcoming public use of this space. The amenities proposed within the strata greenspace are public oriented and include a plaza with an outdoor patio/picnic area, walking paths, a children's play structure which will include a climbing structure and free standing pieces designed to provide play experiences for a range of ages, including toddlers, multi-purpose court and grass areas (Attachment 2). The design of this play area will be finalized as part of the development permit that Council will review. The size of the strata greenspace is approximately 1550 m² with an approximately 775 m² courtyard for a total of 2325 m² (25,000 ft²). The area highlighted in pink on Attachment 2 shows the area for use by the public, approximately 919 m² (9890 ft²).

Public use of the strata greenspace, the playground construction, the equipment and maintenance will be secured through a section 219 covenant and a statutory right of way for public access. The strata will be responsible for the maintenance of the strata greenspaces and all amenities within it.

In order to provide a good connection with the adjacent community and nearby parks, the developer is constructing a 2.5 m wide Multi-Use pathway along the entire frontage of Wadams Way, a signalized crosswalk at Anna Marie Road and sidewalks along all dedicated municipal roads throughout the development.

To summarize the parkland proposal:

- A dog park constructed at the developer's expense to the satisfaction of the Manager of Parks and Environmental Services at 1025 m²,
- Cash-in-lieu of remaining 2.5% parkland,
- Construction of strata greenspace at the developer's expense to the satisfaction of the Manager of Parks and Environmental Services with SRW and covenant for public use of approximately 919 m² of the strata greenspace.

3. Wadams Way Access

Council has expressed concern with the proposed single access/egress off Church Road. Staff are reconfirming that the recommendations of the Traffic Impact Assessment (TIA) are acceptable, and find the single access more favourable than adding a second access off Wadams Way. A second access off Wadams Way will have little to no effect on the projected Level of Service (LOS), at the intersection of Sooke Road and Church Road. Site observations and modelling of conditions with the single Church Road access found that there is minimal existing congestion on Church Road during the peak periods of the day (AM/PM commuting periods) and vehicles entering the single site access will have no impact on Church Road traffic. The vehicles exiting the site (from the single driveway) will have average delays of less than 18 seconds which is reasonable/acceptable delay in peak hour. The addition of a second access on Wadams Way may slightly reduce the exiting average delay; however, the second driveway will add to the delays for vehicles turning off Wadams Way onto Church Road.

Staff do not consider the minimal reduction on the Church Road exit delays to be worth the trade-off of creating additional conflict points with both pedestrians and vehicles along the Wadams Way connector and increasing vehicle delays on Wadams Way at Church Road. The primary points of conflict, for a Wadams Way access, would be with pedestrians and cyclists along the proposed multi-use trail. In addition, the Wadams

Way access would add east-west vehicle conflicts, due to turns from Wadams Way, which has reduced sightlines due to the hill to the west and the close proximity of the Church Road intersection to the east, as well as turning conflicts with the Anna Marie Road intersection. Ultimately the aim of the connector road (Wadams Way) is to move vehicle and pedestrian traffic across town safely, which means access managing the corridor to minimize conflicts or interruptions, and limiting unnecessary accesses is a key way to achieve this goal.

The final concern noted was in regards to the emergency access to the site. The fire department supports the configuration as shown for its own emergency response, and in the case of an emergency requiring large-scale evacuation, the bollard in the emergency access lane could be easily removed to allow for a second egress. It is for all the above reasons that staff support the single access off Church Road as proposed by the TIA.

4. Provision of Child Care

In keeping within the current density in which the property is zoned, residential use at 133 units, the developer has not incorporated a Child Care Facility. The design of the site which includes a Child Care facility would be significantly different from the development proposed which would include a change of the road layout and a reduction in the amount of ground-oriented housing on the site.

As the matter was not a requirement by way of covenant, nor a standing District policy, the applicant is not prepared to provide land and/or a monetary contribution toward child care at this time. The applicant is willing to explore the matter with staff in future at an alternative location as part of a potential development application that the applicant believes could be better incorporated within a detailed planning process.

5. Commercial Uses

The OCP land use designation of this site is Community Residential (CR). Land use policies for the CR designation support a mix of single and multiple-family residential dwellings. The OCP supports small, neighbourhood-scale commercial units in new developments, however, with this site's location at the edge of the Town Centre, and at the risk of the neighbourhood commercial component competing with Town Centre redevelopment, it was recommended that the site focus on residential development. Sooke's Town Centre Plan, 2009 includes the following policies that support this position:

- Concentrate retail uses, personal services and entertainment within the Town Centre (p. 15)
- Concentrate community services and facilities in the Town Centre (p. 18)
- Limit further rezoning for commercial use of properties outside the established commercial core (p. 15)
- Promote the vitality of the Town Centre and encourage commercial growth on the waterfront and in the Town Centre (p. 58)

6. Single-Family Lot Size

The proposed 250 m² lots will provide an attractive pedestrian-oriented streetscape with front porches and parking off a rear lane. Small lots expand the housing options

available in Sooke and will provide additional diversity and choice within the transitioning neighbourhood of single-family residential on the outside peripheral of the Town Centre. Part II of the OCP on page 25 supports "a mix of smaller and larger lot sizes in the Community Residential area in existing and new developments to allow for a variety of dwelling types and sizes that appeal to several demographics and income levels." Section 4.2 Sustainable Land Use Policy supports small infill development to allow for a greater range of housing opportunities and choices. Attachment 3 provides preliminary planning and precedents for 250 m² lots with 60% lot coverage which are anticipated on this site. Staff will ensure the form and character of this type of housing is proposed in the development permit process.

7. Parking

Parking requirements for single-family homes and townhouses are addressed on the parcel per the Zoning Bylaw. The Zoning Bylaw requires 2 parking stalls per single-family dwelling and 1.5 parking stalls per townhouse unit.

78 townhouse units x 1.5 parking stalls = 117 parking stalls

54 single family dwellings x 2 parking stalls = 108 parking stalls

Total parking required = 225 parking stalls

The developer is meeting the Zoning Bylaw minimum parking requirements. Additional parking is being provided with 31 on-street parking stalls and the townhouse units are designed to accommodate 2 to 3 parking stalls, depending on the unit type, which exceeds the 1.5 parking stalls requirement. Staff has confirmed their previous count of 352 parking stalls discussed in the October 13th, 2020 staff report (Attachment 4).

In summary, this development is supported by the OCP and introduces a new variety of housing opportunities adjacent to the Town Centre that will provide:

- Significant pedestrian infrastructure within the site creating connections to Wadams Way and Church Road.
- Pedestrian infrastructure (a multi-use trail) and a pedestrian-activated signalized crosswalk on Wadams Way.
- Improvements to the existing frontage and multi-use trail along Church Road.
- The land required for the future construction of a roundabout at Church and Throup Road (valued at \$151,335 in 2016), and a contribution toward the interim intersection realignment for that intersection (valued at \$28,500).
- \$133,000 cash-in-lieu contribution for affordable housing.
- A small urban off-leash public dog park (2.5% of developable land)
- Cash-in-lieu for remaining 2.5% of 5% parkland dedication
- Public access to strata greenspace which includes a children's play area with a climbing structure and freestanding pieces, sports court, walkways and grass areas for playing/picnicking.
- Improved riparian features, functions and conditions through the use of rain gardens.

Legal Impacts:

Adoption of Bylaw No. 791 will be subject to the registration of a Section 219 Covenant required to be registered prior to final adoption of the zoning amendment bylaw.

Budget/Financial Impacts:

The current balance of the Affordable Housing Reserve Fund is \$139,260.68. The current balance of the Community Amenities Reserve Fund is \$58,200.00.

Frequently Asked Questions:**With the Housing Needs Assessment for Sooke now completed, when will an Affordable Housing Policy be presented?**

A clear, consistently applied policy will express the District's commitment to affordable housing. Staff are working on a draft policy to present to the new Land Use and Development Committee for discussion in the early new year.

What can cash-in-lieu of parkland funds be used for?

Bylaw No. 47, Park Land Reserve Fund Bylaw, 2001 requires that funds held within the Park Land Reserve Fund, together with interest earned, be used for the purpose of acquiring parkland.

What would be the approximate value of the cash-in-lieu of parkland?

If an owner is to pay cash-in-lieu, the value of the land is either a) the average market value of all the land in the proposed subdivision or b) if the local government and the owner agree on a value for the land, the value on which they have agreed. Cash-in-lieu of parkland dedication payments are collected prior to subdivision approval. Exact amounts are determined with the final subdivision survey.

Strategic Relevance:

- Manage long-term growth while enhancing community identity, vitality and safety - Continue to address housing affordability and accessibility for all income levels

Attached Documents:

[Attachment 1: 791 \(600-80\) Zoning Amend BL-2182 Church Road, 2020](#)

[Attachment 2: Greenspace calculation with strata greenspace details](#)

[Attachment 3 250 m2 lot size examples](#)

[Attachment 4: Oct 13 Staff Report](#)

Approved by

Matthew Pawlow, Director of Planning & Development

Carolyn Mushata, Corporate Officer

Norm McInnis, Chief Administrative Officer

Approved - 03 Nov 2020

Approved - 03 Nov 2020

Approved - 04 Nov 2020



DISTRICT OF SOOKE ZONING AMENDMENT BYLAW NO. 791

A bylaw to amend Bylaw No. 600 *Sooke Zoning Bylaw, 2013* for the purpose of amending the Wadams Way Comprehensive Development Zone (CD14) on the property located at 2182 Church Road.

The Council of the District of Sooke, in open meeting assembled, enacts as follows:

1. This bylaw is cited as *Zoning Amendment Bylaw No.791 (600-80), 2020*.
2. Bylaw No. 600, *Sooke Zoning Bylaw, 2013*, is amended by deleting Schedule 814 - Wadams Way Comprehensive Development Zone (CD14) by deleting Schedule 814 in its entirety, and replacing it with the following:

"Schedule 814 – Wadams Way/Church Road (CD14)"

CD14

Wadams Way CD Zone

814.1 Purpose: This zone provides for street-oriented porch-front single-family dwellings on narrow fee simple lots with rear lane vehicular access, medium density townhouses with amenity areas and a public park. The intent of the development is to encourage social interaction and to create a stronger sense of community and security by maximizing resident and pedestrian oriented spaces.

814.2 Permitted Uses:

Area A - Single Family Residential

Principal Uses

- a) Horticulture
- b) One single family dwelling per lot*
- c) One temporary construction and real estate marketing office
- d) Show home

Accessory Uses

- a) Boarding and lodging
- b) Home-based business

**See conditions of use*

Area B – Multi-Family Residential

Principal Uses

- a) Horticulture
- b) Townhouse*
- c) One temporary construction and marketing office
- d) One amenity building for assembly use

Accessory Uses

- a) Limited home-based business
- b) Park
- c) Playground

**See conditions of use*

Area C – Park

Principal Uses

- a) Park
- b) Institutional accessory to a park
- c) Assembly use
- d) Playground

814.3 Conditions of Use for Area A

- a) Suites are not permitted.
- b) Single family dwelling permitted on lots 8.5 m or more in width.
- c) All vehicular access and parking must be from a rear lane and located in the rear yard.
- d) 50% of the single-family dwellings shall have a covered front porch with a minimum of nine (9) single family dwellings fronting Wadams Way and a minimum of six (6) single family dwellings fronting Church Road.
- e) The setback distance to a front lot line may be reduced to 1.5 metres for covered porches and entranceways, including stairs that do not exceed 1.2 metres in height.
- f) The setback distance to a lane lot line for a single family dwelling may be reduced to 1.2 m providing vehicle access to the accessory building is from a lane.
- g) The setback distance to a side lot line for an accessory building may be reduced to 0.75 m on one side yard setback.

814.4 Conditions of Use for Area B

- a) Suites are not permitted.
- b) The setback distance to a flanking lot line for a Townhouse and Amenity building may be reduced to 2 m on one flanking yard setback and the distance to the covered porch may be reduced to 1 m on one flanking yard setback providing:
 - i. there is no vehicle access from the flanking lot line; and
 - ii. parking spaces are not sited within the flanking yard.
- c) The setback distance to a rear lot line for a Townhouse building may be reduced to 3 m providing:
 - i. there is no vehicle entrance on the side adjacent to the reduced rear yard.

814.5 Subdivision Regulations

- a) Minimum lot size for Area A - 250 m²
- b) Minimum lot size for Area B - 1000 m²
- c) Panhandle lots are not permitted

814.6 Overall Density:

- a) The number of dwelling units of all types in Areas A and B shall not exceed 133.
- b) The maximum density in Area B shall not exceed 50 dwelling units/ha.

814.7 Maximum Height:

- a) Single family dwelling - 10.5 m
- b) Townhouse - 15 m
- c) Amenity building — 18 m
- d) Accessory buildings - 4 m

814.8 Maximum Lot Coverage:

- a) Area A - 60%
- b) Area B - 45%

814.9 Minimum Setbacks:

Use	Front Lot Line	Flanking Lot Line	Side Lot Line	Rear Lot Line	Rear Lane Lot Line
Single Family Dwelling	3.0 m*	2.0 m	1.2 m	1.5 m*	10.0 m
Accessory Building or Structure	7.5 m	3.0 m	1.2 m*	3.0 m	0.3 m
Townhouse	3.0 m	3.0 m*	4.0 m*	4.5 m*	n/a
Amenity building	3.0 m	3.0 m	1.2 m	3.0 m	n/a

*See conditions of use

814.10 Minimum Amenity Area for Area B: 8%

814.11 Road Standards

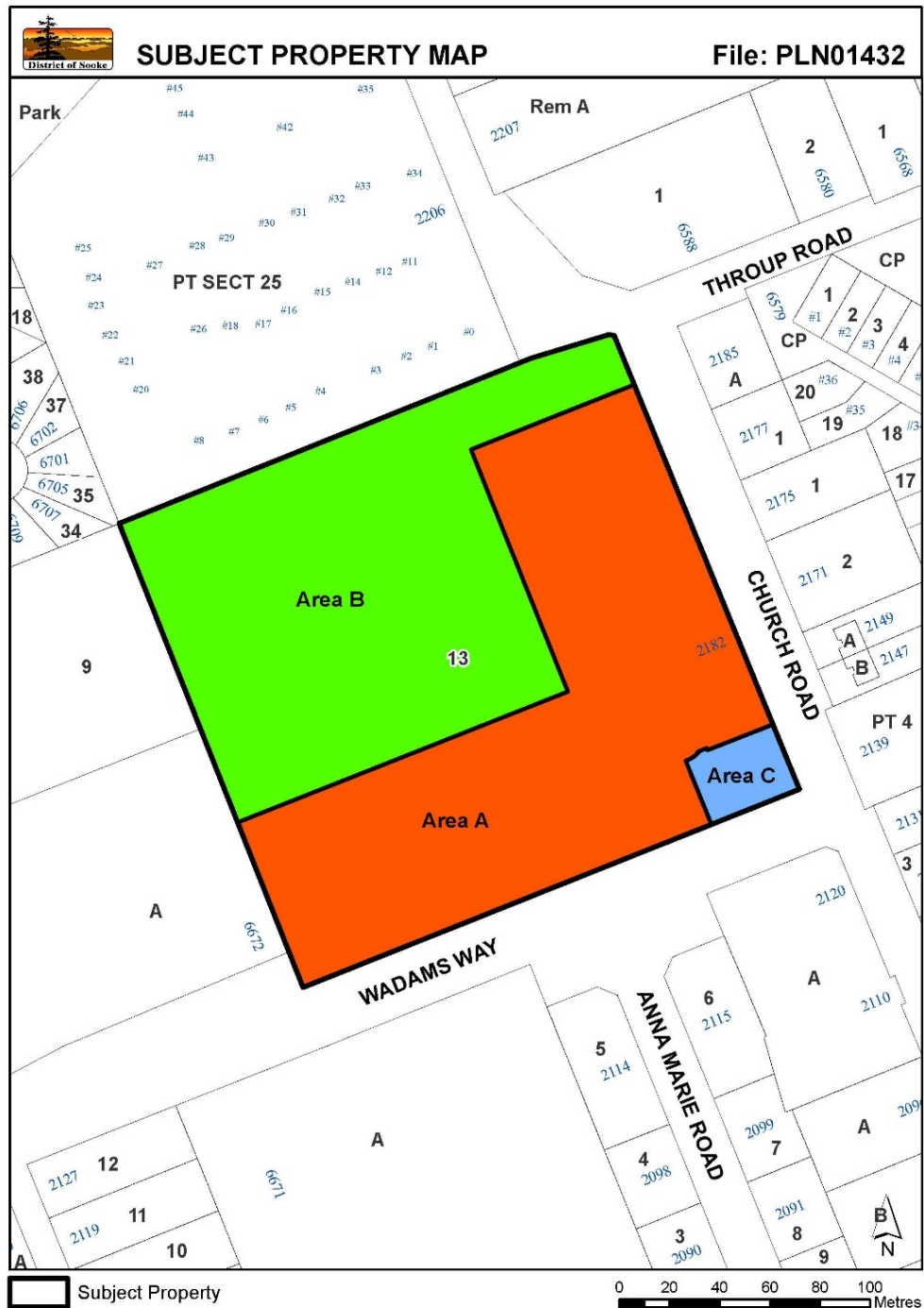
- a) Despite section 12.3 Standard Suburban Local SDD-R03 in *Subdivision and Development Standards Bylaw*, the road cross-section standards for the internal **public roads** in the CD Zone are summarized in Table 1 with the roadway classification shown on Appendix “B”.

Table 1 – Road Classification and Cross-Section Details

Roadway Classification	Sidewalk	Boulevard	Travel Lane	Parking
Road C	2.0 m (both sides)	1.62 m (one side) 0.50 m (one side) 2.5 m swale/boulevard (both sides)	7 m (3.5 m & 3.5 m) minimum travel lane	2.5 m (one side)
Portion of Road B between Road F and Lane E	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	2.50 (one side)
Road F	2.0 m (one side)	1.35 m (one side)	7 m (3.5 m & 3.5 m) minimum travel lane	2.5 m (one side)
Lane H, Lane D, and Lane E (North of Road C)	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a
Lane E (South of Road C)	2.0 m (one side)	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a
Road J (Fire Access)	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a

- b) Additional cross-section details related to aspects of the site servicing not referenced here can be found in the *Subdivision and Development Standards Bylaw*.

814.12 Subject Property Map: The official map for this CD Zone is kept by the Corporate Officer, and forms part of this bylaw. The Subject Property Map is provided for information purposes only.



3. Bylaw No. 600, *Sooke Zoning Bylaw, 2013* is further amended in **Schedule A – Zoning Map** by deleting the *Wadams Way Comprehensive Development Zone (CD14)* zone to the property shown hatched and outlined in black on Schedule A to this bylaw and legally described as:

Lot 13, Section 10, Sooke District, Plan VIP1057, Except .036 of an acre thereof conveyed to the crown for road purposes as shown on explanatory plan deposited under No 68404I and except part in Plan EPP32377

4. Appendix “B” is attached to and forms part of the Wadams Way Comprehensive Development Zone (CD14) zone.
5. If any portion of this bylaw is set aside by a Court of competent jurisdiction, the portion is severed and the valid remainder shall remain in force and effect.

Read a FIRST time the 13 day of October, 2020

Read a SECOND time the day of , 2020

PUBLIC HEARING held the day of , 2020

Read a THIRD time the day of , 2020

APPROVED by the Ministry of Transportation and Infrastructure the day of , 2020

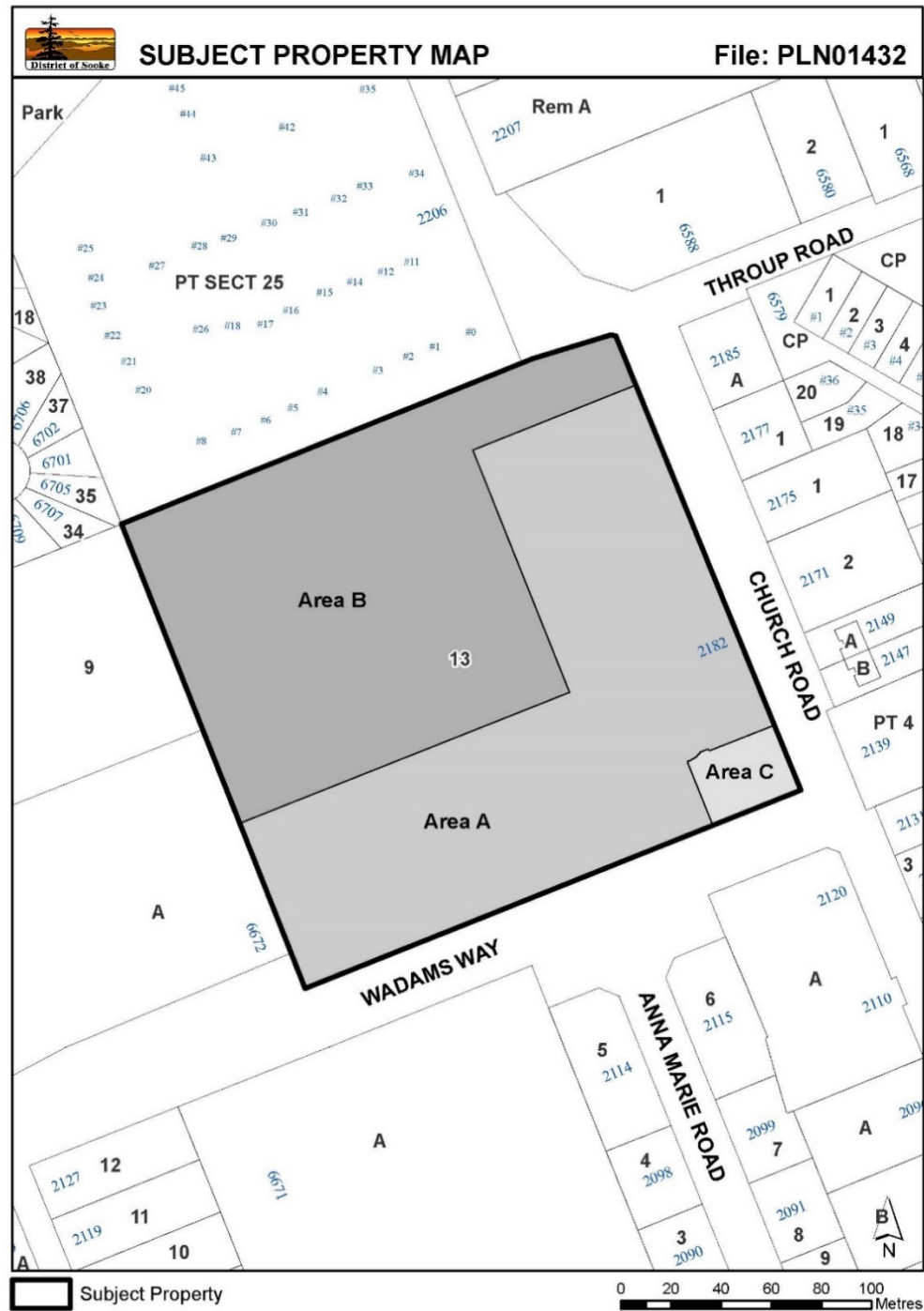
ADOPTED on the day of , 2020

Maja Tait
Mayor

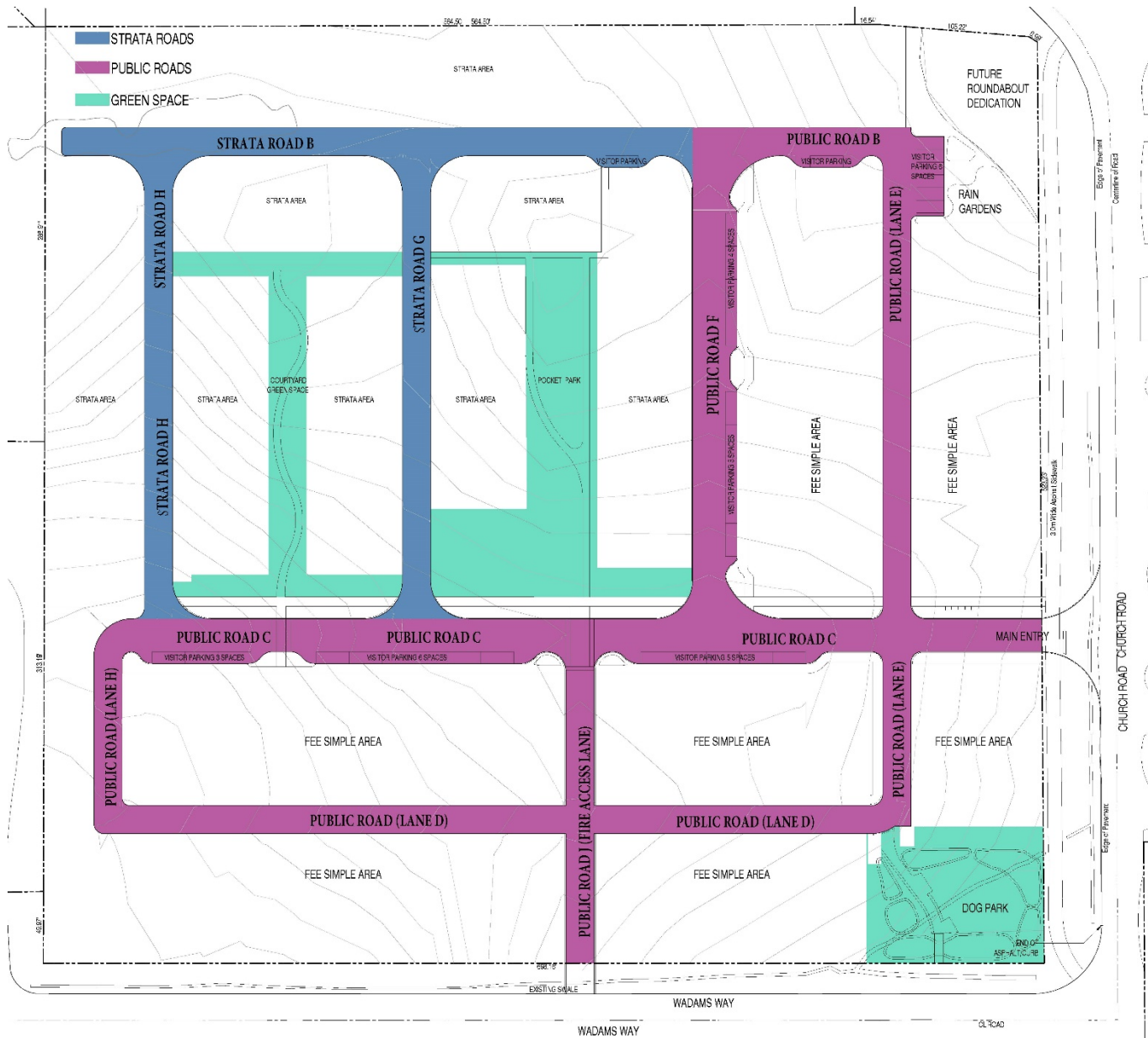
Carolyn Mushata
Corporate Officer

FOR INFORMATION ONLY: Section 219 Covenants registered in the Victoria Land Titles office
under numbers _____ on the ____ day of _____, 2020.

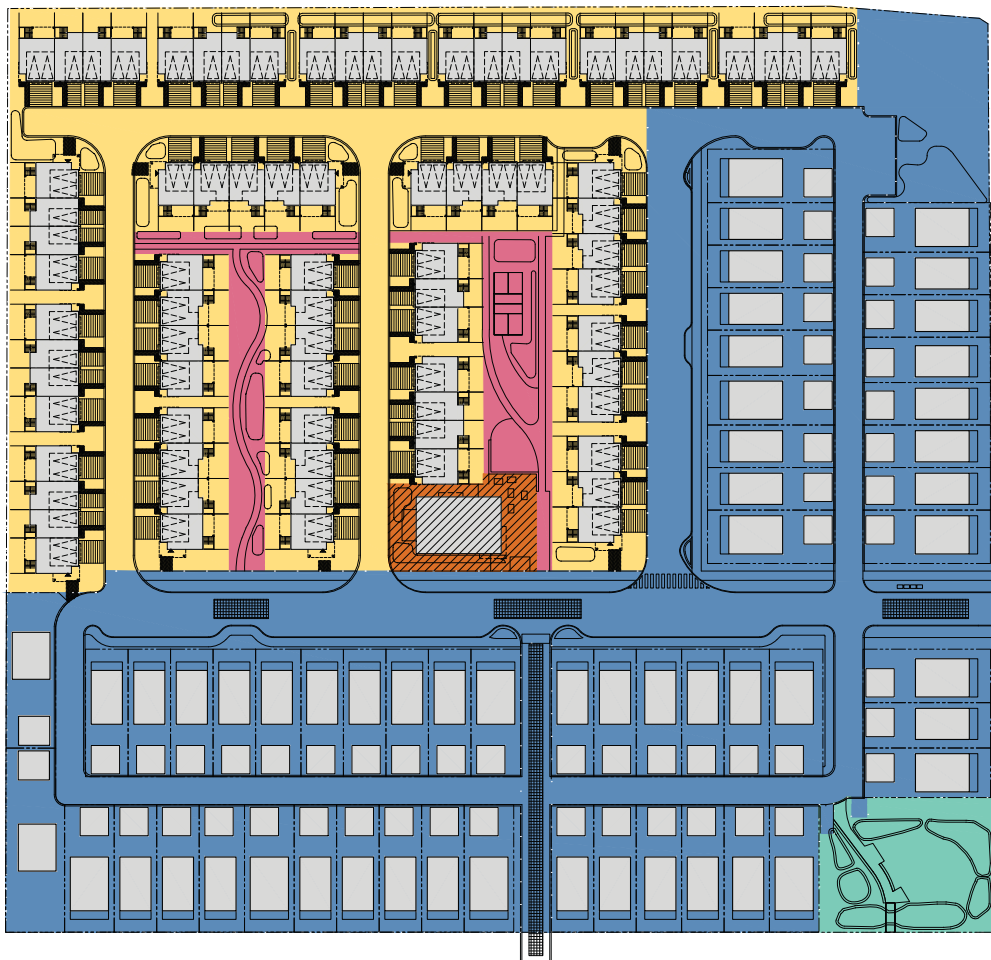
SCHEDULE A



APPENDIX B



ATTACHMENT 2



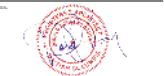
Strata Area		
Strata Courtyard/Park Area		
Fee Simple Area		
Fee Parkland Dedication		
Amenity Area		
Strata Courtyard Dedication	8579.6 SF	797.1 m ²
Strata Statutory R.O.W.	9693.4 SF	919.1 m ²
Strata Amenity Building & Lot Area	6569.8 SF	619.7 m ²
TOTAL Strata Amenity Area	25142.8 SF	2335.9 m ²
Strata Area	191264.8 SF	17789.1 m ²
Strata Green Area Coverage	13.1 %	13.1 %
Fee Simple Dog Park	11319.3 SF	1051.6 m ²
TOTAL Fee Simple Green Space	11319.3 SF	1051.6 m ²
Lot Area	453243.0 SF	42107.7 m ²
Fee Simple Green Area Coverage	2.5 %	2.5 %



Aragon ARAGON

PROJECT NO. 2182 CHURCH ROAD
DATE: 10/1/2019
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

Copyright reserved. This drawing and its contents are the property of RWA. All rights reserved. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from RWA.



PROJECT NO. 2182 CHURCH ROAD
DATE: 10/1/2019
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

Green Space Calculation

SCALE: 1"=40'-0"
DATE: 10/1/2019
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

A6.01

**Park Space
Within the
Development**

Park Dedication Boundary

- Park Secured by SRW
- - - Public Dog Park



Attachment 2
Strata Greenspace

Rendering of Park (SRW)

The children's play area shown in this rendering is an example of how the playground will fit within the strata greenspace. The play space will be designed to accommodate play for a range of ages, including toddlers. The space will be built and designed by the Developer.



ATTACHMENT 3

Precedent Images from Port Royal, New Westminster

These are examples of similar sized lots of 250 m² in area with 60% site coverage on an award-winning 42-acre site developed by Aragon and designed by RWA Architecture (Ramsay Worden Architects).



Front yards along tree lined streets with porches that provide covered outdoor space that encourage social and neighbourhood interaction and a friendly streetscape.

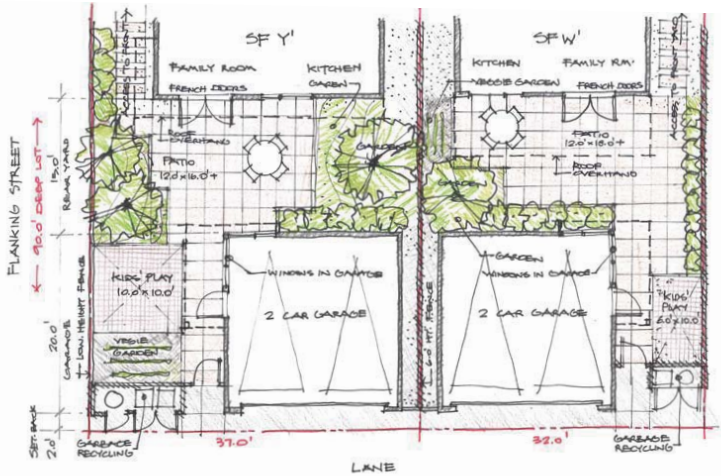
APPENDIX 3

Page 1 of 3

**Precedent Images from Port Royal,
New Westminster Showing Backyards & Outdoor Spaces**



Well designed back yards that support a variety of activities including patios, kids play area, gardens and landscaping, laneways for vehicular access and informal play.



This sketch shows back yards, and side and rear yards plus possible single family yard areas in Church Street proposal.



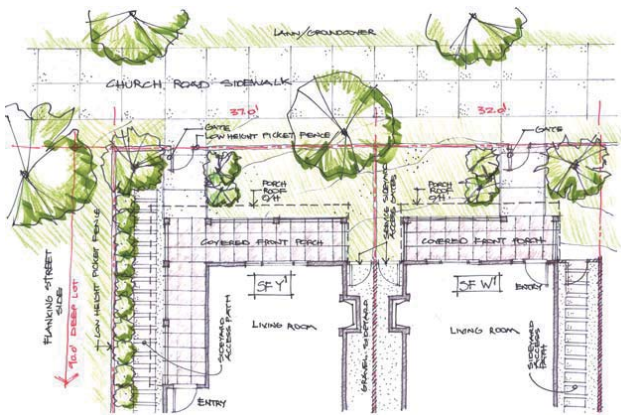
Architectural Renderings of Church Road Single Family Neighbourhood



Rendering of Road A looking west
Proposed single family homes with front yards along tree lined streets with front yard porches that provide covered outdoor space and encourage neighbourhood interaction creating a pedestrian friendly streetscape, by providing garages with vehicle access off of the back lanes.



Rendering of Road B looking north



Site Plan of a 30' and 37' wide lot



Rendering of entry to project looking west at Road A on Church Road



MINUTES
District of Sooke
Regular Council Meeting
October 13, 2020 7:00 PM
Council Chamber
2225 Otter Point Road
Sooke, BC

COUNCIL PRESENT:

Mayor Maja Tait
Councillor Jeff Bateman
Councillor Al Beddows
Councillor Dana Lajeunesse
Councillor Megan McMath
Councillor Tony St-Pierre (electronic participation)

ABSENT:

Councillor Ebony Logins

STAFF PRESENT:

Norm McInnis, Chief Administrative Officer
Patti Rear, Acting Corporate Officer
Raechel Gray, Director of Finance
Matthew Pawlow, Director of Planning (electronic participation)
Jeff Carter, Director of Operations (electronic participation)
Laura Hooper, Manager of Parks & Environmental Services (electronic participation)
Brian Derrick, Engineering Technologist (electronic participation)
Sarah Temple, Corporate Services Assistant

12. BYLAWS

12.1. Zoning Bylaw Amendment No. 791 (600-80), 2020 - 2182 Church Road

The Director of Planning & Development provided a PowerPoint presentation and overview of the application to amend the CD14 Wadams Way Comprehensive Development zone. The proposed development maintains the maximum density of 133 residential units within the CD14 zone but reduces the types of housing form and the placement of uses. Planned amenities include a dog park, a small "tot lot" playground and additional parking beyond required minimum.

Council discussion:

- Clarification regarding details of street lighting along pedestrian access path, access from Wadams Road, and build out of roundabout at Throup Road. Staff responded that many details will be included in the Development Permit, which has been simultaneously submitted. The developer is proposing a cash-in-lieu contribution for roundabout construction, which does not currently have a timeline for completion.
- Limited amount of greenspace: tot lot is for strata residents only; dog park is small, but intent is to be open for public use.
- Affordable Housing contribution of \$10,000 per unit to a maximum of \$130,000 towards the Housing Reserve Fund as per Bylaw No. 259. At 133 units, this averages less than \$10,000 per unit. Desire to see increased contribution.

- Concerns regarding recommendations of Traffic Impact Assessment, including one access road in and out of development, average car trips per hour seem low.
- Proposed minimum lot size of 250 square meters and increases lot coverage to 60% is a dramatic change.
- Council had previously suggested that childcare should be built into new developments.

Council invited the applicant to speak:

Luke Ramsay, representing Aragon Properties, addressed Council and provided additional details regarding the proposed development.

- Proposed lot coverage allows for 15 foot by 30-foot rear yard, and 20 foot by 20-foot rear garage. Small lots will reduce the price point, allowing families to enter the housing market who may otherwise not be able to.
- Proposed units are 1400-1500 square feet for townhomes and 1600-1800 square feet for single family homes.
- Aragon Properties have completed similar developments with excellent feedback. Development proposal in front of Council is a reworking of the current CD14 guidelines in place on the subject property.

Nadine King, representing Watt and Associates, spoke to the Traffic Impact Assessment completed for the proposed development:

- Traffic assessments are based on one-hour time windows for the morning and evening peak hours. Data correlated across North America shows that at peak hours, single family homes generate one care trip per hour and townhomes generate 1/2 a car trip per hour.
- National Fire Protection Association guidelines state that for developments of 101 - 600 doors, two access points in and out are required. Pedestrian access off Wadams Way includes removable bollard that allow for emergency access, thereby meeting the two entrance/exit requirements.
- Traffic at Church Road and Highway 14 will be alleviated by proposed lane additions currently under review by District of Sooke and Ministry of Transportation and Infrastructure.

Council discussion:

- The Chief Administrative Officer sought clarification from Council as to their concerns. In summary, Council wishes to see:
 - Consideration given to including childcare within development.
 - Increased park and/or greenspace
 - Additional vehicle egress onto Wadams Way.
 - Increased affordable housing contribution.

2020-283

MOVED by Councillor Tony St-Pierre, seconded by Councillor Jeff Bateman:

THAT Council give First reading to *Zoning Amendment Bylaw No. 791 (600-80), 2020* to amend the Wadams Way Comprehensive Development Zone (CD14) on the property located at 2182 Church Road; and

THAT Council direct staff to work with the applicant to address the concerns raised by Council regarding affordable housing contribution, entrance and egress on to Wadams Way, greenspace dedication, and childcare.

CARRIED.

In Favour: Mayor Maja Tait, Councillor Jeff Bateman, Councillor Dana Lajeunesse, Councillor Megan McMath, and Councillor Tony St-Pierre

Opposed: Councillor Al Beddows

Absent: Councillor Ebony Logins

This page intentionally left blank.



2182 Church Road - Zoning Bylaw Amendment

RECOMMENDATION:

THAT Council give First and Second reading to *Zoning Amendment Bylaw No. 791 (600-80), 2020* to amend the Wadams Way Comprehensive Development Zone (CD14) on the property located at 2182 Church Road; and

THAT Council authorize staff to schedule a public hearing for *Zoning Amendment Bylaw No. 791 (600-80), 2020*, in accordance with Section 466 of the *Local Government Act*, and

THAT prior to adoption of *Zoning Amendment Bylaw No. 791 (600-80), 2020* the owner be required to enter into a Section 219 covenant registered in priority of all other charges on title for parkland dedication and construction, road dedications, Church Road and Wadams Way frontage improvements, servicing requirements, a pedestrian-activated signalized crosswalk with street light at Anna Marie and Wadams Way, rights-of-way, and other necessary works and services.

Report Summary:

The new owners of 2182 Church Road, Aragon Properties have applied to amend the Wadams Way Comprehensive Development (CD14) zone at 2182 Church Road. The new zoning maintains the maximum density of 133 residential units within the CD14 zone, but reduces the types of housing form, the placement of uses, provides a detailed park plan, internal road cross-sections and layout, and has been tailored to accommodate a detailed design as part of a Development Permit application.

A Development Permit for 78 townhouse units with amenity gathering space and greenspace, 54 fee simple single-family small lots, and public park space in the form of an off-leash dog park has been submitted concurrently with the zoning amendment application. The Development Permit application will be presented to Council for consideration should the zoning amendment bylaw be adopted by Council.

Previous Council Action:

March 21, 2016 - Bylaw No. 622, *Zoning Amendment Bylaw (600-19)* - 2182 Church Road rezoned from Large Lot Residential (R1) to Wadams Way Comprehensive Development Zone (CD14) to allow for a variety of residential uses to a maximum density of 133 dwelling units (PLN01123) and parkland was adopted by Council with the registration of two covenants, CA5007560 and CA5007559.

Covenant CA5007560 requires the developer to dedicate land for the Church Road/Throup Road roundabout and either design and construct the Church and Throup Road intersection to an interim standard or pay cash-in-lieu of \$28,500. A screening fence is also required to be installed along the north and west property lines of 2182 Church Road. Covenant CA5007559 requires the developer to contribute to affordable housing. The developer has the option of

designating and constructing a minimum of 10% of the dwelling units as affordable housing units, as defined in the covenant, or provide cash-in-lieu of \$10,000 per unit to a maximum of \$130,000 towards the Housing Reserve Fund, Bylaw No. 259.

Report:

Rezoning Application History:

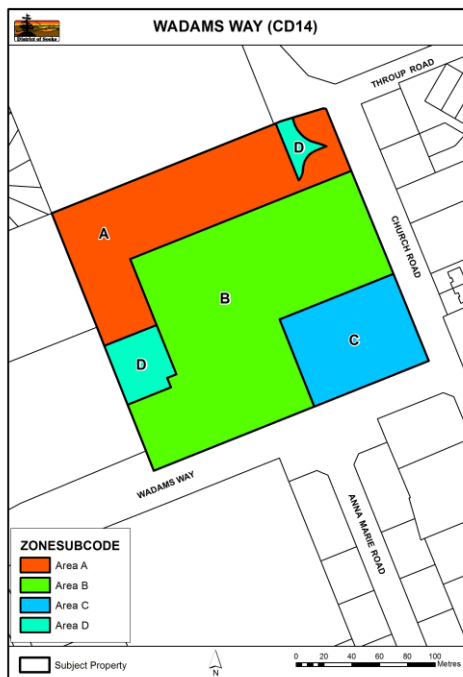
When the Wadams Way Comprehensive Development Zone (Wadams Way CD14) was adopted in 2016, the owners at the time did not wish to develop the site and did not have a development plan for the property. The Wadams Way CD14 zone allows a maximum density of 133 residential units and was written to provide more flexibility than a conventional zone so that a future owner/developer could more easily adapt to market conditions over time. An amendment to the Wadams Way CD14 was expected by staff once a new owner purchased the property, completed a detailed site analysis, and presented a detailed design plan.

Community Context:

The property is 4.21 ha (10.40 acres) and is centrally located in the community, falls within the Community Growth Area, is located within the Sooke Core Sewer Specified Area (SSA), and is adjacent to the Town Centre. The subject property is well situated for future development as it is adjacent to Church Road, a collector/connector road and Wadams Way, a connector road. It is within walking distance to amenities and services, is along a bus route, is near schools, is near pedestrian pathways and parks (Attachment 2). The property is 10.4 acres (4.2 ha) in size and is bounded to the north by a manufactured home park, to the east by single-family residential dwellings, to the south, by roads Wadams Way and Anna Marie, as well as the Knox Centre 4-storey affordable rental building, Lot A and the future library. To the west is Sooke Child, Youth & Family Centre and potentially, a future transit exchange as identified in the Sooke Local Area Transit Plan. Currently, the site contains one single-family dwelling and two accessory structures. Approximately 70% of the property has been cleared and is used for livestock grazing.

Project Description:

The applicant has submitted a Development Permit concurrently with the zoning amendment application. The applicant has proposed 132 residential units in the form of 54 fee simple single-family small lots and 78 strata townhouse units (Attachment 3). The maximum density of 133 residential units approved in 2016 with the adoption of the Wadams Way CD zone will be maintained. Among the proposed amendments includes the rearranging of "Areas" on the property for the principal uses. The maps below show the difference between the existing Wadams Way CD14 zone and the proposed changes.



Existing Wadams Way CD14 Zone Areas: CD Zone Areas:

Area A: Single-Family Residential
Area B: Single-Family/Multi-Family
Area C: Multi-Family
Area D: Park



Proposed Amendments to Wadams Way

Area A: Single-Family Residential
Area B: Multi-Family
Area C: Park

The comparison chart in attachment 4 highlights the main text changes proposed to the Wadams Way CD14 zone.

Open Houses

The Applicant has held 2 public information sessions. The first was held on July 19, 2018, and the second was held on June 11, 2019. Both sessions were held at the Sooke Community Hall from 5 to 7 pm. Comments received included concerns of the traffic impact on the existing neighbourhood, the location of the main entrance on Church Road, entering and exiting the site when Church Road is busy in the mornings and afternoons (school times). Some commented that the proposed development of single-family dwellings and townhouses is appropriate for the area, especially for families and that the development, although bigger, still has a small community feel and values with the proposed greenspace, yard space, back laneways, and separate garages. A few comments received thought the development was too big.

Zoning Bylaw:

Below is a list of specific zoning changes proposed to the Wadams Way CD14 zone:

- Area A Single-Family: removed *duplex* and added *show home* to principal uses.
- Area B Multi-Family: removed all uses except *townhouse*, *horticulture*, and *one temporary construction and real estate office*.
- Area C: no longer a multi-family residential area - changed to "Park".

- Relocated the single-family area to Church Road and Wadams Way frontages. Added design requirements to achieve street-oriented single-family housing with front porches. Vehicular access is by a rear lane only with parking in a garage off the rear lane.
- Reduced the minimum lot size for single-family residential to 250m² and increased the maximum lot coverage to 60%.
- Removed *apartment building, assisted living facility, cluster dwelling units* as housing forms from the permitted uses in the multi-family area.
- Lowered the maximum height for a Townhouse from 20 m to 15 m.
- A large strata amenity area and a green area were added in the townhouse area - includes a sports court, a children's play area, and an amenity building.
- Relocated the parkland area to the corner of Wadams Way and Church Road. Park is proposed as an off-leash dog park for the public.
- Incorporated specific servicing standards for public road cross-sections proposed within the development.
- Specified that no suites are permitted in the single-family area or townhouses.
- Added sections to the conditions of use to provide for flexibility in the siting of townhouses.

The developer has provided a design booklet to showcase their development proposal (Attachment 5). The form and character of the development will be discussed further with a staff report to Council with the development permit application. The maximum density of 133 residential units equates to 32 dwelling units/hectare, a density that is equivalent to the Low-Density Multi-Family 1 (RM1) zone. Below provides more detail on the proposed land uses:

Proposed Area A: Single Family Residential

The proposed 54 single-family lots will be small fee simple lots (minimum 250 m² lots) with vehicle access by rear lane only. To achieve a better street presence that will facilitate a safe, welcoming public streetscape, the single-family dwellings have been designed to be street-oriented with front porches facing Wadams Way and Church Road. The proposed setbacks and density achieve an urban, pedestrian streetscape in compliance with the Official Community Plan (OCP), the Transportation Master Plan (2009 TMP and draft TMP), and the Parks and Trails Master Plan (2009 PTMP and draft PTMP). For the single-family area, the developer is looking to create a similar development to one of their previous projects in Port Royal, New Westminster as illustrated in the photo examples provided in Attachment 6. The similarities between the proposed development and the Port Royal, New Westminster development includes:

- Variation in colour, siding type and details provided for the single-family homes.
- Rear lanes are adequately wide to allow cars to pull into the garages, allow two-way traffic, and discourage fast driving. The lanes in the Port Royal, New Westminster development are frequented by neighbourhood kids for lane hockey and other activities.
- Garbage and recycling collection is off the lanes.
- Front porches
- Provision of street trees and landscaping on the boulevards, sidewalks and on-street parking.

Proposed Area B: Multi-Family Residential

The proposed multi-family area is approximately 1.77 ha and will consist of 78 townhouses, an amenity building with greenspace and outside patio space, a play structure for children and a

sports court. The details of the proposed multi-family development will be brought forward with the Development Permit.

Proposed Area C: Park

The developer is proposing a 1025 m² neighbourhood off-leash dog park at the corner of Church Road and Wadams Way that residents can easily walk to. This area is seen as desirable for a centrally located neighbourhood off-leash dog park with associated facilities. Establishing more off-leash dog areas in neighbourhoods is identified as a key direction in the draft PTMP as there are none currently designated in Sooke. The proposed park will be a neighbourhood park as well as a rainwater management park. The size of the park is smaller than 0.2 ha (2000 m²), the recommended size in the 2009 PTMP and the draft PTMP, however staff can support the smaller size because of the 2400 m² of greenspace that will be provided within the townhouse strata area which includes a children's play area, and a sports court. A greenspace calculation plan is provided in Attachment 7. The property is also within walking distance to John Phillips Memorial Park, Ponds Park Corridor, Woodland Creek Park and nearby school playgrounds. Section 510 of the *Local Government Act* requires up to 5% of the land and/or payment in lieu to be provided for park purposes. 5% for parkland dedication on the property equates to 2105 m². The developer has proposed a combination of parkland (1025 m² = approx. 2.5%) and cash-in-lieu of the remaining 2.5%. This will be calculated and the amount of cash-in-lieu determined at the time of subdivision.

Parking

Standard parking regulations will apply - 1.5 parking spaces per townhouse unit and 2 parking spaces per single-family dwelling to total 225 parking spaces. All of the proposed townhouses will feature side by side garages and no tandem parking is proposed. Many of the townhouse units have 2 car garages and all townhouse units have driveways to accommodate additional parking. After adding the proposed 31 on-street parking spaces, a total of 352 parking spaces will be provided. Suites are not permitted in the single-family area due to the small size of the single-family lots.

Official Community Plan:

The subject property is located within the Community Residential (CR) designation in the District of Sooke Bylaw 400, *Official Community Plan* (OCP). The Town Centre designation is adjacent to the subject property, with the northern Town Centre boundary following the south side of Wadams Way. The proposed zoning aligns with the OCP policies (Attachment 8). The proposal meets several of the objectives of the CR land use designation including:

- Providing a range of high-quality housing types, tenures and densities to meet the diverse needs of individuals and families of varying income levels and demographics. The townhouse-style housing typology has been identified as needed in Sooke and the size and context of the lot support the proposed density.
- Provide affordable and attainable housing opportunities. The developer is contributing \$130,000 to the Housing Reserve Fund which the District can use to facilitate the development of affordable housing.
- Encourage a variety of housing types including townhouses that diversify the housing stock. Townhouse developments are a modest density means of diversifying the housing stock and is the type of housing identified as best for seniors (along with apartment-style) which is Sooke's fastest-growing demographic.
- Provide the most efficient use of land. The property is large, is serviced by water and sewer and is along a regular transit route within walking distance to the Town Centre. Increasing the density on the property is the most efficient use of the land when paired with the upgrades proposed along Church Road and Wadams Way.

- Primarily concentrate on new residential development in existing areas. The area immediately north of the Town Centre is an established residential neighbourhood.
- Require safe and formalized pedestrian access to services from all residential areas, including connections to amenities and commercial service areas. The proposed road improvements and proposed pedestrian pathways achieve this.
- Reduce the impact on the natural environment. A Riparian Area Protection Regulation (RAPR) Assessment Report has been prepared by a Qualified Environmental Professional (QEP) to meet the District's development permit guidelines for environmental protection in section 7.5.4.2 of the OCP. The RAPR report states that the finished rain gardens and swale will provide the riparian features, functions and conditions equivalent or better than the existing situation and the proposed development will meet the riparian protection standard if the development proceeds as proposed in the report and complies with the measures recommended in the report. More details on this will be provided with the development permit.

Strengthening Pedestrian Connections

A lot of consideration was given to creating pedestrian connections. The proposed streets and paths are designed to support walkability and a safe environment for pedestrians. The single-family lots are connected to Church Road and Wadams Way by sidewalks and pathways from their front property lines. The townhouse area is near internal pathways that connect to the common amenity space at the centre of the development. The common amenity and green space are then connected to Church Road and Wadams Way by concrete sidewalks shared with the single-family lots. The following specific pedestrian connections will be created as part of this development:

- pathway connecting the proposed development to the future roundabout and existing pathway system along Thrup Road and Church Road, which is a well-travelled pedestrian path, particularly with accessing nearby schools.
- 2 m sidewalks along public internal roads within the development.
- pathways in and around the proposed community amenity greenspace to create walking connections for townhouse units to sidewalks.
- sidewalks and pathways that connecting the development to the off-leash dog park and to Wadams Way sidewalks.
- a new 2.5 m multi-use pathway for use by pedestrians and cyclists along the north side of Wadams Way.
- improvements to the existing multi-use pathway along Church Road, which is an improvement identified as a short term priority trail in the draft PTMP
- a pedestrian-activated signalized crosswalk at Wadams Way and Anna Marie to create a safe pedestrian connection. This crosswalk will line up with the secondary fire access lane from Wadams Way into the development. The fire access lane will also function as a pedestrian greenway when not in emergency use.

Servicing

Sanitary - The site is within the SSA. An assessment determined sufficient capacity within the existing system to accommodate additional flows from the proposed development into the SSA. Any additional flows from the site would likely tie into the existing system on Church Road.

Rainwater/Storm - As noted in the high-level stormwater management plan prepared by McElhanney Consulting Services Ltd. in September 2019, the increase in impervious surface

area throughout the site requires rainwater detention and controlled release into the municipal drainage system. A detailed stormwater management plan is required with the development permit. The overarching intent of the stormwater strategy on the site is to provide runoff at a quality and quantity at or better than what is currently provided while providing ecosystem integrity.

Water - The entire site is serviceable by Capital Regional District (CRD) water. The design and construction of all proposed water servicing will be coordinated and approved by the District of Sooke and CRD Integrated Water Services. Fire flows have been confirmed in accordance with the Fire Underwriters Survey.

Studies:

Traffic Impact

As noted in the Traffic Impact Assessment (TIA) (Attachment 10) completed by Watt Consulting Group, the single-vehicle access into the site will be from Church Road with a north/south emergency lane access provided to Wadams Way.

The proposed development is expected to generate 78 vehicle trips during the AM peak hour and 100 trips during the PM peak hour. It was noted that the southbound left-turn movement from Church to Sooke Road is currently operating at a level of service of F (poor conditions with extensive delay) with queue lengths extended back as far as the RCMP station. As part of the 2182 Sooke Church Road Development referral process, the Ministry of Transportation and Infrastructure (MOTI) provided the following comments.

- *The Ministry will require the developer to extend the through/right turn lane at Church road to an appropriate length so that traffic can get around the long-left turn queue. The developer is required to submit engineered drawings to the District Engineer to ensure the Ministry is satisfied with what is being proposed.*
- *The Ministry updated their referral comment to add: This is a municipal road so the decision to implement the above recommendation (or not) is up to Sooke. It's important to recognize and point out that there will be operational issues with this signalized intersection that won't be able to be mitigated by retiming the traffic signal.*

The Developer's engineer has prepared a detailed engineered design for the extension of the through/right turn lane at Church/Highway 14 that has been accepted by MOTI and the District. This design will be incorporated into the District's Church Road Widening Design capital project that has been allocated in the 2020 Capital plan. An overall corridor design for Church Road is the first step in identifying improvements to Church Road to alleviate the existing traffic concerns. Upgrades identified to Church will most likely be phased, with the Highway 14 intersection, and the Church/Throup Road roundabout may be the two highest priorities.

A second vehicle access onto Wadams is not recommended, as the mid-block setting would create additional congestion and conflict points between nearby intersections and accesses. As a connector road, it is important to limit these factors, and therefore Operations and the TIA support the proposed single vehicle access/egress off Church Road. Operations and Fire have accepted the modified cross-sections to Bylaw 404 SDD-R03 for the internal roads. The modified cross-sections are incorporated into the proposed amended Wadams Way CD14 zone.

One of the key goals established in the 2020 TMP is the east-west connector from Phillips Road through to Grant Road, including the roundabout at Church and Throup. As the fronting portion of church road is part of the connector route, it should be designed to the same cross-section detail as the rest of the connector.

Environmental

An RAPR Assessment Report was prepared by a Qualified Environmental Professional (QEP), Brian Wilkes and Associates Ltd for the subject property in November 2014. The Assessment Report was revised in 2020 to include the detailed development plan. Two watercourses classified as ditches bisect the subject property; one is located in the south-east corner and cuts across the property. The second runs the length of the property parallel to the north property boundary. Neither ditch provides fish habitat directly, but provide seasonal overland flow to the lower reaches of Throup Stream. The QEP has proposed alternative drainage provided by engineered swales and vegetated rain gardens which will provide the riparian features, functions and conditions that are equivalent or better than the existing drainage.

As per the PTMP, 2009, rainwater management (i.e. rain gardens, constructed wetlands) can be added to existing or new parks to help improve conditions for downstream aquatic habitat, as well as add aesthetic and habitat values to the park itself. These rainwater parks can also play a recreational role, providing trail linkages and education interpretation. Further details of the rain gardens will be addressed with the development permit.

Referral Comments:

The referral summary is provided in Attachment 9. No concerns were received and all comments have been addressed, some of which Council will see with the details of the development permit application.

Proposed Section 219 Covenant:

A draft covenant will be presented to Council at the public hearing. Prior to the adoption of the zoning bylaw, a covenant is required to be registered on title. The covenant will detail the requirements of the Developer, including when requirements will be triggered (i.e. prior to final approval of the first subdivision). The covenant will include the following :

1. Multi-use trail including street trees and all frontage improvements on Wadams Way to be designed and constructed in accordance with Bylaw 404 Connector cross-section SDD-R11. Asphalt surfacing for the multi-use trail can be modified to a minimum width of 2.5 m.
2. Church Road frontage to be designed and constructed to Bylaw 404 Connector cross-section SDD-R11.
3. A pedestrian-activated signalized crosswalk with a street light to be designed and installed at Anna Marie crossing on Wadams Way to the satisfaction of the Municipal Engineer.
4. Public internal roads, including public lanes and emergency access lane to be designed, constructed and dedicated in accordance with the modified SDD-R03 cross-section standards provided for in the Wadams Way Comprehensive Development Zone CD14. Any cross-section details related to aspects of site servicing not referenced in the Wadams Way Comprehensive Development Zone CD14 will be designed and constructed as specified in Bylaw 404.
5. Register in favour of the District against all internal roads (strata and public) and pedestrian pathways, sidewalks and trails on the Lands a statutory right-of-way that provides the public with a right to pedestrian, mechanical aids and cycling access in perpetuity.
6. Street trees and street lighting along Church Road, Wadams Way and internal public roads, including rear lanes will be done in accordance with Bylaw 404. Street lighting on private roads must meet the same Bylaw 404 requirements as the public roads.
7. Private lands, including servicing and street lights, are to be maintained by the strata.
8. No parking signage to be installed along lanes.

9. Significant trench cutting and patching will not be permitted along Church Road or Wadams Way. Should trenching for servicing to separate lots be required off of Wadams Way or Church Road, the Developer is required to repave the entire affected travel lane from curb to longitudinal joint and replace all affected pavement markings.
10. Recommendations within the Riparian Areas Regulation Assessment Report dated July 7, 2020, prepared by Brian Wilkes and Associates Ltd., a Qualified Environmental Professional to be adhered to and implemented with the Development Permit and Subdivision.
11. Parkland dedication will be a combination of a 1025 m² public off-leash dog park and cash-in-lieu. The developer is responsible for the design and construction of the following at the developer's sole cost:
 - Structural design for the bridge
 - 2m pathway with a 500mm gravel verge on either side of the path;
 - one (1) standard parking space (2.7m x 5.8m) to be located adjacent to park for park maintenance vehicle with a sign for "maintenance vehicles only"
 - benches to meet the District of Sooke standard
 - water service with water fountain (dog/human/bottle filler) to be supplied;
 - waste bins and dog bag dispensers to be provided and must be bear-resistant;
 - underground irrigation and District standard controller required in the dog park and rain garden area;
 - slopes from the pathway to rain gardens/ponds must not exceed 3:1;
 - black chain link fence around the park;
 - double gate required on dog park for dog park safety, a second 2.0m access gate required for service;
 - pea gravel surface for the dog park to the satisfaction of the Manager of Parks and Environmental Services.

Existing covenants CA5007560 and CA5007559 require the following prior to subdivision:

- Road dedication for the Throup Road roundabout and the requirement to either design and construct the Church and Throup Road intersection to an interim standard or pay cash-in-lieu of \$28,500. *The developer has elected to pay the cash-in-lieu.*
- A screening fence along the north and west property lines of 2182 Church Road
- Provide cash-in-lieu of \$10,000 per unit to a maximum of \$130,000 towards the Housing Reserve Fund, Bylaw No. 259.

Recommendation:

Approval of the application is recommended for the following reasons:

- The rezoning meets the policies and objectives of the OCP.
- The proposed density is appropriate for this area adjacent to the Town Centre
- This site is located in the CR area of the OCP; an area designated for residential growth.
- The site is well situated to enhance overall pedestrian connectivity, improving future residents' walkability and bikeability.
- Increased density will support improved access and servicing for public transit.
- The site has access to all municipal services.
- The development of this site will facilitate road dedications and road improvements at the Church Road/Throup Road intersection, as well as further road frontage improvements along Church Road and Wadams Way.
- Affordable housing cash-in-lieu will be contributed to the reserve fund

Legal Impacts:

A section 219 Covenant will be registered on title and will include parkland dedication and construction, road dedications, Church Road and Wadams Way frontage improvements, servicing requirements, a pedestrian-activated signalized crosswalk with street light at Anna Marie and Wadams Way, rights-of-way, and other necessary works and services.

Budget/Financial Impacts:

The addition of approximately 133 units to the District of Sooke will positively impact the property tax base. Contributions to the Housing Reserve Fund, Bylaw No. 259 will be \$130,000. The current balance of the fund is \$139,260.68.

Development Cost Charge contributions will be over \$830K for roads and wastewater.

Strategic Relevance:

- Demonstrate leadership in climate action - Build additional trail infrastructure, connectivity, and amenities
- Demonstrate leadership in climate action - Improve community emergency and disaster preparedness
- Manage long-term growth while enhancing community identity, vitality and safety - Begin development of a community hub in the town centre
- Manage long-term growth while enhancing community identity, vitality and safety - Continue to address housing affordability and accessibility for all income levels
- Manage long-term growth while enhancing community identity, vitality and safety - Develop a regulatory framework to promote more sustainable land use patterns and development practices
- Manage long-term growth while enhancing community identity, vitality and safety - Strengthen local economic development and tourism
- Undertake public space improvements and beautification projects

Attached Documents:

[Attachment 1: Bylaw No. 791 \(600-80\) 2020](#)
[Attachment 2: Community Context Plan 2182 Church Road](#)
[Attachment 3: Site Plan](#)
[Attachment 4: Comparison Chart 2182 Church Rd](#)
[Attachment 5: Design Booklet for RZ and DP 2182 Church](#)
[Attachment 6: Port Royal examples](#)
[Attachment 7: Green space calculation plan](#)
[Attachment 8: OCP POLICY CONTEXT 2182 Church](#)
[Attachment 9: Referral Comment Summary](#)
[Attachment 10: Traffic Impact Assessment](#)

Approved by
Matthew Pawlow, Director of Planning & Development
Carolyn Mushata, Corporate Officer

Approved - 07 Oct 2020
Approved - 08 Oct 2020



DISTRICT OF SOOKE ZONING AMENDMENT BYLAW NO. 791

A bylaw to amend Bylaw No. 600 *Sooke Zoning Bylaw, 2013* for the purpose of amending the Wadams Way Comprehensive Development Zone (CD14) on the property located at 2182 Church Road.

The Council of the District of Sooke, in open meeting assembled, enacts as follows:

1. This bylaw is cited as *Zoning Amendment Bylaw No.791 (600-80), 2020*.
2. Bylaw No. 600, *Sooke Zoning Bylaw, 2013*, is amended by deleting Schedule 814 - Wadams Way Comprehensive Development Zone (CD14) by deleting Schedule 814 in its entirety, and replacing it with the following:

"Schedule 814 – Wadams Way/Church Road (CD14)"

CD14

Wadams Way CD Zone

814.1 Purpose: This zone provides for street-oriented porch-front single-family dwellings on narrow fee simple lots with rear lane vehicular access, medium density townhouses with amenity areas and a public park. The intent of the development is to encourage social interaction and to create a stronger sense of community and security by maximizing resident and pedestrian oriented spaces.

814.2 Permitted Uses:

Area A - Single Family Residential

Principal Uses

- a) Horticulture
- b) One single family dwelling per lot*
- c) One temporary construction and real estate marketing office
- d) Show home

Accessory Uses

- a) Boarding and lodging
- b) Home-based business

**See conditions of use*

Area B – Multi-Family Residential

Principal Uses

- a) Horticulture
- b) Townhouse*
- c) One temporary construction and marketing office
- d) One amenity building for assembly use

Accessory Uses

- a) Limited home-based business
- b) Park
- c) Playground

**See conditions of use*

Area C – Park

Principal Uses

- a) Park
- b) Institutional accessory to a park
- c) Assembly use
- d) Playground

814.3 Conditions of Use for Area A

- a) Suites are not permitted.
- b) Single family dwelling permitted on lots 8.5 m or more in width.
- c) All vehicular access and parking must be from a rear lane and located in the rear yard.
- d) 50% of the single-family dwellings shall have a covered front porch with a minimum of nine (9) single family dwellings fronting Wadams Way and a minimum of six (6) single family dwellings fronting Church Road.
- e) The setback distance to a front lot line may be reduced to 1.5 metres for covered porches and entranceways, including stairs that do not exceed 1.2 metres in height.
- f) The setback distance to a lane lot line for a single family dwelling may be reduced to 1.2 m providing vehicle access to the accessory building is from a lane.
- g) The setback distance to a side lot line for an accessory building may be reduced to 0.75 m on one side yard setback.

814.4 Conditions of Use for Area B

- a) Suites are not permitted.
- b) The setback distance to a flanking lot line for a Townhouse and Amenity building may be reduced to 2 m on one flanking yard setback and the distance to the covered porch may be reduced to 1 m on one flanking yard setback providing:
 - i. there is no vehicle access from the flanking lot line; and
 - ii. parking spaces are not sited within the flanking yard.
- c) The setback distance to a rear lot line for a Townhouse building may be reduced to 3 m providing:
 - i. there is no vehicle entrance on the side adjacent to the reduced rear yard.

814.5 Subdivision Regulations

- a) Minimum lot size for Area A - 250 m²
- b) Minimum lot size for Area B - 1000 m²
- c) Panhandle lots are not permitted

814.6 Overall Density:

- a) The number of dwelling units of all types in Areas A and B shall not exceed 133.
- b) The maximum density in Area B shall not exceed 50 dwelling units/ha.

814.7 Maximum Height:

- a) Single family dwelling - 10.5 m
- b) Townhouse - 15 m
- c) Amenity building — 18 m
- d) Accessory buildings - 4 m

814.8 Maximum Lot Coverage:

- a) Area A - 60%
- b) Area B - 45%

814.9 Minimum Setbacks:

Use	Front Lot Line	Flanking Lot Line	Side Lot Line	Rear Lot Line	Rear Lane Lot Line
Single Family Dwelling	3.0 m*	2.0 m	1.2 m	1.5 m*	10.0 m
Accessory Building or Structure	7.5 m	3.0 m	1.2 m*	3.0 m	0.3 m
Townhouse	3.0 m	3.0 m*	4.0 m*	4.5 m*	n/a
Amenity building	3.0 m	3.0 m	1.2 m	3.0 m	n/a

*See conditions of use

814.10 Minimum Amenity Area for Area B: 8%

814.11 Road Standards

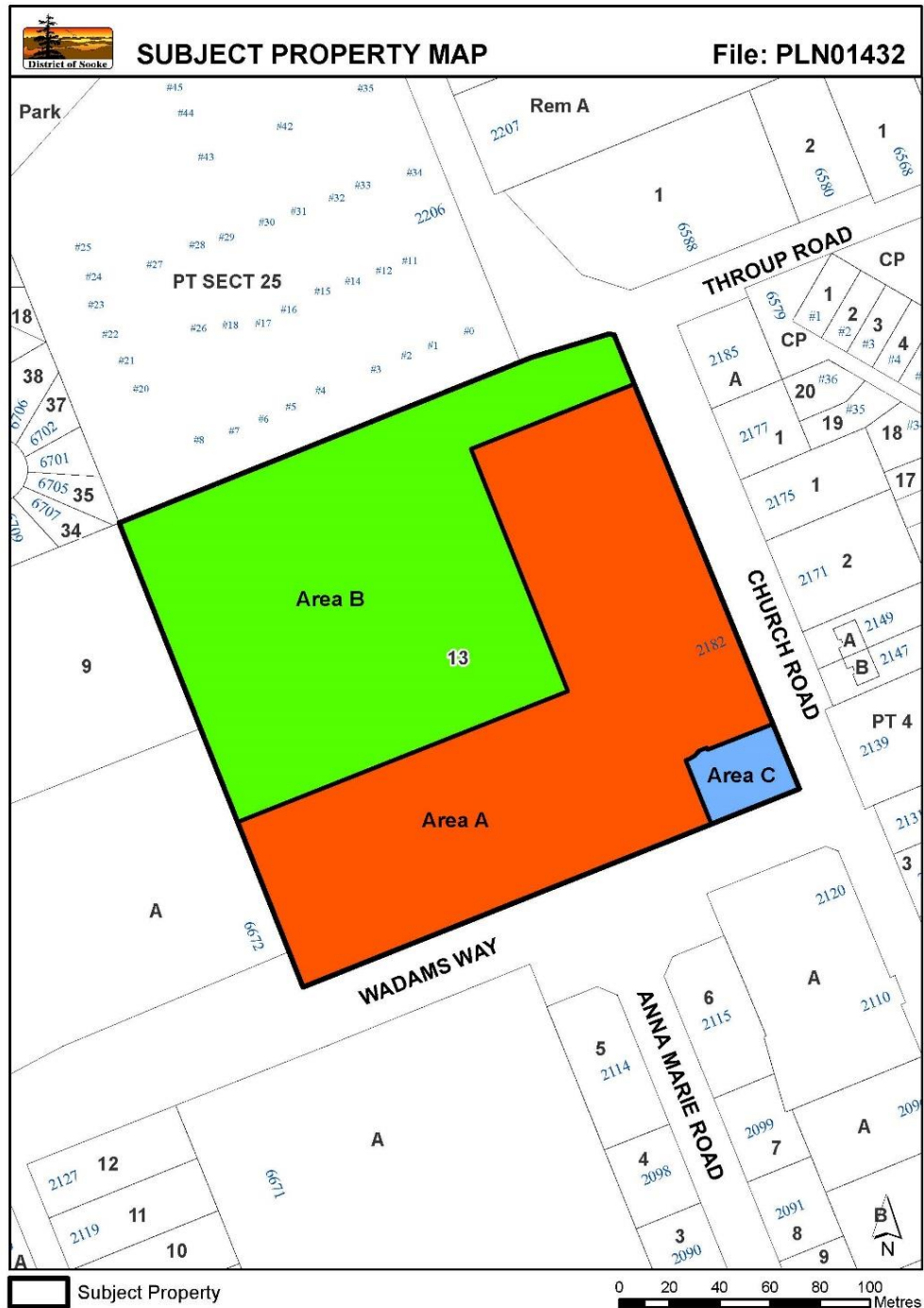
- a) Despite section 12.3 Standard Suburban Local SDD-R03 in *Subdivision and Development Standards Bylaw*, the road cross-section standards for the internal **public roads** in the CD Zone are summarized in Table 1 with the roadway classification shown on Appendix “B”.

Table 1 – Road Classification and Cross-Section Details

Roadway Classification	Sidewalk	Boulevard	Travel Lane	Parking
Road C	2.0 m (both sides)	1.62 m (one side) 0.50 m (one side) 2.5 m swale/boulevard (both sides)	7 m (3.5 m & 3.5 m) minimum travel lane	2.5 m (one side)
Portion of Road B between Road F and Lane E	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	2.50 (one side)
Road F	2.0 m (one side)	1.35 m (one side)	7 m (3.5 m & 3.5 m) minimum travel lane	2.5 m (one side)
Lane H, Lane D, and Lane E (North of Road C)	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a
Lane E (South of Road C)	2.0 m (one side)	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a
Road J (Fire Access)	n/a	n/a	6 m (3.0 m & 3.0 m) minimum travel lane	n/a

- b) Additional cross-section details related to aspects of the site servicing not referenced here can be found in the *Subdivision and Development Standards Bylaw*.

814.12 Subject Property Map: The official map for this CD Zone is kept by the Corporate Officer, and forms part of this bylaw. The Subject Property Map is provided for information purposes only.



3. Bylaw No. 600, *Sooke Zoning Bylaw, 2013* is further amended in **Schedule A – Zoning Map** by deleting the *Wadams Way Comprehensive Development Zone (CD14)* zone to the property shown hatched and outlined in black on Schedule A to this bylaw and legally described as:

Lot 13, Section 10, Sooke District, Plan VIP1057, Except .036 of an acre thereof conveyed to the crown for road purposes as shown on explanatory plan deposited under No 68404I and except part in Plan EPP32377

4. Appendix “B” is attached to and forms part of the Wadams Way Comprehensive Development Zone (CD14) zone.
5. If any portion of this bylaw is set aside by a Court of competent jurisdiction, the portion is severed and the valid remainder shall remain in force and effect.

Read a FIRST and SECOND time the day of _____, 2020

PUBLIC HEARING held the day of _____, 2020

Read a THIRD time the day of _____, 2020

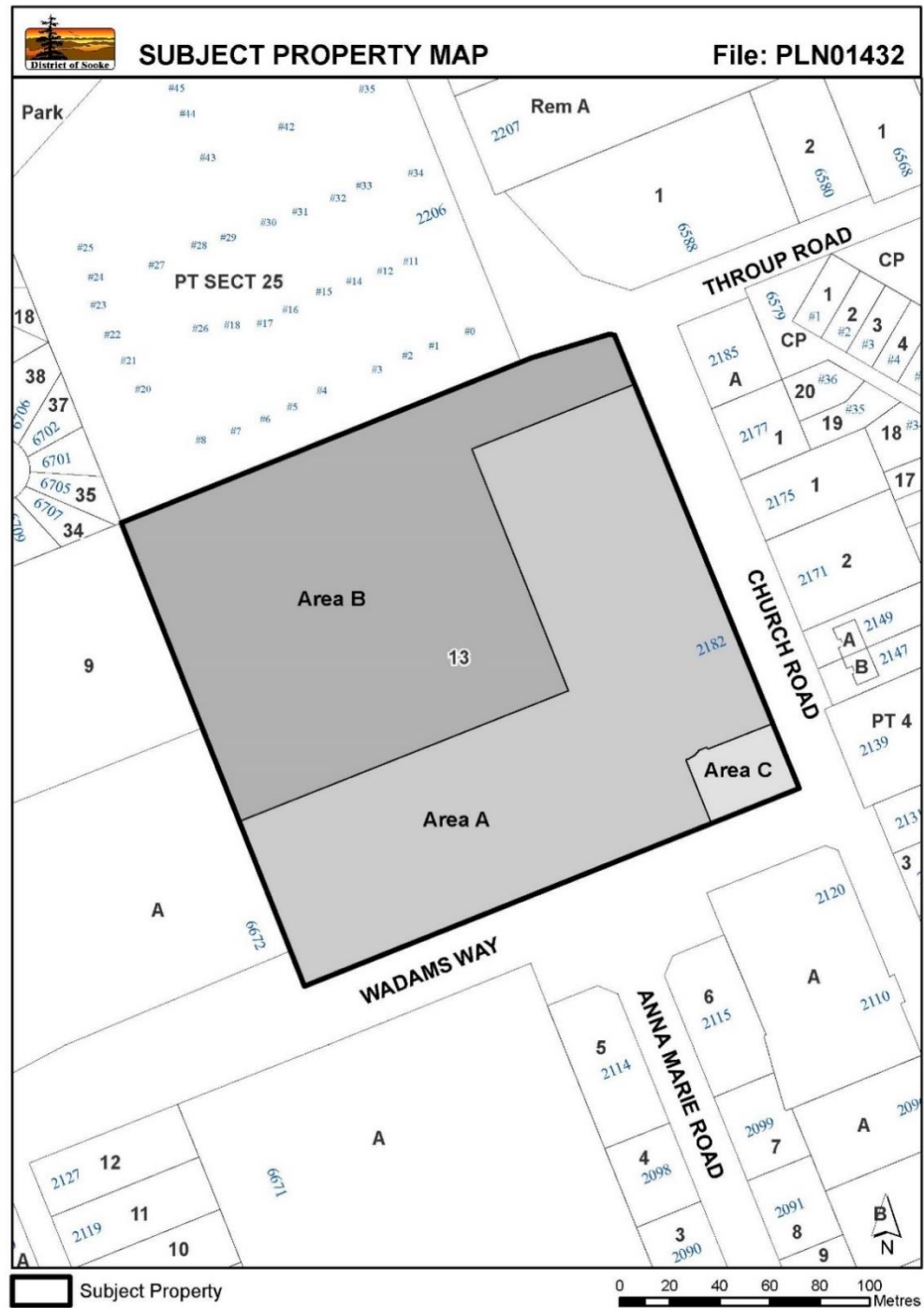
APPROVED by the Ministry of Transportation and Infrastructure the day
of , 2020

ADOPTED on the day of , 2020

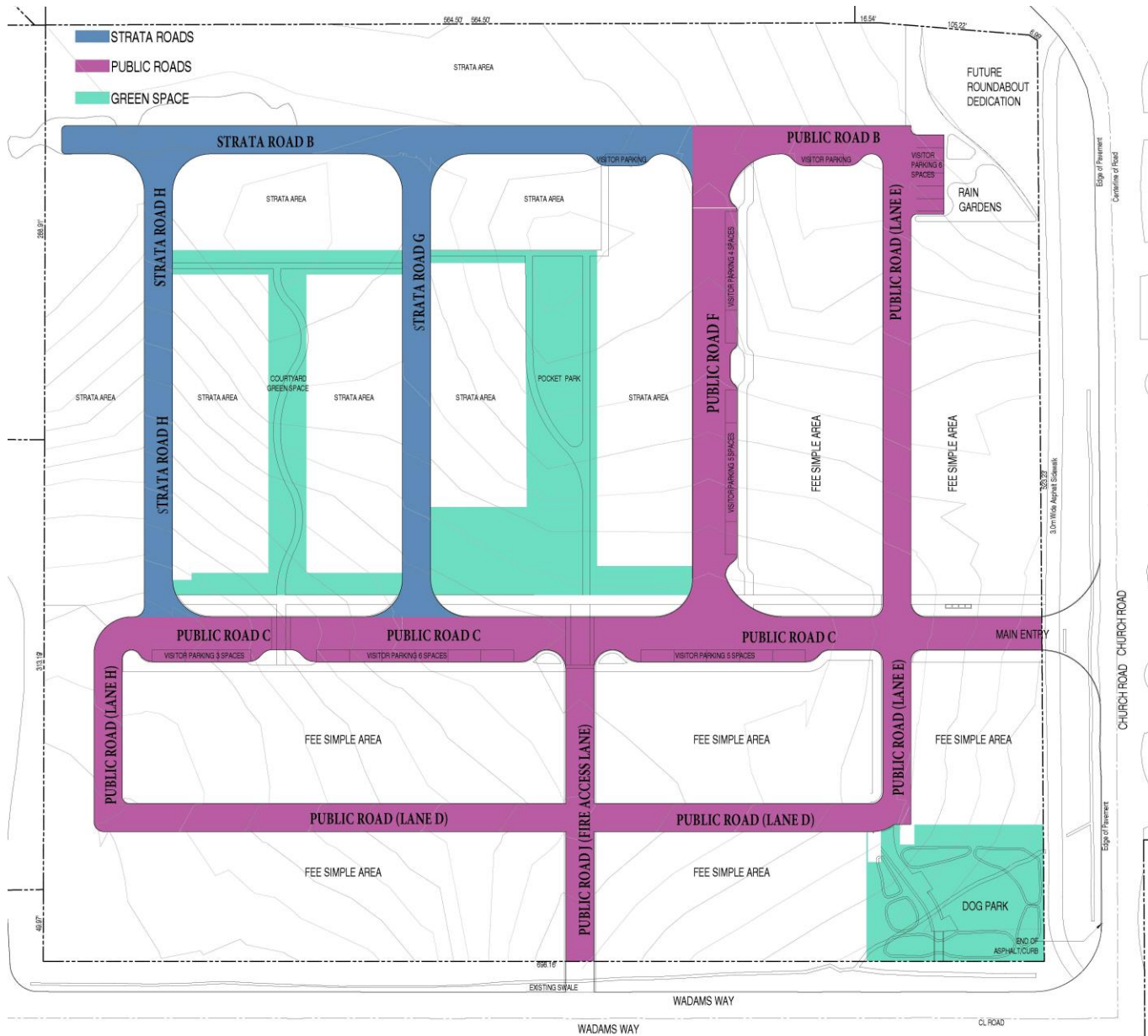
Maja Tait
Mayor

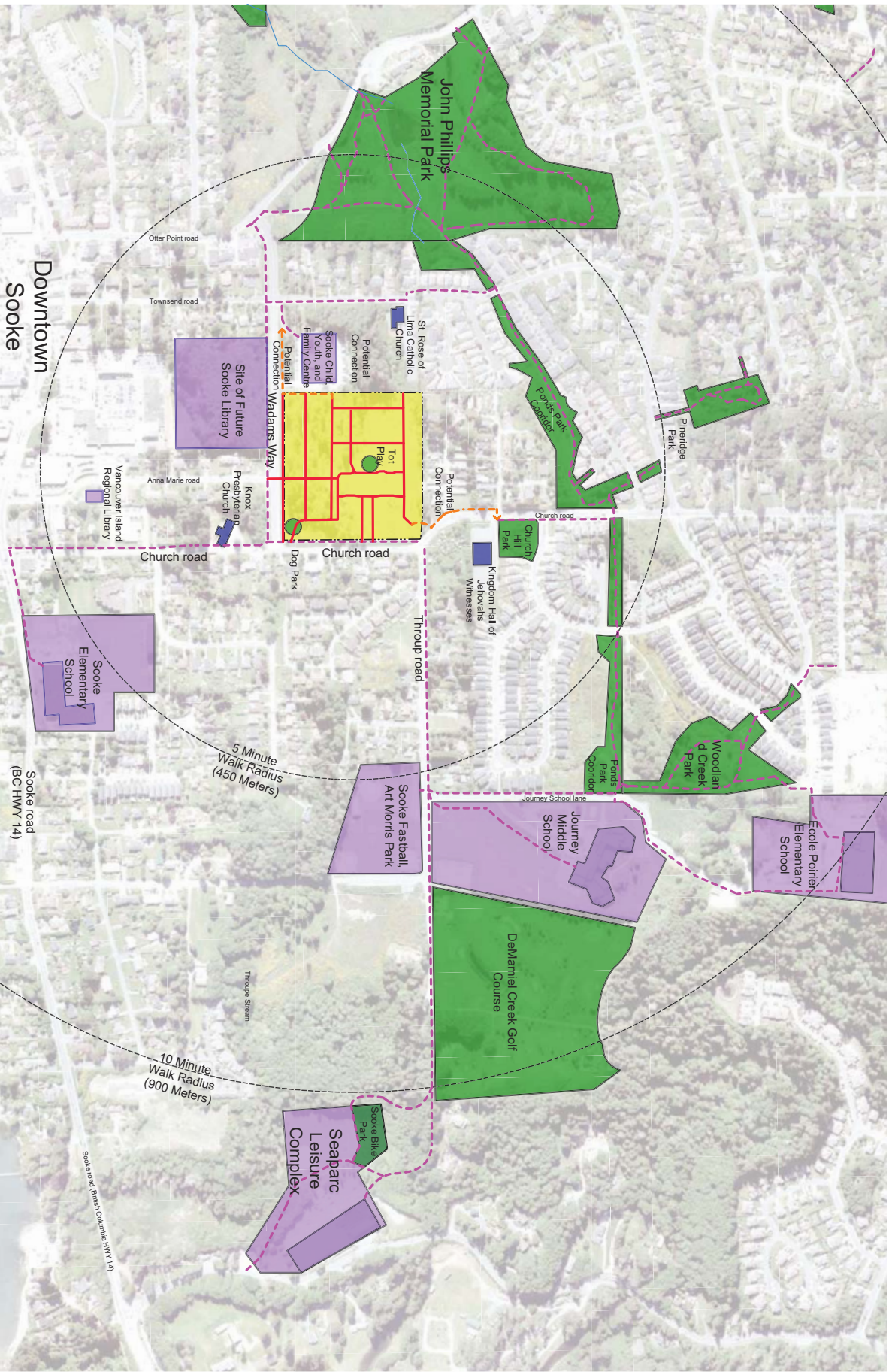
Carolyn Mushata
Corporate Officer

SCHEDULE A



APPENDIX B





- LEGEND**
- Existing Trail Route
 - Internal Site Route
 - Proposed Trail Connection
 - Existing Creek / Stream
 - Parks
 - Schools and Public Buildings
 - Churches / Religious Buildings
 - Site



NOT FOR CONSTRUCTION

1	GP REV.	20.08.10
2	GP	18.12.16
1	GP	18.04.08
rev no.	description	

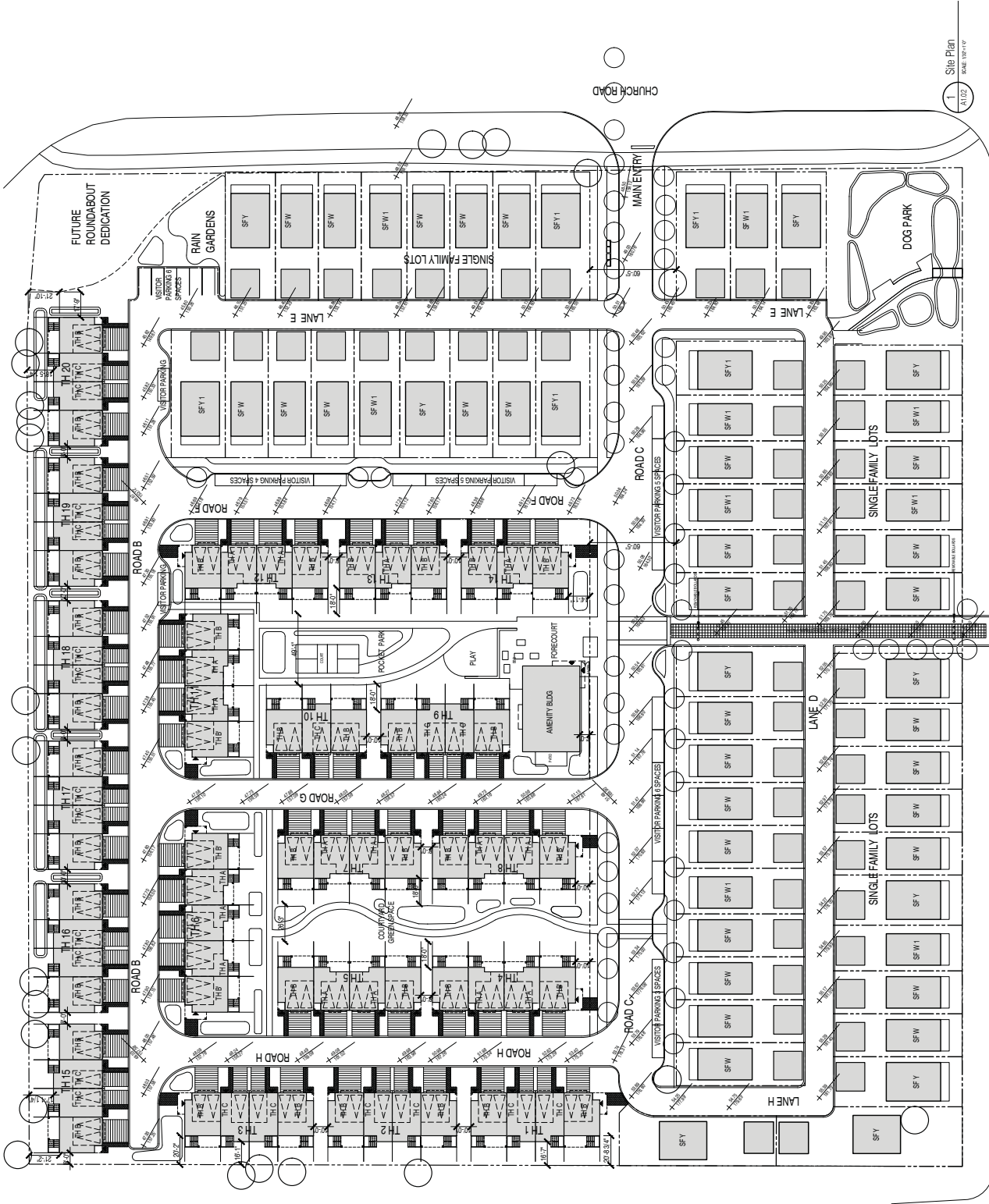


Client
Aragon Development
201-628 W. 1st Ave.
Vancouver, BC

Project
2182 CHURCH ROAD
2182 Church Rd.
Sooke

Sheet No.
Context Plan

Prepared by	118.23
Scale	1:2500 @ 24x36"
Drawn by	TRAK
Checked by	SM
Reviewed	
Sheet No.	L0.01



1 Site Plan
 SCALE: 1/8" = 1'-0"

	Existing Wadams CD Zone	Proposed Wadams CD Zone	Difference
Density	133 residential units (Multi and Single Family combined) 32 units per hectare	133 residential units (Multi and Single Family combined) 32 units per hectare	No difference
Uses	Multi Family, Single Family and Public Park	Multi Family, Single Family and Public Park	No difference
Housing Form	6 types (single, duplex, townhouse, apartment, cluster dwelling units and assisted living facility)	2 types (single, townhouse)	Reduction of housing form by 4
Minimum lot sizing	350m ² for single family lots	250m ² for single family lots	100m ² smaller
Park Dedication	5%	5%	No difference
Play ground	Use included but no detailed design	Use included and a playground proposed within strata amenity area	added value
Parking	Standard parking requirements	Standard parking requirements + 31 additional on-street visitor parking + 50 additional driveway parking for townhouses	81+ stalls in addition to zoning requirements

Affordable Housing	provide cash in lieu of \$10,000 per unit to a maximum of \$130,000 towards the Housing Reserve Fund, Bylaw No. 259.	provide cash in lieu of \$10,000 per unit to a maximum of \$130,000 towards the Housing Reserve Fund, Bylaw No. 259.	No difference
--------------------	--	--	---------------



View of Proposed Amenity Building and Pocket Park Beyond

2182 CHURCH ROAD Sooke, BC

CONTENTS	PAGE
Project Overview	2
Development History of Wadam's Farm Site	3
Context & Site Analysis	4
Site Design & Character	5
Development Approach & Planning Highlights	6
Community Amenity Building	7
Townhouse Form & Character	8
Single Family Form & Character	9
Single Family Streetscape	10
Pedestrian Entry - Fire Lane	11
Parks & Courtyards	12
Central Pocket Park	13
APPENDIX	
Architectural Drawings	

Note: Refer separately provided submission by Murdoch De Greef Landscape Architects for additional detailed information on site development and landscape design for this project.



PROJECT OVERVIEW

The community is located at the intersection of Church Road and Wadams Way in Sooke, BC. Aragon Properties Ltd. purchased the land in 2017 with the intention of providing a variety of high-quality housing in the community.

Formerly a farm site, the land has been rezoned to accommodate 135 residential units. There are 78 townhomes, 54 single-family homes, a variety of community green spaces, and a network of pedestrian friendly streets and pathways connecting the neighbourhood to the surrounding community.

It is Aragon's mandate to ensure a viable development through the provision of quality homes that address the varying market needs. The vision for this community has been developed over many months of work and on-going discussions with the District Planning, Engineering, and Parks departments. Public participation and input has also helped to shape the vision for this community.



Site Location

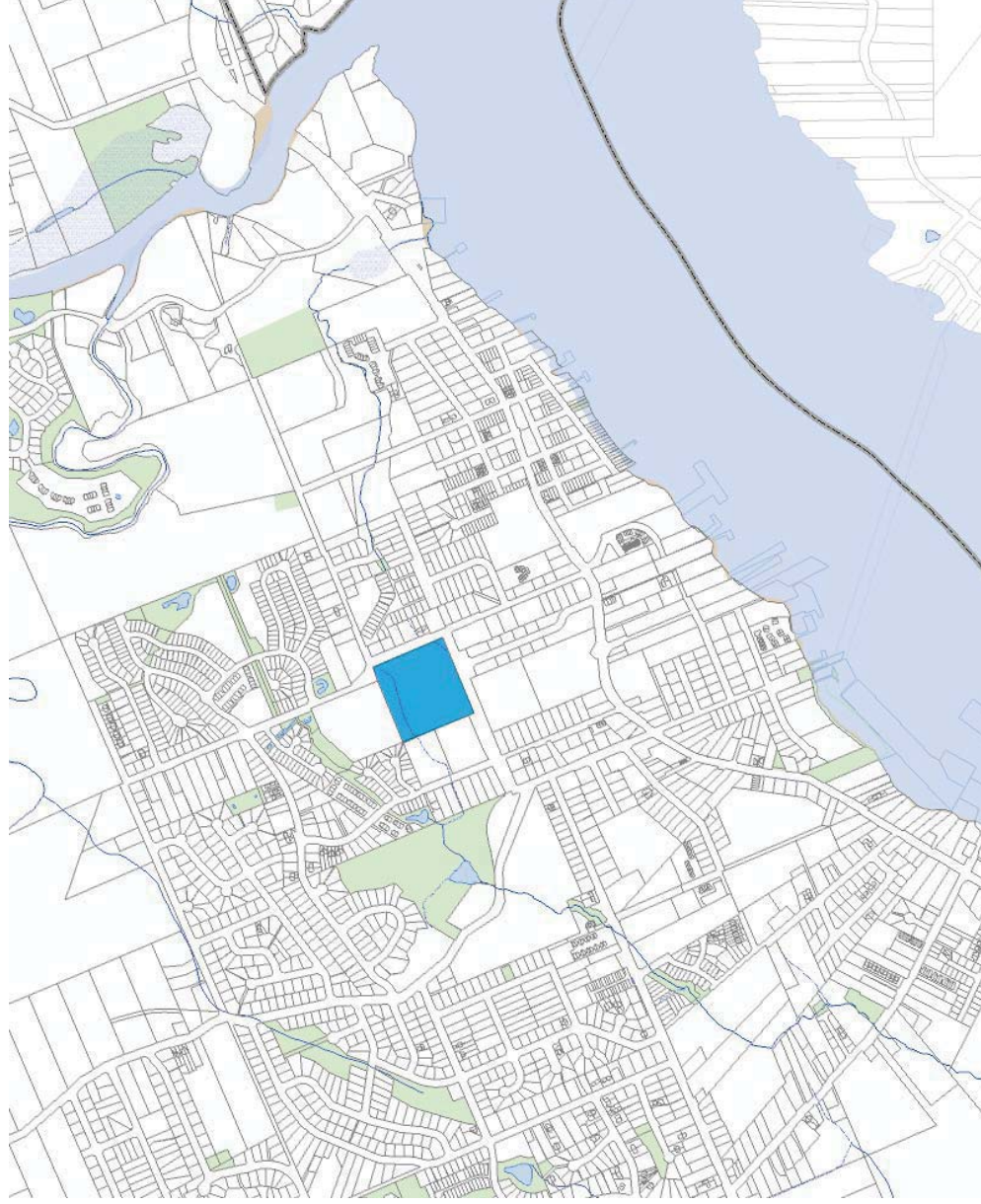


Sooke Farmhouse Image

PROJECT STATISTICS

CIVIC ADDRESS	2182 Church Road, Sooke, BC	GREENSPACE	
EXISTING ZONING	CD14 Zoning	STRATA AREA REQ.	8% X STRATA AREA 8% X 17,773m ² = 1,422 m ²
REVISED CD ZONING	CD14 Zoning Revised	PROVIDED	(13.5% X STRATA AREA) = 2,399 m ²
SITE AREA	42,108m ² (4.2 Ha)	FEE SIMPLE REQ.	5% X SITE AREA 5% X 42,108 m ² = 2,105 m ²
PROPOSED STRATA AREA (TOWNHOMES INCLUDING AMENITY BLDG.)	17,773 m ² (1.78 Ha) - Including Roadway	PROVIDED	(2.5% X SITE AREA) = 1,052 m ² DOG PARK AT SE CORNER OF SITE
PROPOSED FEE SIMPLE (SINGLE FAMILY) AREA	24,335 m ² (2.43 Ha) - Including Roadway		
DWELLINGS	78 Townhomes 54 Single Family Houses 132 Homes Total		
PARKING	Single Family: 108 - In Garages Townhomes: 135 - In Garages 78 - on Driveways Visitor: 31 - Street Parking TOTAL: 352		

DEVELOPMENT HISTORY OF WADAMS FARM



The site is located at 2182 Church Road in Sooke, BC. The property is located centrally within the community and falls within the Community Growth Area, and is located within the Sooke Core Sewer Specified Area (SSA). The land use designation for this property within the Official Community Plan Bylaw, 2010 (OCP) is "Community Residential".

The site was originally a large single farm zoned Large Lot Residential R-1. Prior to Aragon Properties Ltd. purchasing the site, the previous owners had the site rezoned in 2015 to the Wadams Way Comprehensive Development Zone CD14.

This rezoning revised the site uses to allow for a variety of residential uses that included single and multi family residential housing units with varying lot sizes to a maximum of 135 units. The rationale for the rezoning was to accommodate the future needs of the greater community of Sooke. As the community grows, so too does the need for amenities and affordable housing contributions.

The District negotiated an amenity package with the previous owner and the proposed CD14 use was deemed to be consistent with the intent of the OCP's policies and objectives.

Following Aragon's purchase of the site in 2017, there has been many months of collaborative work with the District of Sooke and engagement with the community to prepare the proposed site plan for 2182 Church Road.

CONTEXT & SITE ANALYSIS

Site analysis was conducted early on in collaboration with the civil engineering team and the landscape Architects. The existing site grades and trees were studied to determine how the water flows through and around the site and how to best traverse the site and lay out the built areas.

Several options for roadway systems and lot subdivisions were explored. Given that we did not want to drastically alter the natural topography of the site, we felt the best way to access the site was centrally from Church Road, where the grades worked best naturally.

From here, we developed a series of studies for roadways, eventually settling on a simple "grid" like form for the roads. Not only does this help with way finding, but it works well with the natural grades.

Water flow rates across the site are required to be maintained, so it was important to understand the existing flows, the increased flows caused by the new development, and how to best address the drainage across the site. Civil engineering and landscape were essential in this exercise as they were able to identify how to best divide the site from a water catchment perspective and direct it to where it needed to be.

Rain gardens were proposed early on by the landscape Architect to manage storm water volumes in an effective and aesthetically pleasing way. These have been incorporated into the site plans from early on and have remained a key part of the proposed design.

Partial Overall View of Site Looking to NE



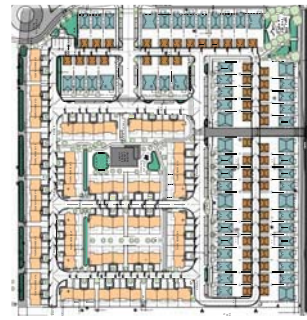
SITE DESIGN & CHARACTER



March 2018



June 2018



November 2018

The proposed site plan has evolved over the last year to the current proposal. The site was rezoned to allow for 135 residential units, which was the target to achieve through the site layout.

Through the schematic design of the site, several iterations were explored. Fundamental to the design concept was the idea of a central green space with a town hall or clubhouse feature. This concept has been integral to the design from the beginning.

The site design originally explored much larger town home blocks, but these were deemed to be too long and unbroken, which did not fit well with the surrounding context. The design evolved to break these linear town home forms down, and provide more pockets between buildings. More single-family homes were introduced to better relate to the surrounding context and provide more variety in housing options.

The primary vehicular access to the site was planned early on to be from Church Road, with a single point of entry. This evolved over time to include a secondary vehicle access from Wadams way, which through discussions with the District, was revised to be a secondary fire access lane that functions as a pedestrian green way when not in emergency use.

The proposed site plan in its current form is the result of the best of what the previous explorations produced. This, combined with the community feedback and information we received from the District, has resulted in a site plan that has 78 strata townhome units and 54 single-family residences. Recent design development of the site plan has resulted in a more central and visible location for the community amenity building and the enhancement and strengthening of pedestrian connections to the central landscaped pocket park and other green spaces.



Proposed Site Plan

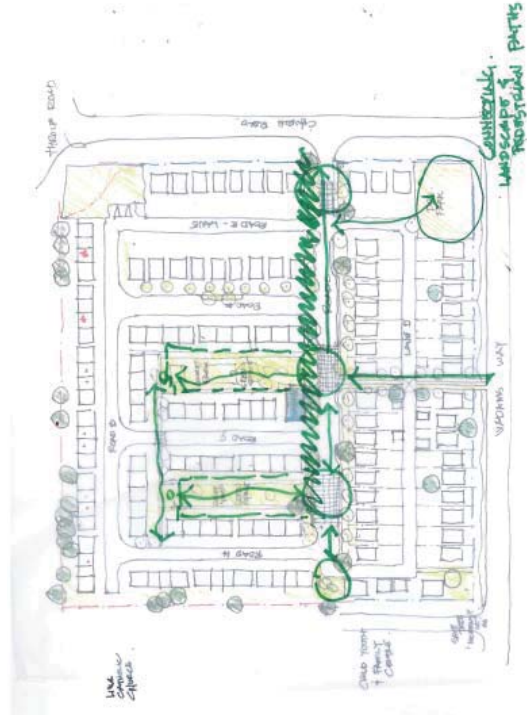
DEVELOPMENT APPROACH & PLANNING HIGHLIGHTS

Design development of the site plan led to emphasizing the main entry way into the site (Road C) as a "green street" that also serves as an east - west pedestrian spine. Two parks branch off this street towards the north - a "linear park" between townhouse units to the west and a central "pocket park" with the Amenity Building as its focus.

The overall site plan is a mix of single family homes and townhomes linked together with pedestrian friendly traffic calmed streets and park spaces. This site plan optimizes the number of units balanced with an efficient street layout to maximize green open spaces for residents and the wider community.

Generous pedestrian pathway widths support a comfortable pedestrian experience. Internal pathways connect to the regional network supporting both walking and cycling.

A secondary Fire access lane from the south (Wadams Way) functions as a landscaped pedestrian greenway when not in emergency use ... see page 11.



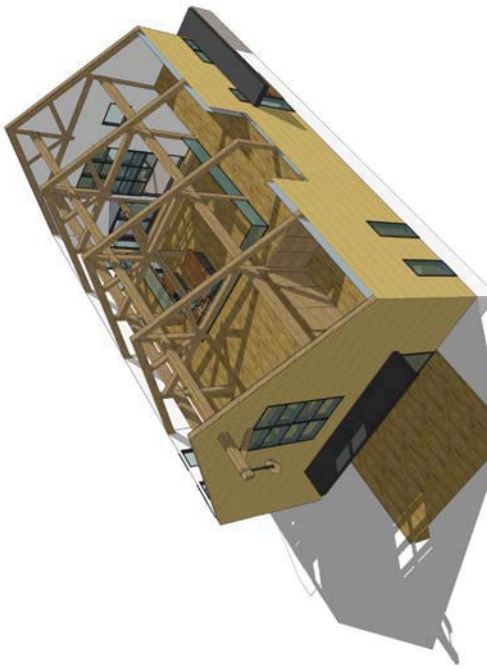
Concept Sketch



COMMUNITY AMENITY BUILDING

A community amenity building is provided in the development in a prominent location clearly visible from the main site entry street (Road C on the site plan). This structure is adjacent to a landscaped "pocket park" containing a children's play area and an outdoor "community porch" patio area for gatherings and BBQs. The amenity building design will be inspired by the site's previous life as a farmstead.

Rain gardens are located throughout the site - managing stormwater and contributing to an attractive and diverse landscape plan.



Amenity Building Structural Concept



Exterior and Interior Amenity Building Images

TOWNHOUSE FORM & CHARACTER

OVERVIEW

Townhomes are to be designed to provide livable functional spaces for families. Townhome parking is accessed from the front street. The integration of garage doors into the front elevations has been carefully considered: front entry doors are emphasized through the use of roofs, landscaping and material and colour choices. All townhomes include a least one vehicle in an enclosed garage – some also with workshop and additional storage spaces. Each townhome will have additional off-street parking in their entry driveways. An emphasis on individual unit entries with covered outdoor spaces is proposed to create friendly, engaging streetscapes. Outdoor decks will be provided off the main living level (level 2) with a direct stair connection to lower patio spaces at grade in the rear yards.

FORM AND CHARACTER

Townhomes are envisaged as individual units within a cohesive whole. Townhome buildings will vary subtly from one another through a varied use of materials, colours and forms. Townhome characteristics include the following:

- variety of roof forms – both gable end and shed dormers and roofs of varying pitches
- a palette of cladding materials including horizontal lap siding and/or vertical board and batten siding
- a generally neutral colour scheme with selected areas of emphasis (entry doors, window bays, etc.) in deeper colours
- articulated trims around windows and exterior doors
- an interesting pattern of multi-lite window units



Townhouses Streetscape



View of Townhouse Corner Unit

SINGLE FAMILY FORM & CHARACTER

OVERVIEW

Single family homes will complement the townhomes on the remainder of the site. These individual dwellings are to be 2 to 3 storeys in height with a variety of steeply pitched roof forms articulated in a West Coast Craftsman style with the use of gable end details and brackets. Streetscapes incorporating a strong architectural rhythm of repeating roof gables is encouraged.

Covered porches are encouraged in the design of these single family homes. Porches provide an important transition between public and private spaces and encourage social opportunities along the street. Corner lots may include porches that wrap around the corner combined with bays and/or dormers to enhance the flanking street or greenspace.

Traditional cladding materials for the single family homes, closely linked to the palette used for the neighboring townhomes, are recommended. Horizontal lap siding, shingles, and board and batten siding, all used in combination, are appropriate. Siding and trim will follow a contemporary colour palette. Pitched roofs will be either asphalt shingles or standing seam metal.

Single family blocks are designed with lanes for garage and service access, supporting walkable front streets.

DESIGN GUIDELINES

Design guidelines have been written to guide the form/materials for this new single family neighbourhood (see Design Guideline Document for details).

WINDOWS & ENTRY DOORS

Windows and front entry doors are important defining elements of the residential character.

The scale, shape, size, and detailing of the windows will vary, contributing to the architectural character, rhythm of the facades, and friendly streetscapes.

The use of "special" windows or other unique elements will add interest and scale to the building elevations. These include bay or dormer windows, window boxes, canopy elements and trims.

Front doors are important elements along the street, and contribute to the identity of individual units. Front doors are emphasized through the use of colour, material and glazing combined with covered porches, where possible.

Entries should take advantage of the site topography - raised above the street level to increase visual privacy. Raised entries and porches create a friendly and inviting street while maintaining a level of separation between public and private.



View Looking West From Main Entry (Road C)

SINGLE FAMILY STREETSCAPE

FORM AND CHARACTER

The single family dwellings streetscape will use repeating roof gables to create a strong architectural rhythm. These gables are to be oriented to front on the streets. The objective is to create visual interest through the use of a variety of interior plans, bay windows and porches. The intention is to balance variety along the street with a clear identity for each home through form, materials and colour.

Thoughtful proportions and an emphasis on human scale will be reinforced through the use of various architectural elements: canopies, dormers, bay windows and porches. Covered porches provide weather protection and promote neighbourhood connections. In order to be usable, these porches need to be a minimum of 45 sq.ft. in area with a minimum depth of 6 feet.



Precedent Images



Views of Single Family Dwellings Concepts

PEDESTRIAN ENTRY - FIRE LANE

There is a proposed secondary fire lane into the site from Wadams Way. This lane is 6.0m wide and is controlled at the Wadams Way entry with the use of removable bollards. Given that the fire lane will be for emergency use only, it seemed like a missed opportunity to simply pave this lane with asphalt.

Instead, the design concept is to make this fire lane function as a pedestrian through-fare year round, with a combination of soft and hard landscaping and lighting. The fire lane is aligned with Anna Marie Road to the south to create a relationship across Wadams Way. This area is also where we have proposed a pedestrian crossing across Wadams Way to allow pedestrians to easily cross to the new library site.

The fire lane design consists of two concrete strips that can support the weight of emergency vehicles running the length of the lane from Wadams way to the new internal municipal road. Between the concrete strips will be grass to soften the lane and provide a more pleasant pedestrian experience.

Incorporated into the concrete strips will be drive-over in-grade lighting to ensure the pathway is comfortable for pedestrian use during the evening hours and to provide some additional security through the lane. Additional information on the development of this fire lane as a landscape feature for this project is provided in the Landscape Architect's separate submission for this application.



View Looking North on Fire Lane Towards
Amenity Building and Pocket Park

PARKS & COURTYARDS

Landscape design was integral to the design of the community. Given the 135 units on the site, the design team decided early on that the landscape had to be designed as a part of the development and not as an afterthought.

The site features 4 park areas: one at the northeast corner, one at the southeast corner, and a central pocket park space with an amenity building. Each of these areas is designed and programmed differently to provide variety for users.

Due to the possibility of a future round-about or intersection expansion at the northeast corner of the site, this park space is simply designed as a series of rain gardens and open lawns. This provides for a green connection at the corner of the site that has potential for the future of the site once the intersection has been established.

The park to the south east corner has been designed as a dog park that is accessible to the entire community. The park features sloped ramps framed with log rounds, natural logs, planting, bike parking, rain gardens along the perimeter, and a variety of hard and soft landscaping. Additional information on the development of this fire lane as a landscape feature for this project is provided in the Landscape Architect's separate submission for this application.



View of Linear Courtyard

2182 CHURCH ROAD, SOOKE
AUGUST 28, 2020

CENTRAL POCKET PARK

The community amenity building is adjacent to a large "pocket park" that includes a variety of design features. This park is conceived of as a community gathering space with a variety of low retaining/seating walls, a children's play area with soft turfing, rain gardens, multi-use patio spaces, and soft and hard landscaping items.

At the heart of this park space is the amenity building - a 2 storey community building with gathering and work spaces, a community kitchen, and a fitness room. This structure will also house the community mailboxes.



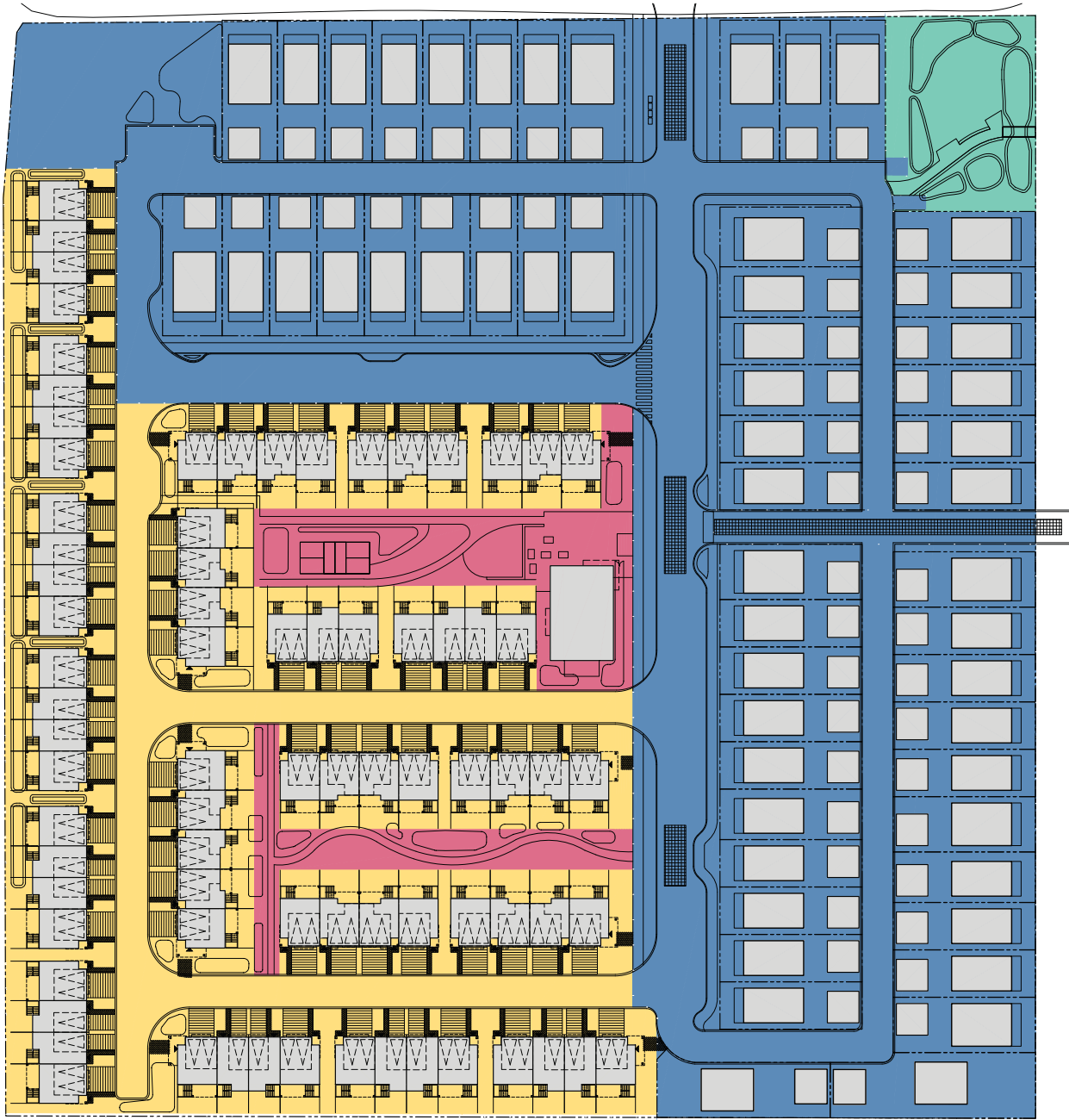
Amenity Building and Pocket Park Views

Small lot single family
development in Port Royal, New
Westminster



- Strata Area
- Strata Amenity Green Area
- Fee Simple Area
- Fee Parkland Dedication

Strata Amenity Courtyard	8561.1 SF	797.2 m2
Strata Amenity Pocket Park	17238.3 SF	1601.5 m2
TOTAL Strata Amenity Area	25819.4 SF	2398.7 m2
Strata Area	197294.6 SF	17769.1 m2
Strata Green Area Coverage	13.5 %	13.5 %
Fee Simple Dog Park	11319.3 SF	1051.6 m2
TOTAL Fee Simple Green Space	11319.3 SF	1051.6 m2
Lot Area	453243.0 SF	42107.7 m2
Fee Simple Green Area Coverage	2.5 %	2.5 %



POLICY CONTEXT – 2182 CHURCH ROAD

OFFICIAL COMMUNITY PLAN, 2010 (BYLAW 400)

This site is designated Community Residential (CR). The vision of this designation is to ensure the highest density residential development will occur in this area of Sooke, while being the primary commercial hub of the community. The following table outlines the application's compliance with relevant sections of the OCP.

This designation promotes the following goals and objectives:

- Ensure the sustainable construction of single family and multiple family residential dwellings;
- Reduce residential sprawl
- Provide a range of high quality housing types, tenures and densities, which can meet the diverse needs of, and attract, individuals and families of varying income levels and demographics.
- Provide affordable and attainable housing opportunities, to meet the needs of various age groups, family types, lifestyles and income groups;
- Encourage a variety of housing types that diversify the housing stock
- Require safe and formalized pedestrian access to services from all residential areas, including connections to amenities and commercial service areas;
- Allow for a variety of housing options within new and existing residential areas.

4.2 SUSTAINABLE LAND USE POLICY

4.2.1 Create walkable neighborhoods

- 4.2.2(b) Enhance the pedestrian environment through maintenance and improvement of sidewalk infrastructure, as well as trails and connections through Sooke.
- (c) Enhance existing neighbourhoods and promote pedestrian-oriented subdivisions.
 - (d) Protect the natural environment, including aquatic ecosystems, environmentally sensitive areas, and rare species.
 - (g) Promote a variety of housing including townhouses, rowhouses, apartments, family developments, co-operative housing, co-housing, co-strata structures, secondary and basement suites, small starter homes and duplexes.

4.3 ENERGY AND CLIMATE CHANGE

- 4.3.3 (f) Create contiguous development (avoiding gaps of undeveloped properties);

4.6 HEALTH AND QUALITY OF LIFE

- 4.6.2 (c) Promote a healthy corresponding built environment (housing, roads, pathways) in order to increase the opportunities for local residents and visitors to make healthy lifestyle choices
- (d) Create safe, walkable neighborhoods
 - (h) Reduce Sooke's travel dependence on the automobile
 - (k) Encourage a family friendly atmosphere in Sooke

4.7 HOUSING

4.7.1

- Provide a variety of housing options and densities for a diverse population.
- Create a population that supports a range of businesses and cultural activities in the Town Centre.

- Develop housing that has a minimal environmental footprint

4.7.2 (c) Provide affordable and attainable housing opportunities.

4.7.3(b) Require that a minimum of 10% of all new multifamily are affordable residential housing and implemented through housing agreements. The option shall be given to developers to locate their required affordable housing in close proximity to the Town Centre.

- (g) Consider allowing developers the flexibility to provide their required affordable housing in different forms thus creating an 'affordable housing mix' in new developments, e.g. secondary suites, condominium rental units, cash, or land in lieu to the District of Sooke towards on/off-site affordable housing. Single family urban density sprawl is not supported.

4.9 INFRASTRUCTURE

4.9.3(e) Require all new development to install underground services where feasible.

- (l) Protect aquatic ecosystems (lakes, wetlands, rivers, streams) as part of the surface drainage system.

4.10 ENVIRONMENT

4.10.3 (j) Expand the percentage of area dedicated for natural park space, bicycle paths and trails networks to maintain healthy ecosystems, management of water quality and quantity (rainwater flows), and provide appropriate public access and transportation corridors to connect the community.

- (t) The District of Sooke shall review at the time of subdivision whether or not parkland dedication shall be in the form of parkland or cash in lieu, with respect to the Parks and Trails Master Plan.

4.12 PARKS AND TRAILS

4.12.3 (p) connect sidewalks to trails and strive for an uninterrupted and integrated pedestrian mobility system

- (r) integrate rainwater management facilities into parks and trails

(w) new parks shall achieve the priorities identified in the Parks and Trails Master Plan

4.13 TRANSPORTATION

4.10.3 (j) Promote Sooke as a pedestrian friendly community in which pedestrian facilities are established and integrated with Planning for transit service.

5.1 COMMUNITY RESIDENTIAL

5.1.2 (b) Provide affordable and attainable housing opportunities, to meet the needs of various age groups, family types, lifestyles and income groups.

- (c) Encourage a variety of housing types, including coach housing, row housing, live/work units and townhouses etc. that diversify the housing stock.

(d) Provide the most efficient use of land and existing physical infrastructure in terms of Infill/densification.

- (e) Deter new residential subdivision development outside the Community Growth Area (CGA)

(f) Primarily concentrate new residential development in existing areas or neighbourhoods prior to expanding into new areas.

- (g) Require safe and formalized pedestrian access to services from all residential areas, including connections to amenities and commercial service areas.
- (l) Promote greenspace and boulevard treatments which incorporate rainwater management

SUMMARY OF COMMENTS RECEIVED
IN RESPONSE TO DISTRICT OF SOOKE REFERRAL



Address: 2182 Church Road File
File No: PLN01432
Date Sent: May 9, 2019

EXTERNAL REFERRALS	
Agency	Comments
BC Hydro	Response received May 22, 2019. See attached
BC Transit	<p>Response received July 4, 2019</p> <p>BC Transit is nearing the completion of a Local Area Transit Plan (LAMP) for the Sooke area. This plan process is expected to identify opportunities for significant investments in the development of local transit service for Sooke neighbourhoods currently without access to transit, as well as identify opportunities to improve existing transit services.</p> <p>Streets with a high potential for future transit service improvements include Wadams Way and Church Road. The lot-side edge of sidewalks along these corridors should extend a perpendicular distance of 2.6 metres or more from the curb. This distance is the minimum depth required to accommodate a bus stop that is wheelchair accessible</p> <p>The subject property is designated “Community Residential” in the District of Sooke’s Official Community Plan. Community Residential is described as supporting a mix of single and multiple family residential, with neighbourhood-scale commercial uses. The uses sought for the application aligns with the Community Residential designation within the Official Community Plan. The potential population density within the subject property is transit supportive.</p> <p>The site plans show strata townhouses in the northwest section of the property with single family houses in the southeast section along the Wadams Way and Church Road frontage. Typically, higher density is encouraged along transit-fronting streets, however the proposed distribution of detached houses will also create greater flexibility for future land uses.</p> <p>A compact street network design that offers one vehicular point of entry/access to the subdivision oriented to Church Street with a fire lane access to Wadams Way – designed and intended as a multimodal pathway outside of emergencies.</p> <p>Although residential and employment density are primary drivers of transit demand, it is connected and contiguous road and pedestrian network which enable residents access to nearby transit and amenities. Connected and</p>

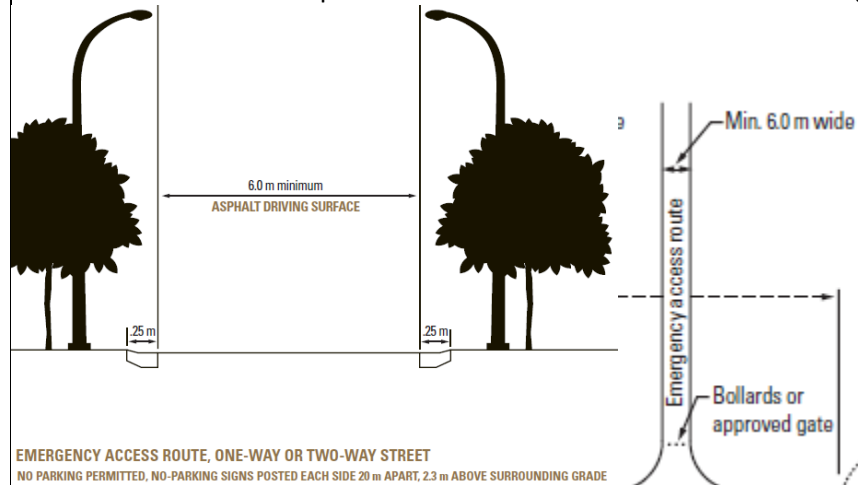
	<p>contiguous street networks also offer permeability to enable a seamless integration with the broader surrounding community for multiple modes of transportation.</p> <p>The main drive entry off Church Road is relocated to mid-block as defined by the District of Sooke and supported by WATT but also allows easy transition for any Supportive service vehicle to enter the development unobstructed. All internal roads within the development meet fire truck access, clear roadways of 6M requirements and turning radius requirements which would allow any HandyDART or support service vehicle to move freely throughout the development. The District of Sooke has directed the number of entry points to this development along with fire access and have met all criteria. BC Transit supports the proposed development as it introduces a transit supportive density in close proximity to existing and future transit services and aligns with the Town of Sooke's Official Community Plan.</p>
Beecher Bay	No response.
T'sou-ke Nation	No response.
Capital Regional District Integrated Water Services	Response received May 16, 2019. See attached
RCMP	No response.
School District #62	Response received May 13, 2019. At this time, the school district does not have any concerns with this referral. The catchment elementary school for the development is Sooke Elementary.
Fortis BC	Response received May 13, 2019. We have reviewed the attached documents and do not make note of any conflicts; however, gas pipelines exist within the Road Allowance(s) fronting the Development. The Developer is to contact BC 1 Call at 1-800- 474- 6886 a minimum of 48 hours ahead of any excavations within the Road allowances to obtain gas location records.
Ministry of Transportation & Infrastructure	<p>Updated Response received July 3, 2020 Hwy14@Church Rd Ministry File 2019-02613.</p> <ul style="list-style-type: none"> • I understand the Traffic Impact Assessment recommends extension of the SB left turn lane due to extended queue lengths (back as far as the RCMP station). • This is a municipal road so the decision to implement this recommendation (or not) is up to Sooke. It's just important to recognize and point out that there will be operational issues with this signalized intersection that won't be able to be mitigated with retiming the traffic signal.

	<p>MOTI First Response received August 16, 2019</p> <p>The Ministry will require the developer to extend the through/right turn lane at Church road to an appropriate length so that traffic can get around the long-left turn queue. This is a requirement prior to the rezoning being approved. The developer is required to submit engineered drawings to the District Engineer to ensure the Ministry is satisfied with what is being proposed.</p>
Archaeology Branch	<p>Response received May 10, 2019.</p> <p>See attached.</p>
INTERNAL	
Development Services	<p>Parks & Environmental</p> <p>Parkland Dedication – Parkland at Church and Wadams Way</p> <ol style="list-style-type: none"> 5% of total lot area is required for parkland dedication. Wooden bridge: width minimum 2 meters and must have handrailing for fall heights. Wooden fence on north property line to be on private property, not parkland. Width of pathway must be minimum 2m path with a 500mm gravel verge on either side and access restricted with a top-locking bollard (s). Access must be wide enough for service vehicles. At least 1 standard parking space (2.7m x 5.8m) is required for a Park maintenance vehicle within or in very close proximity to the proposed dog park. The parking space will have a sign for “maintenance vehicles only”. Benches in parkland to be District of Sooke standard. Water service with water fountain (dog/human/bottle filler) to be supplied. Waste bins and dog bag dispensers must be bear resistant District standard. Underground irrigation and District standard controller required. Slopes from pathway to raingardens/ ponds must not exceed 3:1 slope. Must have 0.5 m on each side of finished pathway before grade changes. Black chain link fence around park. Double gate required on dog park for dog safety (prevent escapes), a second 2.0 m access gate required for service. Applicant also added pea gravel as a surface for the dog park as per Parks request. <p>Operations</p> <ul style="list-style-type: none"> General – service the new development in accordance with the District of Sooke Subdivision and Development Standards Bylaw No. 404 requirements. Covenant Requirements – CA5007560 speaks to the design and construction of the Church/Throup intersection or cash in lieu value of \$28,500. Multi-use trail on Wadams Way to connect to CASA, including street trees on boulevard improvements as per Bylaw 404 SDD-R11. Asphalt surfacing can be modified to a minimum width of 2.5 m.

	<ul style="list-style-type: none"> • Pedestrian-activated signalized Crosswalk required at Anna Marie and Wadams Way. Streetlight also required at this location (I3.02). • Church Road frontage to be designed and constructed in accordance with the Collector Bylaw 404 cross section SDD-R01. • Driveways – all driveways within public property are to be hard surfaced to the property line. • Screening – when screening of parkland with wooden fence, the fence must be on private property. • Stormwater Management –A high level stormwater management plan is required prior to amending the zoning designation on this property. A detailed stormwater management plan will be required prior to issuance of the development permit. The report must include a sediment and erosion control plan for construction. • Internal Road –Operations accepts the modified cross sections to SDD-R03 for the internal public roads. • Development of adjacent lands – Applicant proposes the construction of the multiuse trail along the frontage should extend to the Sooke Child Youth and Family Centre. • Landscaping - Street trees shall be planted as District of Sooke <i>Bylaw 404, Subdivision and Development Standards Bylaw, 2014</i>. Species provided are acceptable. Dedication at north property line – lawn to be no more sloped than 4:1. <p>Subdivision</p> <ul style="list-style-type: none"> • Phases must meet subdivision requirements (A102). • Recommend a covenant to prevent additional driveway access from laneways other or existing garages from the lane way. • fire flow calculations - If their calculations support a larger setback a covenant would be required at subdivision which may affect house design and proposed layout as per FUS. FUS calculations were provided to Fire with no concerns. <p>Landscaping - Street trees shall be planted as District of Sooke <i>Bylaw 404, Subdivision and Development Standards Bylaw, 2014</i>. Species provided are acceptable.</p>
Building	No concerns.
Fire	<p>Updated response received January 14, 2020</p> <p>As per our discussion this morning and going over the drawings, all the fire departments comments from July 2, 2019 have been satisfied and the fire department is good with the changes they have made, with exception of proposed location of CP mailboxes which are too close to entrance and a pull out must be provided. Note: this will be addressed with the Development Permit</p>

Response received July 2, 2019.

1. Provide the plan which confirms the turning radii on all the corners so Fire can review.
2. For the purposes of fire safety, the cross section for Road B, D, E, G, H & I to have a minimum 6.0 m (3.0 m & 3.0 m) travel lane. This width should allow better access with respect to some of the corners where there is a garage.



3. No Parking signage along the laneways and strata roads (part of Development Permit).
4. For safety and to avoid back up along Church into the development, it is recommended that the four (4) off street parking stalls located near the vehicle entrance at Church Road be removed.
5. Increase the width of the Church Road entrance to 9 m.
6. Provide a cross section for the fire emergency access lane.
7. Fire will be conducting a comprehensive pre incident plan post construction and pre occupancy as part of this development

Archaeological comments

From: [Cooper, Diana FLNR:EX](#)
To: [Tara Johnson](#)
Subject: RE: Rezoning & Development Permit Referral - Sooke - PLN01432/33 - 2182 Church Road
Date: Friday, May 10, 2019 1:51:20 PM
Attachments: [image002.png](#)

Hello Tara,

Thank you for the referral for rezoning and a development permit PLN01432/33 for 2183 Church Road, Sooke, PID 008781416, LOT 13, SECTION 10, SOOKE DISTRICT, PLAN 1057, EXCEPT .036 OF AN ACRE THEREOF CONVEYED TO THE CROWN FOR ROAD PURPOSES AS SHOWN ON EXPLANATORY PLAN DEPOSITED UNDER NO 68404I AND EXCEPT PART IN PLAN EPP32377. According to Provincial records, there are no known archaeological sites recorded on the property.

Archaeological potential data for the area indicates that there are some small areas of potential in the south east corner and close to the western property boundary (shown as the brown areas on the screenshot below). The areas of potential are not dense enough to warrant an archaeological investigation or permitting, but we mention potential so property owners know that there is a possibility, albeit a small one, of there being an archaeological site present.

Archaeological sites (both recorded and unrecorded) are protected under the *Heritage Conservation Act* and must not be altered or damaged without a permit from the Archaeology Branch. If an archaeological site is encountered during development, activities must be halted and the Archaeology Branch contacted at 250-953-3334 for direction.

Please review the screenshot of the property below (outlined in yellow). If this does not represent the property listed in the referral, please contact me.

Kind regards,

Diana

CRD Water comments



Integrated Water Services
479 Island Highway
Victoria, BC, Canada V9B 1H7

T: 250.474.9600
F: 250.474.4012
www.crd.bc.ca

May 16, 2019

File: 3360-20-JDFSK-15-004
Your File: PLN01432/33

via e-mail

Ms. Tara Johnson, MCIP, RPP
District of Sooke
2205 Otter Point Road
Sooke, BC V9Z 1J2

Dear Ms. Johnson:

RE: PROPOSED REZONING OF LOT 13, SECTION 10, SOOKE DISTRICT, PLAN 1057, EXCEPT 0.036 OF AN ACRE THEREOF CONVEYED TO THE CROWN FOR ROAD PURPOSES AS SHOWN ON EXPLANATORY PLAN DEPOSITED UNDER NO 68404I AND EXCEPT PART IN PLAN EPP32377 (2182 CHURCH ROAD)

Thank you for your rezoning referral received May 9, 2019, which requests that we examine the above mentioned proposal with regard to the water supply regulations and policies of the Capital Regional District (CRD) Integrated Water Services as established for the Juan de Fuca Water Distribution Commission.

Community piped water can be supplied to this proposed development provided that the Owner(s) is prepared to pay the necessary costs and fees as authorized under CRD Bylaw No. 4190, for the supply and installation of a water distribution system capable of meeting all domestic and fire flow requirements, designed in accordance with CRD Specifications and Standard Drawings.

The existing property is presently serviced with water by a 19mm (3/4") water service located at the property frontage on Church Road. The Owner(s) shall pay all costs to abandon this service if it will not be required for this development.

If this proposal proceeds to the development stage, a detailed review of water servicing design drawings will be required, and a detailed statement of conditions will be provided.

The hydraulic computer model maintained by the CRD shows that a fire flow of 15,000 L/min (3,300 lgpm) with at least 138 kPa (20 psi) residual pressure is presently available to this rezoning in the water main adjacent to the fire hydrant (SFD196) located at the intersection of Church Road and Wadams Way.

IWSS-1714139953-4098

Please note that the fire flow stated above does not account for the maximum allowable velocity in the water main under fire flow conditions permitted by the CRD. Depending on the fire flow requirements of the development, upgrading of the existing water distribution system may be required.

In stating the fire flow available, the CRD expresses no opinion as to the adequacy of the stated fire flow to provide fire protection and if applicable, recommends that the Owner(s) take the appropriate steps to confirm the available fire flow by means of a field hydrant flow test (if required the hydrant flow test will be carried out by CRD staff at the Owner(s) expense). Results of the field hydrant flow test may have to be adjusted to reflect a maximum day demand.

The Owner's Engineer will be required to calculate the fire flow requirements to Fire Underwriters Survey (FUS) standards for the development and confirm in writing to both the CRD and the District of Sooke that the available flow from the CRD system is sufficient. It is recommended the Owners' Engineer contact the District of Sooke to discuss hydrant location and orientation.

If an increase in the level of fire protection is required to meet CRD Engineering Specifications and Standard Drawings, FUS or to meet the requirements of the District of Sooke, the Owner(s) would be responsible for all costs associated with designing and upgrading the distribution system to the extent necessary to provide the required flows.

Depending on the intended use of the property, a Development Cost Charge may apply to each of the new lots/units created by this development.

This letter is for the purpose of providing you with information regarding the services available from the CRD, and should not be construed as either approval or rejection of the proposed rezoning by the CRD.

These conditions are valid for 180 days from date of writing. However, if at any time there is a change in legislation, regulations and CRD Bylaw No. 4190, which would cause any of the above conditions to be non-conforming, then the CRD reserves the right to revise any or all of the conditions accordingly, at any time during the 180 day period.

Yours truly,



Joseph Marr, P.Eng.
Manager, Water Distribution Engineering and Planning
Infrastructure Engineering
Integrated Water Services

Jm:eu

cc: Ian Jesney, Senior Manager, Infrastructure Engineering
Kenn Mount, Fire Chief, District of Sooke
Christine Condon, Real Estate Services, Corporate Services

BC Hydro comments



Customer Projects & Design

22 May 2019
Client's
File#PLN01432/33

Tara Johnson
District of Sooke

Dear Tara :

Proposed Re-Zoning & Subdivision Application for:2182 Church Rd

We have reviewed your proposed Conventional Subdivision Application regarding the above noted location(s). BC Hydro does not own any equipment on this property. Therefore, BC Hydro does not require that a Statutory Right-of-Way Agreement (SRW) be registered against the property title at this time.

Please note that depending on how you plan to develop, a SRW may be needed in the future. Therefore, it is in your best interest to contact us as soon as possible. The process of registering a SRW for BC Hydro can be very lengthy, and may cause delays in your construction schedule if it is not dealt with early. Before any future electrical equipment on the property is energized, including temporary construction power, the Agreement must be registered at the Land Title Office.

Major modifications to the BC Hydro system maybe necessary in order for BC Hydro to provide service to this development. Modifications of this magnitude may have significant financial and scheduling implications to the development construction schedule. BC Hydro will need to complete a thorough system study and design to provide a cost estimate for this work. The developer must submit an application for service with our BC Hydro Express Connect Department by phone @ 1-877-520-1355 or online: <https://www.bchydro.com/accounts-billing/moving-electrical-connections/electrical-connections.html>

Approximate design and construction lead times will be provided at the time of application.

The design and layout of the dedicated road allowance must be adequate to comply with all BC Hydro Standards, operational and maintenance requirements, and required clearances from other utilities. BC Hydro will not accept the placement of its electrical distribution system on private property without expressed written consent from a Representative of the local BC Hydro District Office after a review of the design. Exceptions will only be made on a case-by-case basis.

Servicing this development may require infrastructure that has a large footprint. The location of this equipment may significantly influence the design of your building; it may need to be placed on private property. Upon receipt of your application for service, we will provide more details on the design challenges.

There is overhead electrical infrastructure adjacent to this property which may affect this development. It is the developer's responsibility to ensure that any infrastructure built on this property

will meet all current CSA requirements and limitations around high voltage equipment and transformation.

Normally, BC Hydro will not relocate existing BCH plant. If the developer wishes to have BC Hydro relocate its plant in order to meet CSA requirements, an application must be submitted to the local BC Hydro District Office to conduct a feasibility study of a proposed redesign. The developer will be fully responsible for all associated redesign costs.

Yours truly,



Kathy Butterfield
Design Assistant
South Vancouver Island Process Centre

2182 CHURCH ROAD RESIDENTIAL DEVELOPMENT

Transportation Impact Assessment



Jose Akampurira, E.I.T.
Author

Stephen Sargeant, M.Eng., P.Eng.
Reviewer

Prepared for: Aragon Properties Ltd.

Our File: 2444.B01

Date: April 10, 2019

#501 – 740 Hillside Avenue
Victoria, BC V8T 1Z4

T 250.388.9877

wattconsultinggroup.com

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Study Area	1
1.1.1	Subject Site	1
1.1.2	Road Network	1
1.1.3	Study Intersections.....	2
2.0	TRAFFIC IMPACT ASSESSMENT	3
2.1	Data Collection	3
2.2	Study Time Horizons.....	3
2.3	Traffic Model	3
2.4	Traffic Performance Thresholds	5
3.0	EXISTING CONDITIONS	6
3.1	Land Use	6
3.2	2019 Existing Traffic Conditions	6
4.0	FUTURE CONDITIONS	7
4.1	Proposed Land Use	7
4.2	Site Access	7
4.3	Traffic Forecasts	7
4.3.1	Site Traffic – Trip Generation	7
4.3.2	Site Traffic – Trip Distribution and Assignment.....	8
4.4	Background Traffic Conditions	10
4.4.1	2022 Background Conditions	10
4.4.2	2032 Background Conditions	12
4.5	Post-Development Traffic Conditions	14
4.5.1	2022 Post-Development Conditions	14
4.5.2	2032 Post-Development Conditions	16
4.6	Mitigation Options	18
4.6.1	Sooke Road and Church Road.....	18
4.6.2	Church Road and Site Access.....	18
4.6.3	Church Road and Throup Road	18
5.0	SAFETY AND GEOMETRIC REVIEW	20
5.1	Access Corner Clearance	20
5.2	Sight Distances	20
6.0	SUSTAINABLE TRANSPORTATION REVIEW	22
6.1	Pedestrian Network.....	22
6.2	Cycling Network.....	22
6.3	Transit Network.....	22
7.0	CONCLUSIONS	23
7.1	Recommendations	23

APPENDICES

Appendix A: Terms of Reference

LIST OF FIGURES

Figure 1: Study Area	2
Figure 2: Existing 2019 Peak Hour Traffic Volumes	4
Figure 3: Proposed Site Plan and Access	7
Figure 4: Trip Assignment Breakdown	9
Figure 5: Background 2022 Peak Hour Traffic Volumes.....	11
Figure 6: Background 2032 Peak Hour Traffic Volumes.....	13
Figure 7: Post-Development 2022 Peak Hour Traffic Volumes.....	15
Figure 8: Post-Development 2032 Peak Hour Traffic Volumes.....	17
Figure 9: Left Turn Warrant for Church Road at Site Access.....	19
Figure 10: Left Turn Warrant for Church Road at Throup Road.....	19

LIST OF TABLES

Table 1: Existing 2019 Traffic Conditions	6
Table 2: ITE Vehicle Trip Generation Rates	8
Table 3: Estimated Site Vehicle Trips.....	8
Table 4: Background 2022 Traffic Conditions.....	10
Table 5: Background 2032 Traffic Conditions.....	12
Table 6: Post-Development 2022 Traffic Conditions	14
Table 7: Post-Development 2032 Traffic Conditions	16
Table 8: Sight Distances at Site Access on Church Road	20

1.0 INTRODUCTION

Watt Consulting Group (“WATT”) was retained by Aragon Properties Ltd. (“Applicant”) to provide a Transportation Impact Assessment (TIA) for a proposed residential development at 2182 Church Road in Sooke, BC (“Subject Site”). The proposed development is to consist of single family and multifamily units.

This report summarizes the work conducted to fulfill the traffic and transportation analysis as agreed to with the District of Sooke and the Applicant in the Terms of Reference (see **Appendix A**). The study is based on the site plan drawings dated April 13, 2018.

1.1 Study Area

1.1.1 Subject Site

The proposed development is located at 2182 Church Road, fronting Church Road between Wadams Way and Throup Road in the Broomhill Neighbourhood. The surrounding area of the subject site is residential land uses and a community center. **Figure 1** shows the study area (with three study intersections) and the subject site location.

1.1.2 Road Network

There are four roadways within the study area as described below:

- **Sooke Road** (Highway 14) is an undivided two lane rural arterial road under the jurisdiction of the British Columbia Ministry of Transportation and Infrastructure (MoTI). It is a key route for east-west and inter-city connectivity;
- **Church Road** is a two-lane collector road under the jurisdiction of the District of Sooke. It provides a north-south connection between Sooke Road and Helgesen Road, with a future connection to Laronde Road;
- **Wadams Way** is a two-lane collector road providing a connection between Otter Point Road and Church Road. It is under the jurisdiction of the District of Sooke; and
- **Throup Road** is a two-lane collector road under the jurisdiction of the District of Sooke. It runs east-west from Church Road with a future through connection to Phillips Road.

The posted speed limit on all of the roads in the study area is 50 km/h.

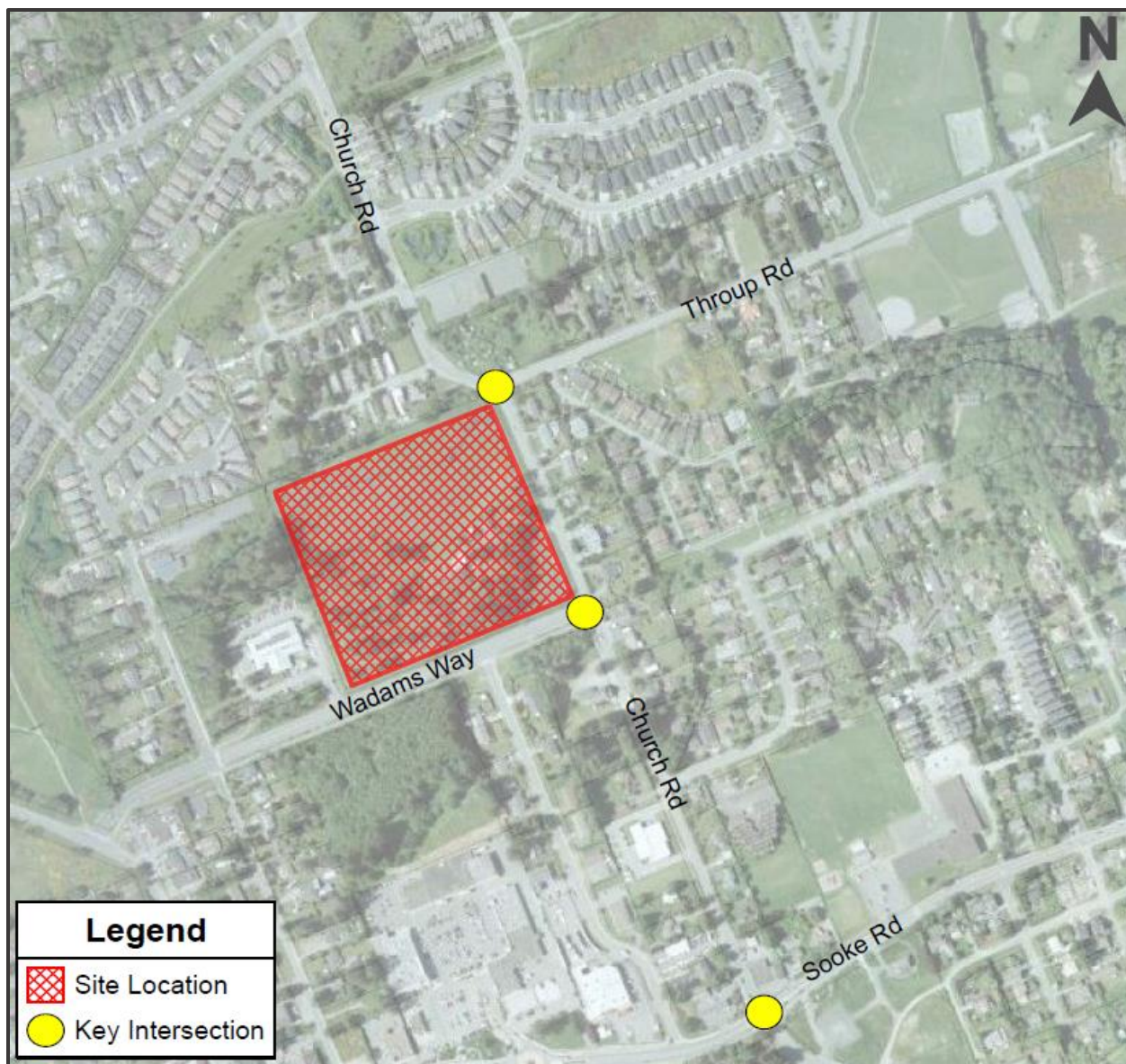


Figure 1: Study Area

1.1.3 Study Intersections

There are three intersections within the study area as described below:

- **Sooke Road and Church Road** is a signalized intersection with protected / permitted phases for the eastbound and westbound left turn movements;
- **Church Road and Wadams Way** is an unsignalized T-intersection with stop control on Wadams Way; and
- **Church Road and Throup Road** is an unsignalized T-intersection with stop control on Throup Road.

2.0 TRAFFIC IMPACT ASSESSMENT

2.1 Data Collection

To document the existing traffic conditions in the study area as of 2019, weekday AM and PM traffic count data were collected for passenger vehicles, heavy vehicles, transit vehicles, bicycles, and pedestrian volumes. Turning movement counts were conducted for the study intersections during the following dates and times.

AM (8:00 AM – 9:00 AM):

- February 19, 2019 (Sooke Road and Church Road);
- February 19, 2019 (Church Road and Wadams Way); and
- February 19, 2019 (Church Road and Throup Road).

PM (4:00 PM – 5:00 PM):

- April 11, 2017 (Sooke Road and Church Road);
- June 12, 2018 (Church Road and Wadams Way); and
- June 12, 2018 (Church Road and Throup Road).

A 1.2% linear growth rate was applied to the 2017 and 2018 volumes to forecast the 2019 volumes. The 2019 existing weekday peak hour traffic volumes are shown in **Figure 2**.

2.2 Study Time Horizons

The study analyzed three different time horizon years for a total of five scenarios:

- **2019:** Existing conditions;
- **2022:** Opening day of full build-out, background and post-development site traffic; and
- **2032:** Ten-year horizon after full build-out, background and post-development site traffic.

2.3 Traffic Model

Traffic analysis at the operational level was conducted using Synchro Studio (version 9). Synchro / SimTraffic is a two-part traffic modelling software that provides analysis of traffic conditions based on traffic control, geometry, volumes and traffic operations. Synchro 9 was used because of its ability to provide analysis using the Highway Capacity Manual (HCM) 2010 methodology, while SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly “seeding” or positioning vehicles travelling throughout the network. The simulation is run five times (five different random seedings of vehicle types, behaviours and arrivals) to obtain statistical significance of the results. The results of the analysis are various measures of effectiveness (MOEs).

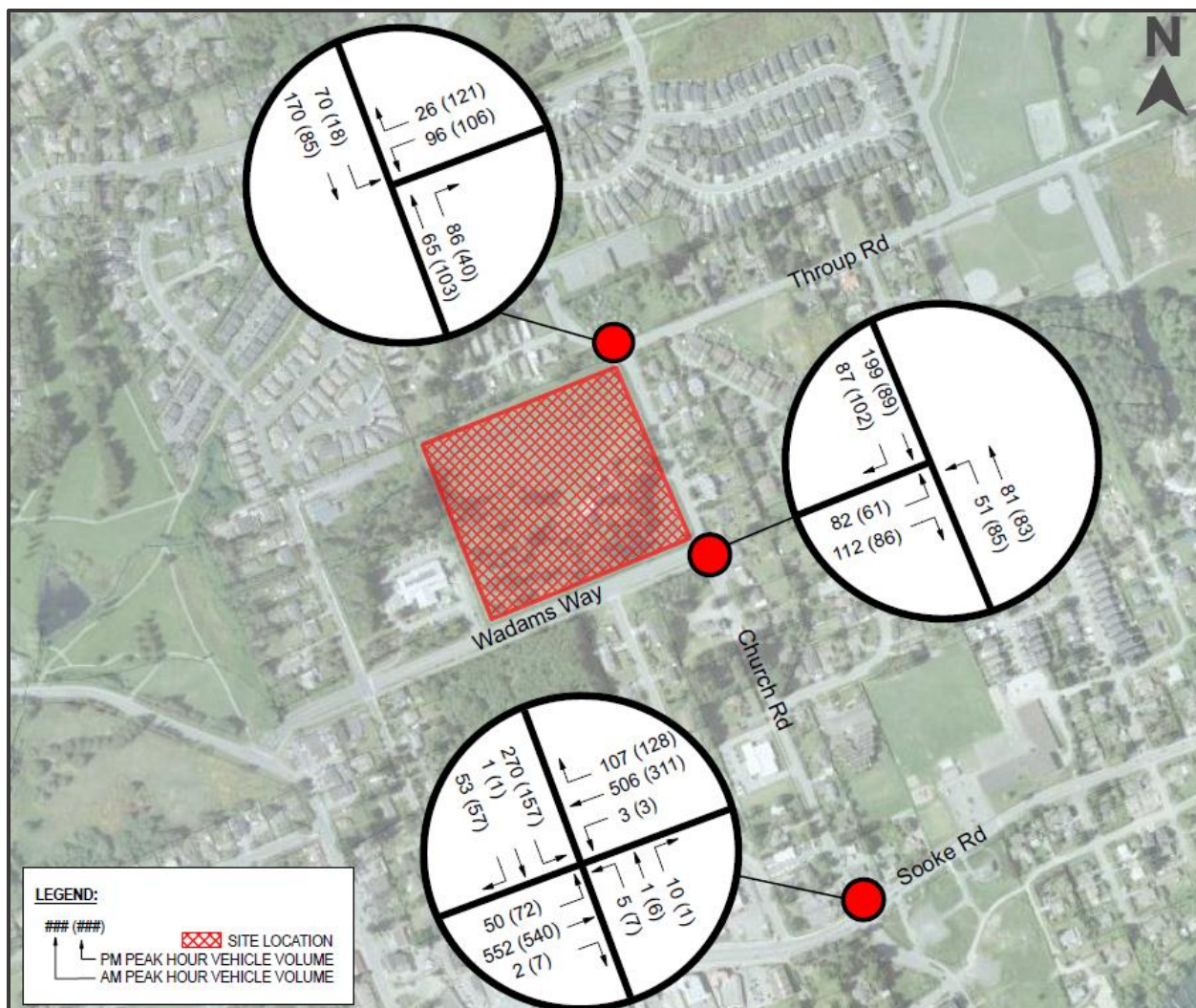


Figure 2: Existing 2019 Peak Hour Traffic Volumes

Three MOEs were used to characterize and evaluate the traffic operations of the intersections:

- Level of Service (LOS);
- Total delay; and
- 95th percentile queue length.

LOS is a qualitative measure used to describe a roadway's operational condition based on factors such as speed, travel time, delay, and type of traffic control. It is a stratification based on six letter grades, ranging from the LOS A (excellent conditions with minimal or no delay) to LOS F (poor conditions with extensive delay). **Total delay** (measured in seconds) is defined as the total additional travel time experienced by a vehicle due to all delay components including control devices, queuing, etc. **95th percentile queue length** (measured in metres or number of vehicles) is defined as the queue length that has only a 5% probability of being exceeded during the analysis time period.

The simulation settings for the Synchro/SimTraffic analysis used the following parameters as approved by the District of Sooke:

- Saturation flow rate of 1,800 vehicles/hour/lane;
- Passenger vehicle length of 7.5m;
- Heavy vehicle length of 23.0m;
- Peak Hour Factors (PHF) from count data and not exceeding 0.95; and
- Minimum rate of 2.0% heavy vehicles.

2.4 Traffic Performance Thresholds

Mitigation measures, including roadway and traffic control improvements, would typically be required when the following performance thresholds for intersections are exceeded:

- LOS D for the individual turning movements; and
- 95th percentile queues length for an individual movement exceeds the available queue capacity.

3.0 EXISTING CONDITIONS

3.1 Land Use

The subject site is currently zoned as CD-14 (Comprehensive Development – Wadam’s Way) according to Sooke Zoning Bylaw No. 600, 2013. There is an existing house on the site. West of the site there is a community center and the surrounding land use is mainly residential.

3.2 2019 Existing Traffic Conditions

A summary of the existing traffic operations is provided in **Table 1** and the 2019 existing weekday peak hour traffic volumes are shown in **Figure 2**.

Table 1: Existing 2019 Traffic Conditions

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS	Delay (s/veh)	95 th Queue (m)	LOS	Delay (s/veh)	95 th Queue (m)
Church Road & Throup Road	WB LR	C	17	19	B	12	21
	NB TR	A	0	1	A	0	0
	SB LT	A	3	15	A	1	6
Church Road / Goodmere Road & Sooke Road	EB L	B	16	26	A	7	25
	EB TR	B	11	59	A	9	53
	WB L	A	9	8	A	8	3
	WB TR	C	24	136	B	12	56
	NB L	C	32	5	C	26	7
	NB TR	C	30	10	C	23	7
	SB L	F	93	34	C	28	29
	SB TR	C	31	101	C	25	26
Church Road & Wadams Way	EB LR	B	15	18	B	11	15
	NB LT	A	3	13	A	4	15
	SB TR	A	0	3	A	0	3

Note: The 95th Queue length is reported from the SimTraffic simulation results. All other values are as per Synchro.

The southbound left turn movement from Church Road to Sooke Road is currently operating at LOS F in the AM peak hour. The 95% queue is overflowing into the southbound through-right lane causing a spillback of more than 100 meters on Church Road. This is an existing issue and pavement markings exist along Church Road to prevent blockage of the accesses of the RCMP detachment located approximately 150 meters north of Sooke Road. The majority of green time is allocated to the east-west movement along Sooke Road, which is the priority movement to facilitate movement of people and goods along the highway corridor. The through movements along Sooke Road are currently operating at LOS C or better in the AM and PM peak hours. All other individual movements at the study intersections are operating at LOS C or better in the AM and PM peak hours.

4.0 FUTURE CONDITIONS

4.1 Proposed Land Use

The proposed residential development consists of 56 single-family dwelling units and 80 multifamily (townhome) dwelling units.

4.2 Site Access

A single access is proposed on Church Road as per the site plan dated April 13, 2018. **Figure 3** shows the proposed site plan and site access.



Figure 3: Proposed Site Plan and Access

4.3 Traffic Forecasts

4.3.1 Site Traffic – Trip Generation

The number of vehicle trips anticipated to be generated from the proposed development was estimated using the Institute of Transportation Engineers (ITE)'s *Trip Generation Manual, 10th Edition*. The *Trip Generation Manual* provides trip rates for a wide variety of land uses gathered from actual sites across North America over the past 35 years.

Trip Generation rates for the weekday AM and PM peak hours are shown in **Table 2** and the estimated number of trips generated is shown in **Table 3**.

Table 2: ITE Vehicle Trip Generation Rates

ITE Code	ITE Land Use	Quantity	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Rate	In	Out	Rate	In	Out
210	Single-family Detached Housing	Dwelling Units	0.74	25%	75%	0.99	63%	37%
220	Multifamily Housing (Low-Rise)	Dwelling Units	0.46	23%	77%	0.56	63%	37%

Note: Based on experience in determining residential trip generation rates in the Greater Victoria area, the ITE average rate is usually equal to or higher than the actual trips generated. Therefore, it is used as a conservative estimate of the trips generated.

Table 3: Estimated Site Vehicle Trips

ITE Code	ITE Land Use	Quantity		Weekday AM Peak Hour				Weekday PM Peak Hour			
				Rate	In	Out	Total	Rate	In	Out	Total
210	Single-family Detached Housing	56	Units	0.74	10	31	41	0.99	35	20	55
220	Multifamily Housing (Low-Rise)	80	Units	0.46	9	28	37	0.56	28	17	45
Total		136	Units		19	59	78		63	37	100

The number of estimated trips to be generated from the proposed development are as follows:

- **Weekday AM Peak Hour:** 78 vehicle trips – 19 trips in and 59 trips out of the site
- **Weekday PM Peak Hour:** 100 vehicle trips – 63 trips in and 37 trips out of the site

4.3.2 Site Traffic – Trip Distribution and Assignment

Trip distribution and assignment was determined by a combination of the observed directional splits in the adjacent street network, accounting for local and regional trip generators, and known travel patterns for the proposed use. **Figure 4** shows the percentage distribution at the study intersections.

Based on existing traffic counts¹, it was assumed that 20% of the westbound inbound traffic along Sooke Road would turn right (short-cut) at Charters Road and access the subject site via Throup Road.

¹ Weekday AM and PM traffic data at Sooke Road / Charters Road were collected in January 2019 as part of another development.

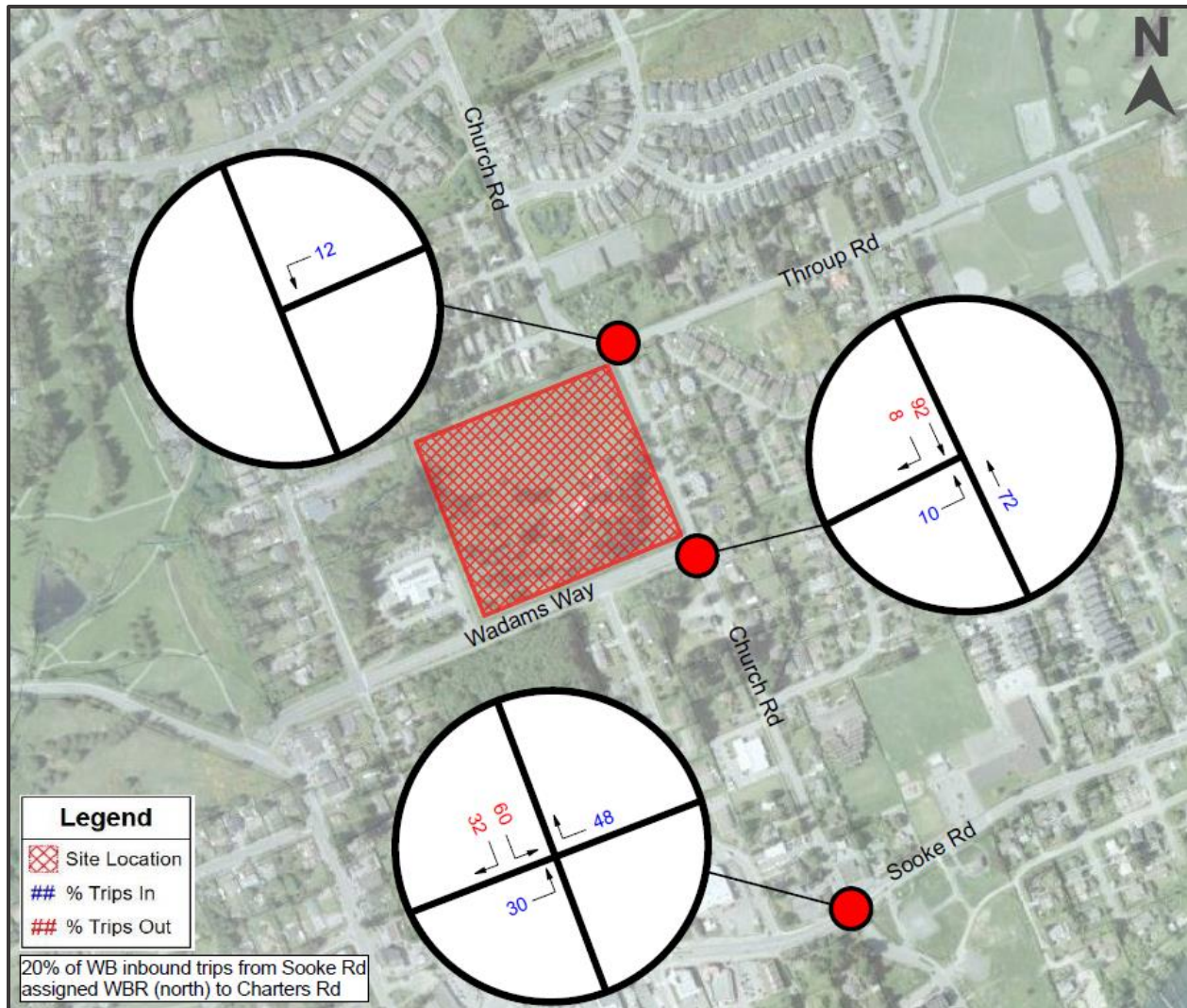


Figure 4: Trip Assignment Breakdown

4.4 Background Traffic Conditions

The background analysis was undertaken to compare the traffic conditions of the study intersections without the proposed development during the 2022 horizon (opening year) and 2032 horizon years. Background traffic volumes were forecasted using a 1.2% annual linear traffic growth rate applied to the observed volumes from 2019. Future traffic from the concurrent single family developments (31 units) along Felderhof Road and Helgesen Road was included in the background analyses.

4.4.1 2022 Background Conditions

Table 4 provides a summary of the 2022 forecasted background traffic operations and **Figure 5** shows the forecasted weekday peak hour volumes for the 2022 background scenario.

Table 4: Background 2022 Traffic Conditions

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS	Delay (s/veh)	95 th Queue (m)	LOS	Delay (s/veh)	95 th Queue (m)
Church Road & Thrup Road	WB LR	C	18	20	B	13	22
	NB TR	A	0	0	A	0	0
	SB LT	A	3	14	A	1	6
Church Road / Goodmere Road & Sooke Road	EB L	B	18	23	A	8	29
	EB TR	B	12	66	B	10	59
	WB L	A	9	9	A	9	4
	WB TR	C	28	133	B	13	53
	NB L	C	33	7	C	27	6
	NB TR	C	30	9	C	24	7
	SB L	F	121	34	C	29	31
	SB TR	C	31	250	C	26	33
Church Road & Wadams Way	EB LR	C	16	22	B	11	15
	NB LT	A	3	14	A	4	14
	SB TR	A	0	3	A	0	3

Note: The 95th Queue length is reported from the SimTraffic simulation results. All other values are as per Synchro.

In 2022, the southbound-left at the intersection of Church Road and Sooke Road will continue to operate at LOS F in the AM peak hour with long delays (average delay of two minutes per vehicle). The overflowing queue will extend north from Sooke Road and block Country Road. All other individual movements at the study intersections will operate at the same levels of service as the 2019 existing conditions (LOS C or better), with minor increases in delay, in the AM and PM peak hour.

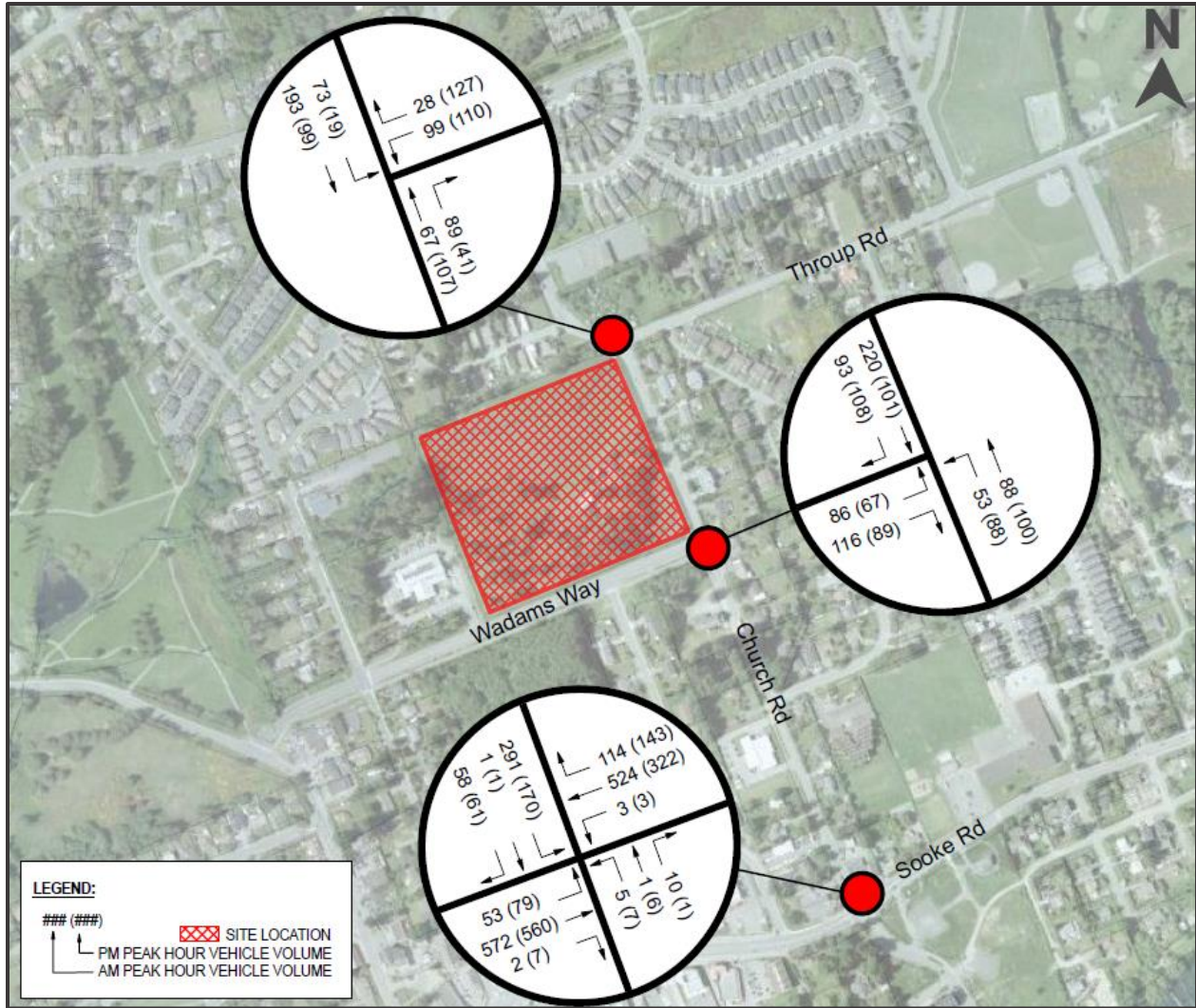


Figure 5: Background 2022 Peak Hour Traffic Volumes

4.4.2 2032 Background Conditions

A summary of the 2032 forecasted background traffic operations is provided in **Table 5** and the forecasted weekday peak hour volumes for the 2032 background scenario are shown in **Figure 6**.

Table 5: Background 2032 Traffic Conditions

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS	Delay (s/veh)	95 th Queue (m)	LOS	Delay (s/veh)	95 th Queue (m)
Church Road & Throup Road	WB LR	C	23	22	B	14	26
	NB TR	A	0	3	A	0	1
	SB LT	A	3	16	A	1	7
Church Road / Goodmere Road & Sooke Road	EB L	C	24	26	A	9	27
	EB TR	B	14	87	B	12	59
	WB L	B	10	13	A	10	5
	WB TR	D	47	168	B	14	60
	NB L	C	35	8	C	30	10
	NB TR	C	31	9	C	26	9
	SB L	F	198	34	C	35	32
	SB TR	C	33	284	C	28	39
Church Road & Wadams Way	EB LR	C	19	22	B	12	16
	NB LT	A	3	15	A	4	19
	SB TR	A	0	3	A	0	4

Note: The 95th Queue length is reported from the SimTraffic simulation results. All other values are as per Synchro.

In 2032, the southbound-left at the intersection of Church Road and Sooke Road will continue to fail with longer delays in the AM peak hour (average delay of three minutes per vehicle). The overflowing queue will extend north from Sooke Road and block Country Road. The westbound through-right movement will operate at LOS D in the AM peak hour. All other movements at the study intersections will operate at the same levels of service as the 2022 background conditions (LOS C or better) in the AM and PM peak hours.

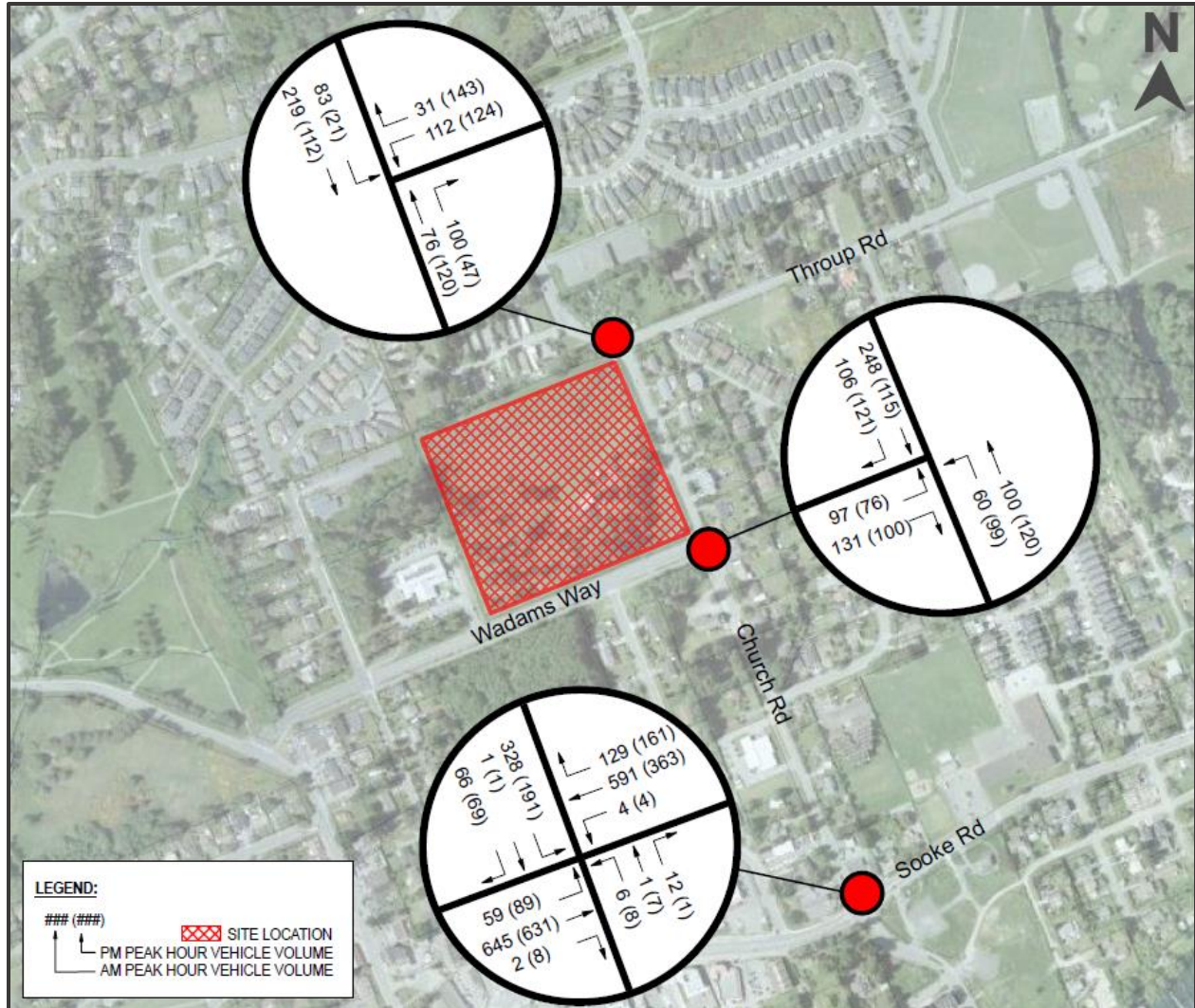


Figure 6: Background 2032 Peak Hour Traffic Volumes

4.5 Post-Development Traffic Conditions

4.5.1 2022 Post-Development Conditions

Table 6 provides a summary of the 2022 forecasted post-development traffic operations and **Figure 7** shows the forecasted weekday peak hour volumes for the 2022 post-development scenario.

Table 6: Post-Development 2022 Traffic Conditions

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS	Delay (s/veh)	95 th Queue (m)	LOS	Delay (s/veh)	95 th Queue (m)
Church Road & Throup Road	WB LR	C	18	24	B	13	23
	NB TR	A	0	2	A	0	0
	SB LT	A	3	14	A	1	6
Church Road / Goodmere Road & Sooke Road	EB L	B	19	27	A	9	27
	EB TR	B	12	67	B	11	56
	WB L	A	9	3	A	9	3
	WB TR	C	29	108	B	14	57
	NB L	C	34	7	C	28	7
	NB TR	C	30	8	C	24	8
	SB L	F	168	34	C	33	33
	SB TR	C	32	277	C	27	46
Church Road & Wadams Way	EB LR	C	18	21	B	12	17
	NB LT	A	3	16	A	3	16
	SB TR	A	0	23	A	0	4
Church Road & Site Access	EB LR	B	11	16	A	10	14
	NB LT	A	1	6	A	2	11
	SB TR	A	0	13	A	0	0

Note: The 95th Queue length is reported from the SimTraffic simulation results. All other values are as per Synchro.

In the opening year of the development (2022), the southbound left turn movement at Church Road and Sooke Road will operate at LOS F in the AM peak hour. Adjusting intersection signal timings at the intersection will not significantly improve conditions.

The turning movements to and from the site will operate at LOS B or better in the AM peak hour and LOS A in the PM peak hour. No queueing issues are expected along Church Road. All other movements will continue to have the same levels of service as the background conditions.

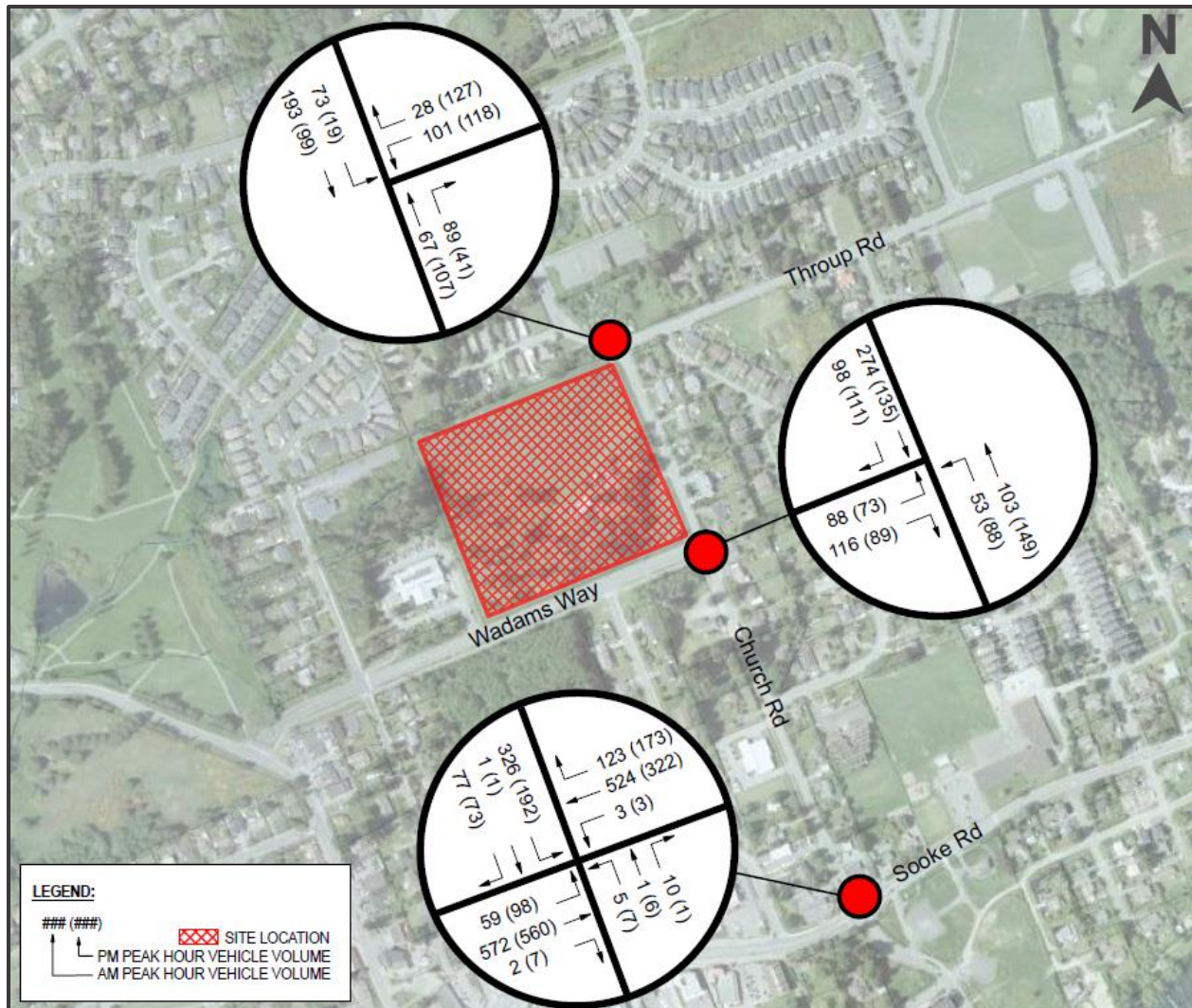


Figure 7: Post-Development 2022 Peak Hour Traffic Volumes

4.5.2 2032 Post-Development Conditions

The 2032 forecasted post-development traffic operations are provided in **Table 7** and the weekday peak hour volumes for the 2032 post-development scenario are shown in **Figure 8**.

Table 7: Post-Development 2032 Traffic Conditions

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS	Delay (s/veh)	95 th Queue (m)	LOS	Delay (s/veh)	95 th Queue (m)
Church Road & Throup Road	WB LR	C	23	24	B	14	30
	NB TR	A	0	2	A	0	0
	SB LT	A	3	19	A	1	7
Church Road / Goodmere Road & Sooke Road	EB L	C	25	31	B	11	30
	EB TR	B	14	76	B	12	63
	WB L	B	10	15	A	10	5
	WB TR	F	50	248	B	15	65
	NB L	D	36	9	C	31	7
	NB TR	C	31	9	C	26	6
	SB L	F	258	31	D	40	33
Church Road & Wadams Way	SB TR	C	34	447	C	29	66
	EB LR	C	23	45	B	13	16
	NB LT	A	3	18	A	3	20
Church Road & Site Access	SB TR	A	0	60	A	0	2
	EB LR	B	11	15	B	11	14
	NB LT	A	1	10	A	2	12
Church Road & Site Access	SB TR	A	0	15	A	0	0

Note: The 95th Queue length is reported from the SimTraffic simulation results. All other values are as per Synchro.

In the 10-year post development horizon (2032), the southbound left at Church Road and Sooke Road will operate at LOS F in the AM peak hour. The queue will extend north past Wadams Way. The westbound through-right movement will fail in the AM peak hour due to the growth of the volume to over 700 vehicles per hour. In the PM peak hour, the southbound left will operate at LOS D. During the AM peak hour the northbound left will operate at LOS D. These operations are still within the traffic performance thresholds.

The turning movements to and from the site will continue to operate at LOS B or better in the AM peak hour and LOS A in the PM peak hour, with no queueing issues along Church Road. All other individual movements at the study intersections will continue to operate at the same levels of service as the 2032 background conditions (LOS C or better) in the AM and PM peak hours.

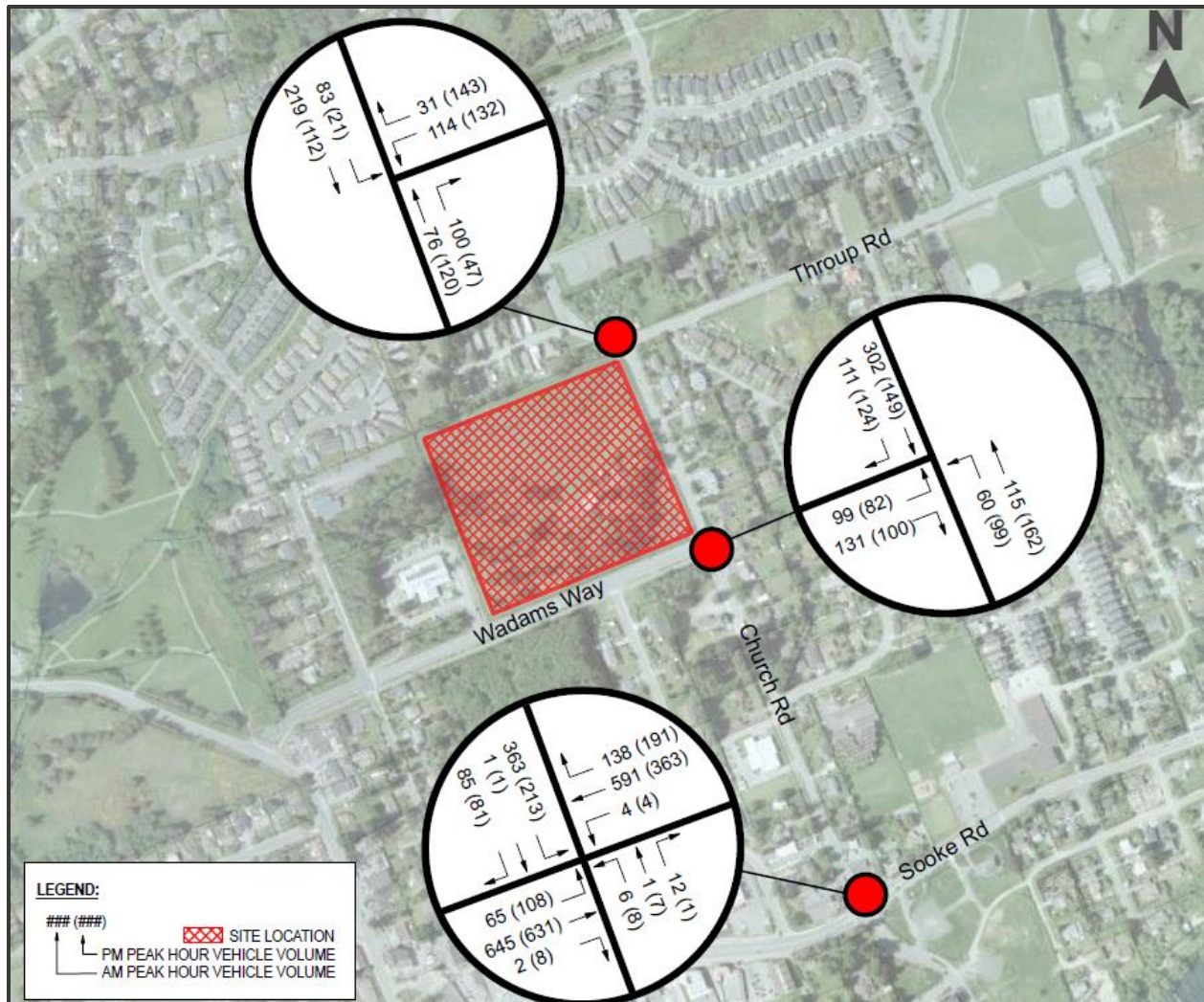


Figure 8: Post-Development 2032 Peak Hour Traffic Volumes

4.6 Mitigation Options

4.6.1 Sooke Road and Church Road

The intersection was recently signalized as part of the Mariner's Village development which changed the operations of the Goodmere Road leg from right-in / right-out to a full movement. In the 2019 AM peak hour, the southbound-left operates at LOS F and will continue to be of concern in the 2022 and 2032 horizons. The increase in delay is mainly attributed to the growth in background traffic. In 2032, the westbound through-right will operate at LOS F with an average delay of just under a minute per vehicle. A short right turn lane will improve the westbound approach but the southbound approach will continue to be an issue.

Signal timing adjustments will not significantly improve the overall performance of the intersection. The District of Sooke's 2009 Transportation Master Plan includes a new collector through road connection between Church Road and Phillips Road via Throup Road. This connection is needed to mitigate the current and future southbound and westbound queues and delays. When constructed, some of the southbound-left and westbound-right traffic will be redistributed to Phillips Road. This will reduce the demand for green time at the Church Road / Sooke Road intersection and improve longer term conditions of the intersection.

4.6.2 Church Road and Site Access

A left turn warrant analysis was conducted for the site access at Church Road. The volumes on Church Road will be higher in the PM peak hour than the AM peak hour for both 2022 and 2032. As such, the PM peak hour volumes were used in the left turn warrant analysis which was based on MoTI's left turn warrant process.

The left turn volumes account for 25% of the advancing volumes in both the 2022 and 2032 horizon years. Traffic travelling northbound on Church Road was considered as advancing volume and southbound traffic was considered as opposing volume. The advancing and opposing volumes are forecasted to be between 200 – 250 vehicles per hour in the PM peak hour. As shown by the chart in **Figure 9**, a left turn lane is not warranted based on both the 2022 and 2032 post development traffic volumes.

4.6.3 Church Road and Throup Road

A change in traffic control was recommended at the intersection of Church Road and Throup Road in the Transportation Master Plan. The intersection is currently operating at LOS C or better in the AM peak hour and LOS B or better in PM peak hour, and is predicted to continue to operate well in the short-term and long-term. A left turn warrant analysis was conducted for the southbound approach and it is not warranted (see **Figure 10**). A change in traffic control at this location is not required in the 10-year post development horizon and the existing stop control can be maintained. When a future connection is made to Phillips Road, a roundabout will be required. Therefore, the right-of-way for a future, single-lane roundabout should be reserved.

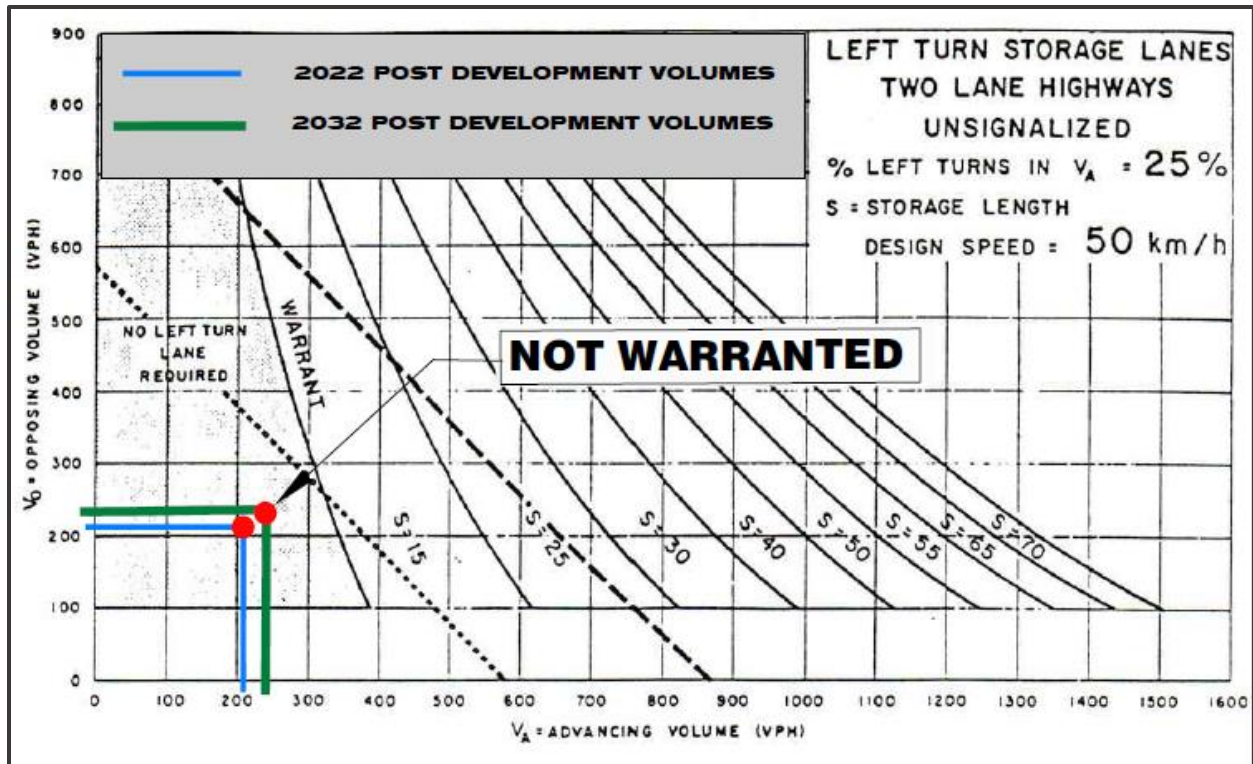


Figure 9: Left Turn Warrant for Church Road at Site Access

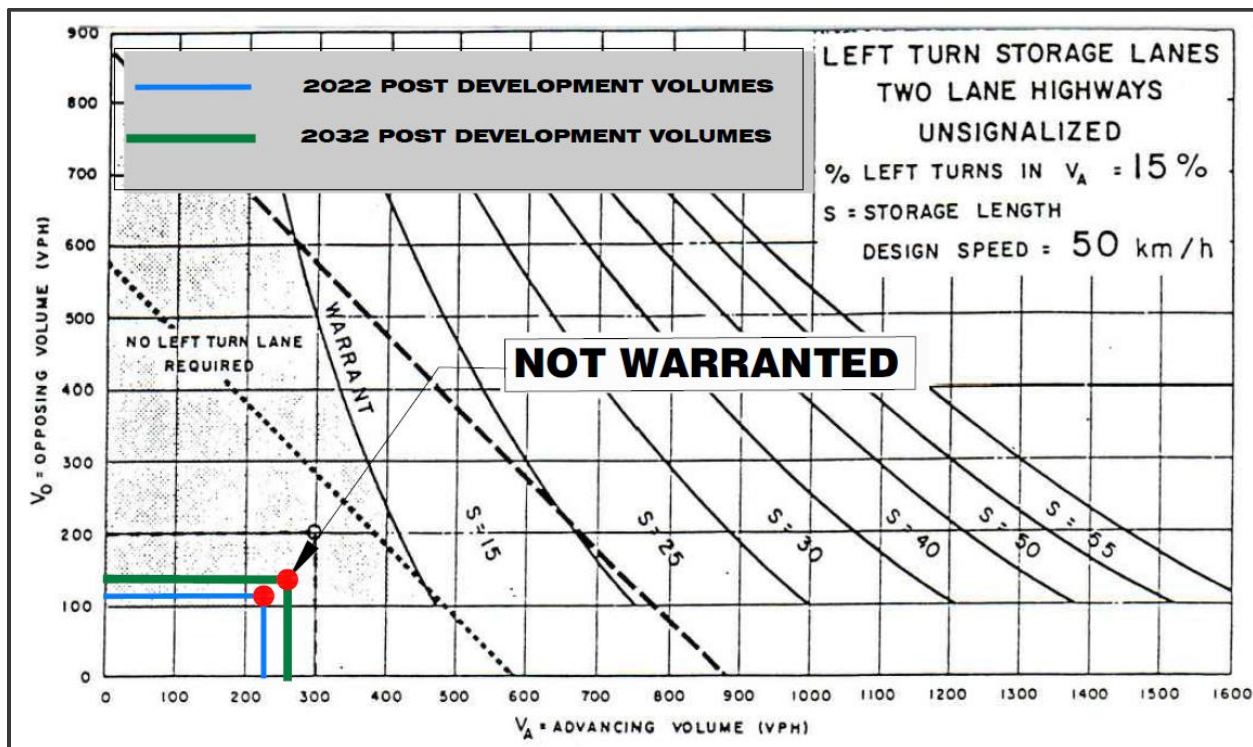


Figure 10: Left Turn Warrant for Church Road at Throug Road

5.0 SAFETY AND GEOMETRIC REVIEW

5.1 Access Corner Clearance

Section 8.8 of the TAC *Geometric Design Guide for Canadian Roads (2017)* suggests a minimum corner clearance of 20 meters between an access and a stop-controlled intersection on a collector road. The proposed access off of Church Road is about 70 meters north of the Church Road / Wadams Way intersection, which exceeds the recommended corner clearance distance. A review of queues on Church Road found that there is no interaction between the site access and the Church Road / Wadams Way intersection.

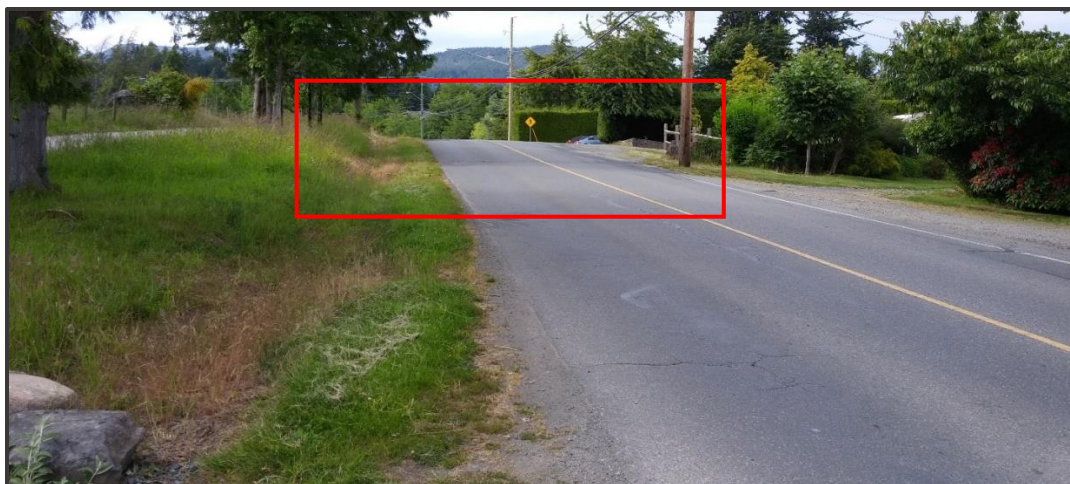
5.2 Sight Distances

Sight distances were measured at the proposed site access location on Church Road. Turning sight distances were reviewed for the site access based on TAC's Section 9.8. The stopping sight distance (SSD), which is 65 meters at 50 km/h, must be met. **Table 8** shows the required intersection sight distances for turning movements onto a collector road from a stop (passenger vehicle, two lane road, and design speed 50 km/h). The required turning sight distance is 105 meters for left turns and 95 meters for right turns.

Table 8: Sight Distances at Site Access on Church Road

Movement	Direction	Required Sight Distance (m)	Actual Sight Distance (m)	Sight Distance Achieved?
Left Turn	Looking Left	105	82	No
	Looking Right	105	150	Yes
Right Turn	Looking Left	95	82	No

Looking right (south), the measured sight distance (150 meters) exceeds the requirements but looking left (north), the sight distance is restricted by the vertical crest curvature of Church Road (see image below).



The measured sight distance to the north (82 meters) exceeds TAC's recommended minimum stopping sight distance (65 meters) for 50 km/h, but not the turning sight distance requirements. Warning signs (W-007-1 and W-007-1 Tab) should be considered to advise southbound drivers of the driveway ahead.



W-007-1 and W-007-1 Tab: Concealed Driveway Sign

6.0 SUSTAINABLE TRANSPORTATION REVIEW

A sustainable transportation review was conducted to determine how the proposed development can support the District of Sooke's Transportation Master Plan and the Parks & Trails Master Plan.

6.1 Pedestrian Network

There are existing shared pathways (asphalt-paved multi-use trails) along the Church Road frontage and on the south side of Wadams Way. A zebra marked pedestrian crosswalk across Wadams Way connects the two trails. Marked crosswalks also exist at the intersection of Church Road and Throup Road. The multi-use trails provide walking connections between the Broomhill neighbourhood and Central Town Centre. Commercial and retail services, grocery stores, restaurants and coffee shops are within a 10-minute walk of the subject site. The subject site's walk score is 59², which means that some errands can be accomplished on foot.

A sidewalk is recommended on the north side of Wadams Way along the site frontage to provide connectivity to the community center (west of the subject site). This sidewalk will prevent double-crossing of Wadams Way and shorten the walking distance for residents who live along Church Road.

6.2 Cycling Network

Church Road and Wadams Way are identified as part of the cycling network. Cyclists are accommodated on the existing multi-use trails. The paved trails provide a comfortable off-street cycling experience connecting the Broomhill neighbourhood with the Central Town Centre within a four-minute bike ride. The Wadams Way cycling route connects Church Road with the Otter Point Road cycling route.

No cycling facilities are required with the proposed development.

6.3 Transit Network

The nearest bus stop is located 130 meters (less than one-minute walk) south of the site access on Church Road. This stop serves Route 63 – Otter Point. This community route provides service four times each weekday in a loop. It is a six-minute walk (600 meters) from the subject site to a pair of bus stops located on Sooke Road at Church Road. These stops serve Route 61 – Sooke/Langford/Downtown Victoria, Route 64 – East Sooke, and Route 65 – Sooke/Downtown Victoria. Service is provided every 15 – 30 minutes on weekdays and every hour on weekends.

No transit impacts are expected as a result of the proposed development.

² Walk Score (2019). Retrieved from <https://www.walkscore.com/score/2182-church-rd-sooke-bc-canada>

7.0 CONCLUSIONS

The proposed residential development at 2182 Church Road is expected to generate 78 vehicle trips during the AM peak hour and 100 trips during the PM peak hour.

The east-west highway through movements along Sooke Road, which are the priority movements, are currently operating at LOS C or better in the AM and PM peak hours. The southbound left turn movement of Church Road at Sooke Road is currently operating at LOS F and will continue to fail in future scenarios without changes to the network. The westbound through-right will fail in the 2032 horizon. Signal timing adjustments at the intersection will not significantly improve the overall performance. The Throup Road connection to Phillips Road is needed to reallocate some of the southbound left traffic.

The other two study intersections (Church Road / Wadams Way, and Church Road / Throup Road) are currently operating at LOS C or better, and will continue to have similar operations with or without the development. No queuing issues are expected on Church Road due to the development traffic. The existing stop control at Church Road / Throup Road is sufficient in the 10-year post development horizon, but the right-of-way should be reserved for a single roundabout when the connection is made from Throup Road to Phillips Road.

Left turn warrants were conducted for Church Road at the site access and Throup Road. Based on the 2022 and 2032 post development traffic volumes, left turns are not warranted and Church Road can be maintained as a two-lane cross section.

At the site access, the sight lines are sufficient (looking south to Wadams Way) but are restricted by the vertical crest curvature of Church Road (looking north to Throup Road). Warning signs should be installed to advise southbound drivers of the concealed driveway. When the intersection of Throup Road is changed to a roundabout, the warning signs will not be necessary.

7.1 Recommendations

The following are recommended to be undertaken by the developer:

- Install concealed driveway sign and tab on the west side of Church Road, north of the subject site.
- Reserve the right-of-way for a single-lane roundabout at the intersection of Church Road and Throup Road.
- Install a sidewalk on the north side of Wadams Way along the site frontage.

APPENDIX A: TERMS OF REFERENCE

Tara Johnson

From: Joses Akampurira <JAkampurira@wattconsultinggroup.com>
Sent: July 10, 2019 2:16 PM
To: Luke Ramsay
Cc: Nadine King; Tania Wegwitz; Mona Dahir
Subject: RE: Minimum travel lane and Church Rd entrance - 2182 Church Rd Rezoning & DP - PLN01432/33

Hi Luke,

Here is our response to the District's question in the conversation thread below:

Access A (original access):

- The spacing between the approximate location of the Road A access and the two adjacent intersections is approximately 40m at the roundabout (Church Road / Throup Road) and 125m at the stop controlled intersection (Church Road / Wadams Way).
- According to TAC, there are two sight distances that need to be met: turning sight distance (vehicles turning from the access) and stopping sight distance (vehicles on the main road stopping for a vehicle turning onto the roadway). The minimum turning sight distance at 50km/h is 105m for left turning vehicles, and 95m for right turning vehicles. The stopping sight distance for a vehicle at 50km/h is 65m.
- The turning sight distances, and stopping sight distances are not satisfied due to the close proximity of the roundabout.

Access C (access proposed by District):

- The spacing between the approximate location of the Road C access and the two adjacent intersections is approximately 90m at the roundabout (Church Road / Throup Road) and 75m at the stop controlled intersection (Church Road / Wadams Way).
- The minimum turning sight distance at 50km/h is 105m for left turning vehicles, and 95m for right turning vehicles. The stopping sight distance for a vehicle at 50km/h is 65m.
- The turning sight distances for a vehicle turning left and right is satisfied:
 - **Left Turning Vehicles** – 105m looking left, >105m looking right;
 - **Right Turning Vehicles** – >95m looking left
- The stopping sight distance for a vehicle on the road is also satisfied and is >65m.

Access C would be a better location for the driveway, as it satisfies all of the sightlines. Access A does not satisfy all sightlines, but there is an understanding that the travel time (at reduced speeds) through the roundabout may reduce the required sight distance. While this may be true, motorists at access A may not have sufficient time to react, which is why Access C is recommended.

Sincerely,
Joses



Joses Akampurira, E.I.T. Transportation EIT
T 778.313.1014 ext 432

www.wattconsultinggroup.com

