



ADVISORY PLANNING COMMISSION REPORT

To: **Advisory Planning Commission**

Subject: **Rezoning Application RZ 18-18 Development
Permit Application DP 19-18**

File #: 6620.00

From: Development Services & Economic Development
Department

Doc #:

Date: March 5, 2019

RECOMMENDATION:

THAT Rezoning Application RZ 18-18 and Development Permit Application DP 19-18 to accommodate a 4-storey, 80-unit condominium apartment development located at 19920, 19930, 19940, 19950, 19960, 19970 - 55A Avenue be approved subject to execution of a Development Servicing Agreement in compliance with the conditions outlined in the Deputy Director of Development Services & Economic Development report.

PURPOSE:

To consider rezoning and Development Permit applications by Andrew Cheung Architects Inc. to accommodate a 4-storey, 80-unit condominium apartment development.

POLICY:

The subject properties are zoned RS1 Single Family Residential Zone in Zoning Bylaw No. 2100 and designated "High Density Residential" in the Official Community Plan Land Use Designation Map. All lands designated for multifamily residential use are subject to a Development Permit to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Andrew Cheung Architects Inc.
Owner:	1166934 B.C. Ltd.
Civic Addresses:	19920, 19930, 19940, 19950, 19960, 19970 - 55A Avenue
Legal Description:	Lots 88, 90, 91, 92, 93 Section 3, Township 8, New Westminster District, Plan 31094; Lot 89, North East Quarter, Section 3, Township 8, New Westminster District, Plan 31094.
Site Area:	4,080 m ² (43,917 sq ft)
Density:	196.1 units/ha (79.3 units/acre)
Gross Floor Area:	6,717 m ² (72,304 sq ft)
Floor Space Ratio:	1.646
Lot Coverage:	41.8%
Parking Required:	124 spaces (including 6 h/c stalls)
Parking Provided:	
Resident	108 spaces
<u>Visitor</u>	<u>16 spaces</u>
Total	124 spaces (including 6 h/c stalls)
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD69 Comprehensive Development
OCP Designation:	High Density Residential
Variances Requested:	None
Development Cost Charges:	\$940,173.00 (City - \$653,466.00, GVS&DD - \$249,832.00, SD35 – \$36,875.00)
Community Amenity Charge:	\$160,000.00

Engineering Requirements:

These requirements have been issued for a rezoning and development permit for a proposed 80-unit condominium apartment development. These requirements may be subject to change upon receipt of a development application.

The City's Zoning Bylaw, 1996, No. 2100 has requirements concerning landscaping for buffer zones, parking, loading areas, and garbage/recycling areas, all of which apply to this Development.

A) The developer is responsible for the following work which shall be designed and approved by a Professional Engineer:

1. Implement erosion and sediment control measures designed and approved by a qualified professional in accordance with the City of Langley Watercourse Protection Bylaw No. 2518.
2. The City plans to construct a pedestrian bridge across Baldi Creek as well as related trail works approximately 200m southwest of the proposed development. This will provide a connection to a proposed new walkway between Brydon Crescent and the Baldi Creek Trail located south of the proposed development. The City requires the Developer to contribute \$160,000.00 (\$2,000.00 per unit) toward the bridge design, construction and City trail improvements.
3. Conduct a water flow test and provide fire flow calculations by a Professional Engineer to determine if the existing water network is adequate for fire flows. Pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended Practice, 1995." A detailed calculation in *MS Excel* format shall be submitted with all the pertinent formulas for review by the City.
4. Protection of retention trees on the site, adjacent properties and/or streets:

No person shall carry out demolition, excavation or construction on a site unless there are protection barriers in place, as per recommendation set out in an arborist's report.

With an application for issuance of a rezoning application, development permit, building permit or civic construction project the owner or the applicant on behalf of the owner must submit a report certified correct by an arborist that sets out:

- a. The condition, size (greater than 150 mm dia), and species of trees on property within 2.0 metres of any boundary of the site, and any adjacent to the site on boulevards or road right of way;
- b. Identify in sufficient detail, trees scheduled for removal and/or retention;
- c. The impact of the proposed development and construction on the health of the trees and potential hazards to them during or after construction;
- d. Development or construction limitations;
- e. Recommended construction practices to protect the trees during and after construction; and

- f. An undertaking from the arborist and the owner to the city that the arborist will perform or supervise performance of:
 - i. Pre-construction treatment of trees including root and branch pruning
 - ii. Regular on-site inspection during construction, and will report any offence against these requirements:
 - on the site trees to the Director of the Development Services or Deputy Director of Development Services; and
 - on any street trees adjacent to the site to the Director of Engineering, Parks and Environment or Manager of Engineering Services.
 - iii. Restorative landscape treatment including soil renovation;
 - iv. Selection and planting of any replacement trees required for the “to be removed” trees during construction. If the site is not suitable to plant replacement trees, then calculate the tree replacement fee to be paid to the City of Langley.
 - v. A post construction inspection of the site, and will prepare a report, certified correct by the arborist, for submission in a timely manner, to the Director of Development Services or Deputy Director of Development Services.
5. Removal of existing driveway crossings are required on 55A Ave. frontage. Should over 50% of the remaining sidewalk, curb and gutter fronting the site be damaged during construction they shall be completely replaced at the Developer’s expense.
6. A Property dedication of approximately 2.0 m (to be determined during detailed design and legal survey) along the lane frontage will be required to provide an ultimate Road Right of Way of 8.0 m. A 3.0 m corner truncation will also be required as part of the Road Right of Way on the north-east corner of the project.
7. Vehicular access to the site shall be from the laneway east of the site.
8. The site layout shall be designed by a professional civil engineer to ensure that the parking and access layout meets minimum design standards, including setbacks from property lines. Appropriate turning templates should be used to prove parking stalls and drive-aisles are accessible by the design vehicle.
9. A boulevard landscaping plan for trees along the 55A Ave. frontage shall be designed by a qualified landscape architect.

10. The condition of the existing pavement surrounding the site shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate it shall be remediated, at developer's cost.
11. The existing pavement on the 55A Ave. frontage requires top lift. This requirement will be fulfilled by a cash-in-lieu payment to the City for future top lift paving. The amount will be based on an estimate provided by the developer's consultant and subject to approval by the City.
12. Existing and proposed street lighting along 55A Avenue shall be reviewed by an approved lighting consultant to ensure existing and proposed street lighting and lighting levels meet current City of Langley standards.
13. New water, sanitary and storm sewer service connections are required. All pertinent pipe design calculations shall be submitted in *MS Excel* format that includes all formulas and calculations for review by the City. The Developer's engineer will determine the appropriate main tie in locations and size the connections for the necessary capacity. The capacity of the existing water and sewer mains shall be assessed through hydraulic modeling performed by the City's hydraulic modeling consultant at the Developer's expense. Any upgrades required to service the site shall be designed and installed at the Developer's expense. All existing services shall be capped at the main, at the Developer's expense, upon application for Demolition permit.
14. A storm water management plan for the site including 55A Avenue and the lane is required. Rainwater management measures used on site shall limit the release rate to mitigate flooding and environmental impacts as detailed in the Subdivision and Development Bylaw. Rainfall intensity shall be calculated using the updated IDF curve available through the City's Engineering Department. 15% shall be added to the calculated value to reflect the climate change effect on the City's storm sewer system, as per MMCD Design Guidelines (2014).

B) The developer is required to submit the following bonding and fees:

1. A pavement reinstatement deposit and a pavement degradation fee to be calculated by the Developer's consultant using the Pavement Cut Form as per

the City of Langley's Pavement Cut Policy No. CO-57 and submitted in conjunction with the construction cost estimate.

2. A Security Deposit of 100% (plus a 10% contingency) of the estimated offsite works construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.
3. Inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs. (See Schedule A – General Requirement - GR5.1 for details).
4. A deposit for a storm, sanitary and water connection is required, which will be determined after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
5. A \$20,000 bond for the installation of a water meter to current standards.

C) The developer is required to adhere to the following conditions:

1. Underground hydro and telephone, and cable services to the development site are required.
2. All survey costs, preparation and registration of documents with the Land Titles Office are the responsibility of the Developer.
3. A water meter is required to be installed outside in a vault away from any structures in accordance to the City's water meter specifications at the developer's cost. A double detector check valve assembly is required to be installed outside away from any structure in a vault as per the City's specifications.
4. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
5. A "Stormceptor" or equivalent oil separator is required for all surface parking areas, and is to drain into the storm sewer.
6. A "Stormceptor" or equivalent oil separator is required for all underground parking areas, and shall meet building and plumbing code requirements.
7. A complete set of "as-built" drawings sealed by a Professional Engineer shall be submitted to the City after completion of the works. Digital drawing files in .pdf and .dwg format shall also be submitted.

8. The selection, location and spacing of street trees and landscaping shall be in accordance with the City of Langley's Official Community Plan Bylaw, 2005, No. 2600 and Street Tree Program, November, 1999 manual.
9. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
10. Garbage and recycling enclosures shall be designed to meet Metro Vancouver's "Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments - June 2015 Update"

Discussion:

1. Context

The applicant is proposing to develop a 4-storey, 80-unit condominium apartment on a site comprised of six single family residential lots on 55A Avenue. The development site backs onto the site of an approved 39-unit townhouse development (5515 – 199A Street) and the site of a proposed 104-unit apartment development (5460-5510 – 199A Street). The east end of the site borders a lane that joins Brydon Crescent and 55A Avenue. A mixture of three and four storey apartments line the opposite (north) side of 55A Avenue. To the west are single family dwellings that make up the remainder of the block bounded by Brydon Crescent and 55A Avenue.

2. Design

The applicant's plans feature a modern, flat-roofed design interrupted by a mechanical penthouse and loft projections in line with unit balconies. The main entrance portico and articulated massing break up the rather long north façade. Brick facing, Hardiplank siding, cedar soffits and heavy timber posts add natural warmth to an otherwise restrained modern treatment in a Westcoast Contemporary style.

Vehicular access to the underground parkade and surface visitor parking is provided from the City lane at the east end of the site. A terraced retaining wall with planters softens the transition from the sidewalk grade to the top of the parkade level along the 55A Avenue frontage. The landscape plans include private patios for the first floor units and a community patio and garden adjacent to the amenity rooms. The floor plans feature a wide variety of unit types and sizes ranging from 1-bedroom to 3-bedroom plus den suites and from 527 square feet to 1,082 square feet. Four units meeting B.C. Building Code Adaptable Housing standards are also offered.

3. CPTED

The applicant's proposal benefited from a comprehensive Crime Prevention Through Environmental Design (CPTED) review by a qualified consultant whose recommendations were incorporated into the plans.

4. Summary

The proposed development is consistent with the High Density Residential policies and Multifamily Residential Development Permit Area Guidelines in the Official Community Plan. A Comprehensive Development zone (CD69) based on the standard RM3 Multiple Residential High Density Zone is proposed to accommodate the development in order to provide for reduced building setbacks (6.0 m), increased lot coverage (41.8%) and an outdoor amenity space (community garden).

Fire Department Comments:

In order to provide a secondary access for firefighting, the applicant will be dedicating 2.0 m at the eastern end of the site for lane widening. The 8.0 m lane will accommodate the City's aerial truck. Fire department connections and hydrant locations will be designed by the developer's engineering consultant to current City of Langley standards subject to LCFRS approval.

Advisory Planning Commission:

In accordance with Development Application Procedures Bylaw No. 2488, the subject applications will be reviewed by the Advisory Planning Commission at the March 13, 2019 meeting.

BUDGET IMPLICATIONS:

The proposed development would contribute \$653,466.00 to City Development Cost Charge accounts and \$160,000.00 in Community Amenity Charges.

ALTERNATIVES:

1. Require changes to the applicant's proposal.
2. Deny application.

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Respectfully Submitted,

Prepared by:



Roy M. Beddow, MCIP, RPP
Deputy Director of Development Services
& Economic Development

Concurrence:



Rick Bomhof, P.Eng
Director of Engineering, Parks &
Environment

Concurrence:



Rory Thompson, Fire Chief